

Costa Verde Center Revitalization Project

DRAFT ENVIRONMENTAL IMPACT REPORT

SCH No. 201607103; Project No. 477943

March 2020

Prepared for:

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



THE CITY OF SAN DIEGO

DATE OF NOTICE: March 12, 2020

PUBLIC NOTICE OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DEVELOPMENT SERVICES DEPARTMENT

SAP No. 24006995

The City of San Diego Development Services Department, as the Lead Agency, has prepared a draft Environmental Impact Report for the following project and is inviting your comments regarding the adequacy of the document. The draft Environmental Impact Report has been placed on the City of San Diego City Clerk's website at <https://www.sandiego.gov/ceqa/draft> under the heading of "California Environmental Quality Act (CEQA) Notices & Documents." In addition, the Notice was also distributed to the Central Library as well as the University City Community and North University Branch Libraries.

Your comments must be received by April 27, 2020, to be included in the final document considered by the decision-making authorities. Please send your written comments to the following address: **E. Shearer-Nguyen, Environmental Planner, City of San Diego Development Services Center, 1222 1st Avenue, MS 501, San Diego, CA 92101** or e-mail your comments to DSDEAS@sandiego.gov with the Project Name and Number in the subject line.

General Project Information:

- Project Name: **Costa Verde Revitalization**
- Project No. 477943 / SCH No. 2016071031
- Community Plan Area: University
- Council District: 1

Project Description: The project proposes a GENERAL PLAN AMENDMENT (GPA), COMMUNITY PLAN AMENDMENT (CPA) and SPECIFIC PLAN AMENDMENT (SPA) to the University Community Plan (UCP) and Costa Verde Specific Plan to increase the development intensity by 40,000 square feet (SF) of commercial/office and 360,000 SF of research and development uses, re-designate approximately one acre from Neighborhood and Community Commercial to Visitor Commercial to allow a hotel use, and complete incidental technical revisions; a SITE DEVELOPMENT PERMIT (SDP) for land use plan amendments within the Airport Land Use Compatibility Overlay Zone; a PLANNED DEVELOPMENT PERMIT (PDP) to Amend PDP No. 90-1109 for the reconfiguration and expansion of the existing 178,000-square foot shopping center; a NEIGHBORHOOD DEVELOPMENT PERMIT (NDP) to include tandem commercial parking spaces; a TENTATIVE PARCEL MAP to create new legal lots; and EASEMENT VACATION to vacate Esplanade Court and water line easements as public facilities. The proposed hotel use would consist of a 10-story, 200-room hotel comprised of approximately 125,000 SF to be located on the northernmost portion of the site. Various site improvements would also be constructed that include associated utilities, internal circulation and access, hardscape (surface parking, driveways, and walkways) retaining walls, and landscape. The developed 13.9-acre project site is located west of Genesee Avenue between La Jolla Village Drive and Nobel Drive. The parcel is designated neighborhood and community commercial uses within the Costa Verde Specific Plan and the University Community Plan. In addition, the project site is located within the Urban Node of the Central Subarea, which is intended to be developed as a mixed-use core, with a residential density of up to 75 dwelling units per acre. The site is within the RS-1-14 Zone as well as the Affordable Housing Parking Demand Overlay Zone (Medium), the

Airport Land Use Compatibility Overlay Zone (Marine Corps Aviation Station [MCAS] Miramar), the Airport Influence Area (Review Area 2 - MCAS Miramar), the Airport Federal Aviation Administration (FAA) Part 77 Noticing Area (MCAS Miramar), the Community Plan Implementation Overlay Zone (CPIOZ-A), the 300-foot Fire Brush Buffer Overlay Zone, the Very High Fire Hazard Severity Overlay Zone, the Outdoor Lighting Overlay Zone (Lighting Zone 3 – Medium), the Parking Impact Overlay Zone (PIOZ – Campus Impact Area), and the Residential Tandem Parking Overlay Zone. (Assessor Parcel Numbers: 345-210-12, 345-210-13, and 345-210-14.) **The site is not included on any Government Code listing of hazardous waste sites.**

Applicant: Regency Centers L.P.

Recommended Finding: The draft Environmental Impact Report analyzed the following environmental issue area(s) in detail: **Land Use, Transportation/Circulation, Visual Effects/Neighborhood Character, Air Quality, Greenhouse Gas Emissions, Energy, Noise, Paleontological Resources, Hydrology/Water Quality, Geology and Soils, Public Utilities, and Public Services and Facilities.**

Availability in Alternative Format: To request this Notice, the draft Environmental Impact Report, and/or supporting documents in alternative format call the Development Services Department at 619-446-5460 or (800) 735-2929 (TEXT TELEPHONE).

Additional Information: For environmental review information, contact E. Shearer-Nguyen at (619) 446-5369. The draft Environmental Impact Report and supporting documents may be reviewed, or purchased for the cost of reproduction, at the Fifth floor of the Development Services Center, located at 1222 1st Avenue, San Diego CA 92101. **For information regarding public meetings/hearings on this project, contact the Project Manager, Glenn Gargas, at (619) 446-5142.** This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on March 12, 2020.

Gary Geiler
Deputy Director
Development Services Department



THE CITY OF SAN DIEGO

ENVIRONMENTAL IMPACT REPORT

Project No. 477943
SCH No. 2016071031

SUBJECT: Costa Verde Revitalization: The project proposes a GENERAL PLAN AMENDMENT (GPA), COMMUNITY PLAN AMENDMENT (CPA) and SPECIFIC PLAN AMENDMENT (SPA) to the University Community Plan (UCP) and Costa Verde Specific Plan to increase the development intensity by 40,000 square feet (SF) of commercial/office and 360,000 SF of research and development uses, re-designate approximately one acre from Neighborhood and Community Commercial to Visitor Commercial to allow a hotel use, and complete incidental technical revisions; a SITE DEVELOPMENT PERMIT (SDP) for land use plan amendments within the Airport Land Use Compatibility Overlay Zone; a PLANNED DEVELOPMENT PERMIT (PDP) to Amend PDP No. 90-1109 for the reconfiguration and expansion of the existing 178,000-square foot shopping center; a NEIGHBORHOOD DEVELOPMENT PERMIT (NDP) to include tandem commercial parking spaces; a TENTATIVE PARCEL MAP to create new legal lots; and EASEMENT VACATION to vacate Esplanade Court and water line easements as public facilities. The proposed hotel use would consist of a 10-story, 200-room hotel comprised of approximately 125,000 SF to be located on the northernmost portion of the site. Various site improvements would also be constructed that include associated utilities, internal circulation and access, hardscape (surface parking, driveways, and walkways) retaining walls, and landscape. The developed 13.9-acre project site is located west of Genesee Avenue between La Jolla Village Drive and Nobel Drive. The parcel is designated neighborhood and community commercial uses within the Costa Verde Specific Plan and the University Community Plan. In addition, the project site is located within the Urban Node of the Central Subarea, which is intended to be developed as a mixed-use core, with a residential density of up to 75 dwelling units per acre. The site is within the RS-1-14 Zone as well as the Affordable Housing Parking Demand Overlay Zone (Medium), the Airport Land Use Compatibility Overlay Zone (Marine Corps Aviation Station [MCAS] Miramar), the Airport Influence Area (Review Area 2 - MCAS Miramar), the Airport Federal Aviation Administration (FAA) Part 77 Noticing Area (MCAS Miramar), the Community Plan Implementation Overlay Zone (CPIOZ-A), the 300-foot Fire Brush Buffer Overlay Zone, the Very High Fire Hazard Severity Overlay Zone, the Outdoor Lighting Overlay Zone (Lighting Zone 3 - Medium), the Parking Impact Overlay Zone (PIOZ - Campus Impact Area), and the Residential Tandem Parking Overlay Zone. (Assessor Parcel Numbers: 345-210-12, 345-210-13, and 345-210-14.) Applicant: Regency Centers L.P.

ENVIRONMENTAL DETERMINATION:

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

Based on the analysis conducted for the project described above, the City of San Diego, as the Lead Agency, has prepared the following Environmental Impact Report. The analysis addressed the following issue area(s) in detail: **Land Use, Transportation/Circulation, Visual Effects/Neighborhood Character, Air Quality, Greenhouse Gas Emissions, Energy, Noise, Paleontological Resources, Hydrology/Water Quality, Geology and Soils, Public Utilities, and Public Services and Facilities.** The EIR concluded that the project would result in significant but mitigated environmental impacts to **Noise**, and significant and unmitigated impacts to **Transportation/Circulation**. All other impacts analyzed in the Draft EIR were determined to be less than significant.

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

PUBLIC REVIEW DISTRIBUTION:

The following agencies, organizations, and individuals received a copy or notice of the draft Environmental Impact Report and were invited to comment on its accuracy and sufficiency. Copies of the Environmental Impact Report, the Mitigation Monitoring and Reporting Program and any technical appendices may be reviewed in the offices of the Development Services Department, or purchased for the cost of reproduction.

Federal Government

Commanding General MCAS Miramar Air Station (13)

State of California

Caltrans District 11 (31)

Department of Toxic Substance Control (39)

State Clearinghouse (46A)

California Transportation Commission (51)

California Department of Transportation (51A)

California Department of Transportation (51B)

California Native American Heritage Commission (56)

City of San Diego

Mayor's Office (91)

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City of San Diego - continued

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Development Services Department

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Transportation

LDR Planning

Engineering

Geology

Landscape

PUD Water & Sewer

Project Manager

Planning Department

Plan-Long Range Planning

Park and Recreation

Plan Facilities Financing

Public Utilities Department (MS 906)

San Diego Police Department (MS 776)

San Diego Fire-Rescue (MS603)

Environmental Services Department (MS 1102-A)

Transportation Development - DSD (78)

Development Coordination (78A)

Fire and Life Safety Services (79)

Library Department - Government Documents (81)

Central Library (81A)

University City Community Branch Library (81JJ)

North University Branch Library (81KK)

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Other Interested Organization, Groups and Individuals

San Diego Association of Governments (108)

San Diego Regional Airport Authority (110)

Metropolitan Transit System (112)

Metropolitan Transit Systems (115)

San Diego Natural History Museum (166)

University City Community Planning Group (480)

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University City Community Association (486)

Friends of Rose Canyon (487)

La Jolla Village Community Council (489)

Chamber of Commerce (492)

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Gwennie Yeh
John Murphy, Regency Centers L.P.
Andrea Bitterling, HELIX Environmental Planning, Inc., Consultant

RESULTS OF PUBLIC REVIEW:

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



Anna McPherson
Program Manager
Development Services Department

Analyst: Shearer-Nguyen

March 12, 2020
Date of Draft Report

Date of Final Report

COSTA VERDE CENTER REVITALIZATION PROJECT

Draft Environmental Impact Report

SCH No. 2016071031; Project No. 477943

March 2020

Prepared for:

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

Costa Verde Center Revitalization Project

Draft Environmental Impact Report

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ACRONYMS AND ABBREVIATIONS

| | |
|------------|--|
| AASHTO | American Association of State Highway and Transportation Officials |
| AB | Assembly Bill |
| ADD | Assistant Deputy Director |
| ADT | average daily traffic |
| AFY | acre-feet per year |
| AIA | Airport Influence Area |
| AICUZ | Air Installation Compatible Use Zone |
| ALUC | Airport Land Use Commission |
| ALUCP | Airport Land Use Compatibility Plan |
| AMSL | above mean sea level |
| APCD | Air Pollution Control District |
| AQTR | Air Quality Technical Report |
| ARRA | American Recovery and Reinvestment Act of 2009 |
| ASCE | American Society of Civil Engineers |
| ASTM | American Society for Testing and Materials |
| ATS | advanced treatment systems |
| Basin Plan | Water Quality Control Plan for the San Diego Basin |
| BAT | best available technology economically achievable |
| BCT | best conventional pollutant control technology |
| BI | Building Inspector |
| BMP | best management practice |
| BTU | British thermal units |
| C&D | construction and demolition |
| CAA | Clean Air Act |
| CAAQS | California Ambient Air Quality Standards |
| CAFE | Corporate Average Fuel Economy |
| 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 |
| CARB | California Air Resources Board |
| CASQA | California Stormwater Quality Association |
| CBC | California Building Code |
| CCAA | California Clean Air Act |
| CCR | California Code of Regulations |
| CDE | California Department of Education |
| CEC | California Energy Commission |
| CED | California Energy Demand |
| CEQA | California Environmental Quality Act |
| CFR | Code of Federal Regulations |
| cfs | cubic feet per second |
| CGS | California Geological Survey |

| | |
|-------------------|--|
| CH ₄ | methane |
| City | City of San Diego |
| CM | Construction Manager |
| CMP | Congestion Management Program |
| CNEL | Community Noise Equivalent Level |
| CO | carbon monoxide |
| CO ₂ | carbon dioxide |
| CO ₂ e | carbon dioxide equivalent |
| COMM | commercial and sport fishing |
| CPA | Community Plan Amendment |
| CPIOZ | Community Plan Implementation Overlay Zone |
| CPUC | California Public Utilities Commission |
| CRA | Colorado River Aqueduct |
| CSMP | Construction Site Monitoring Program |
| CSVR | Consultant Site Visit Record |
| CVSP | Costa Verde Specific Plan |
| CWA | Clean Water Act |
| cy | cubic yard |
| dB | decibel |
| dBA | A-weighted decibel |
| DCV | design capture volume |
| DMA | Drainage Management Area |
| DPM | diesel particulate matter |
| DU | dwelling unit |
| DWR | California Department of Water Resources |
| EDU | equivalent dwelling unit |
| EIR | Environmental Impact Report |
| EMS | emergency medical services |
| EMT | emergency medical technician |
| EO | Executive Order |
| EPIC | Energy and Policy Initiatives Center |
| ESD | Environmental Services Department |
| EST | estuarine habitat |
| F | Fahrenheit |
| FAA | Federal Aviation Administration |
| FAR | floor area ratio |
| FBA | Facilities Benefit Assessment |
| FEMA | Federal Emergency Management Agency |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| FY | fiscal year |
| GHG | greenhouse gas |
| gpd | gallons per day |

| | |
|-------------------|--|
| GWh | gigawatt hour |
| GWP | global warming potential |
| H ₂ S | hydrogen sulfide |
| HA | hydrologic area |
| HAP | hazardous air pollutant |
| HCM | Highway Capacity Manual |
| HDM | Highway Design Manual |
| HELIX | HELIX Environmental Planning, Inc. |
| HFCs | hydrofluorocarbons |
| HMP | Hydromodification Management Plan |
| HRA | health risk assessment |
| HU | hydrologic unit |
| HVAC | heating, ventilation, and air conditioning |
| Hz | hertz |
| I- | Interstate |
| IBC | International Building Code |
| IEM | Iowa Environmental Mesonet |
| IID | Imperial Irrigation District |
| IND | industrial service supply |
| IPCC | United Nations Intergovernmental Panel on Climate Change |
| ITE | Institute of Transportation Engineers |
| IWMP | Integrated Waste Management Plan |
| kHz | kilohertz |
| Kimley-Horn | Kimley-Horn and Associates, Inc. |
| km | kilometer |
| kWh | kilowatt hours |
| LDC | Land Development Code |
| LCFS | Low Carbon Fuel Standard |
| L _{EQ} | one-hour average sound level |
| LID | low impact development |
| LLG | Linscott, Law & Greenspan Engineers |
| LOS | level of service |
| LRT | Light Rail Transit |
| LTPP | Long Term Procurement Plan |
| MAR | marine habitat |
| MBAS | methylene blue active substances |
| MCAS | Marine Corps Air Station |
| MEI | maximally exposed individual |
| MEP | maximum extent practicable |
| MGal | million gallons |
| mg/m ³ | milligrams per cubic meter |
| mgd | million gallons per day |

| | |
|------------------|--|
| MHPA | Multi-habitat Planning Area |
| MIGR | migration of aquatic organism |
| MMC | Mitigation Monitoring Coordination |
| MMRP | Mitigation Monitoring and Reporting Program |
| MMT | million metric tons |
| MMth | million therms |
| Model Ordinance | Model Water Efficient Landscaping Ordinance |
| mph | miles per hour |
| mpg | miles per gallon |
| MPOs | Metropolitan Planning Organizations |
| MS4 | Municipal Separate Storm Sewer Systems |
| MSCP | Multiple Species Conservation Program |
| MT | metric ton |
| MW | megawatt |
| MWD | Metropolitan Water District of Southern California |
| | |
| N ₂ O | nitrous oxide |
| NAAQS | National Ambient Air Quality Standards |
| NASA | National Aeronautics and Space Administration |
| NCTD | North County Transit District |
| NDP | Neighborhood Development Permit |
| NFPA | National Fire Protection Agency |
| NHTSA | United States Department of Transportation's National Highway Traffic Safety Administration |
| NO | nitric oxide |
| NO ₂ | nitrogen dioxide |
| NOAA | National Oceanic and Atmospheric Administration |
| NOP | Notice of Preparation |
| NO _x | nitrogen oxides |
| NPDES | National Pollutant Discharge Elimination System |
| NSLU | noise-sensitive land use |
| | |
| O ₃ | ozone |
| OSB | oriented strand board |
| OSHA | Occupational Safety and Health Administration |
| | |
| Pb | lead |
| PCD | Planned Commercial Development |
| PDP | Planned Development Permit |
| perc | perchloroethylene |
| PFCs | perfluorocarbons |
| PG&E | Pacific Gas & Electric |
| PGA | peak ground acceleration |
| PI | Principal Investigator |
| PLWTP | Point Loma Wastewater Treatment Plant |
| PM | particulate matter |
| PM ₁₀ | respirable particulate matter |

| | |
|-------------------|---|
| PM _{2.5} | fine particulate matter |
| PME | Paleontological Monitoring Exhibit |
| POC | Point of Compliance |
| ppm | parts per million |
| PPV | peak particle velocity |
| PRC | Public Resources Code |
| precon | preconstruction |
| Province | Peninsular Ranges Geomorphic Province |
| PRP | Paleontological Recovery Program |
| PUD | Public Utilities Department |
| Qpf | recent previously placed fill |
| RAQS | Regional Air Quality Strategy |
| RARE | rare, threatened or endangered species |
| RCP | Regional Comprehensive Plan |
| RE | Resident Engineer |
| REAP | Rain Event Action Plan |
| REC 1 | contact water recreation |
| REC 2 | non-contact water recreation |
| RES | Regional Energy Strategy |
| ROG | reactive organic gas |
| RTP | Regional Transportation Plan |
| RWQCB | Regional Water Quality Control Board |
| SANDAG | San Diego Association of Governments |
| SANTEC | San Diego Traffic Engineers' Council |
| SB | Senate Bill |
| SCAQMD | South Coast Air Quality Management District |
| SCE | Southern California Edison |
| SCH | State Clearinghouse |
| SCR | Substantial Conformance Review |
| SCS | Sustainable Communities Strategy |
| SDAB | San Diego Air Basin |
| SDAPCD | San Diego Air Pollution Control District |
| SDCRAA | San Diego County Regional Airport Authority |
| SDCWA | San Diego County Water Authority |
| SDFD | San Diego Fire-Rescue Department |
| SDG&E | San Diego Gas and Electric |
| SDMC | San Diego Municipal Code |
| SDP | Site Development Permit |
| SDPD | San Diego Police Department |
| SDREO | San Diego Regional Energy Office |
| SDUSD | San Diego Unified School District |
| SEIR | Subsequent Environmental Impact Report |
| SEIS | Supplemental Environmental Impact Statement |
| SF | square feet |

| | |
|-----------------|---|
| SF ₆ | sulfur hexafluoride |
| SFP | School Facilities Program |
| SHELL | shellfish harvesting |
| SIP | State Implementation Plan |
| SMAQMD | Sacramento Metropolitan Air Quality Management District |
| SO ₂ | sulfur dioxide |
| SPA | Specific Plan Amendment |
| SPL | sound pressure level |
| SPWN | spawning, reproduction and/or early development |
| SR | State Route |
| SRRE | Source Reduction and Recycling Element |
| STC | Sound Transmission Class |
| SWIS | Solid Waste Information System |
| SWP | State Water Project |
| SWPPP | Storm Water Pollution Prevention Plan |
| SWQMP | Storm Water Quality Management Plan |
| SWRCB | State Water Resources Control Board |
| | |
| TAC | toxic air contaminant |
| TDS | total dissolved solids |
| TIA | Traffic Impact Analysis |
| TMA | Transit Management Area |
| TPA | Transit Priority Area |
| TMDL | total maximum daily load |
| Tsc | Tertiary Scripps Formation |
| TSS | total suspended solids |
| TWAS | Temporary Water Assessment Station |
| | |
| UCP | University Community Plan |
| UCSD | University of California, San Diego |
| USEPA | U.S. Environmental Protection Agency |
| USMC | U.S. Marine Corps |
| UTC | University Town Center |
| UWMP | Urban Water Management Plan |
| | |
| V/C | volume to capacity ratio |
| VMT | vehicle miles traveled |
| VOC | volatile organic compound |
| | |
| WARM | warm freshwater habitat |
| WDM | waste diversion measure |
| Weston | Weston Solutions, Inc. |
| WILD | wildlife habitat |
| WLA | waste load allocation |
| WMP | Waste Management Plan |

| | |
|--------------------------|---|
| WQBEL | water quality based effluent limitation |
| WQCP | Water Quality Control Plan |
| WRCC | Western Regional Climate Center |
| WSA | Water Supply Assessment |
| $\mu\text{g}/\text{m}^3$ | micrograms per cubic meter |

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S.0 SUMMARY

S.1 Project Synopsis

This summary provides a brief synopsis of the Draft Environmental Impact Report (EIR) for the Costa Verde Center Revitalization Project, prepared in compliance with the California Environmental Quality Act (CEQA), and includes (1) a description of the Project and its components; (2) the results of the environmental analysis contained within this EIR; (3) the major areas of controversy and issues to be resolved by the decision-makers; and (4) the alternatives to the Project that were considered. This summary does not contain the extensive background and analysis found in the EIR. Therefore, the reader should review the entire EIR to fully understand the Project and its related environmental consequences.

As the CEQA Lead Agency, the City of San Diego (City) has the primary responsibility for evaluating the environmental effects of the Project and is considering approval or disapproval of the Project in light of these effects. As required by CEQA, this EIR: (1) describes the Project, including its location, objectives, and features; (2) describes the existing conditions at the project site and surrounding areas; (3) analyzes the direct, indirect, and cumulative adverse physical effects that would occur to the existing conditions if the Project is implemented; (4) identifies feasible means of avoiding or substantially lessening the significant adverse effects, if available; (5) provides a determination of significance for each impact after mitigation is incorporated; and (6) evaluates a reasonable range of feasible alternatives to the Project that would obtain most of the basic project objectives and avoid or substantially lessen a significant project-related impact.

S.1.1 Project Location and Setting

The Project involves the renovation of an existing 13.9-acre shopping center located within the University Community Planning (UCP) area, as well as the Costa Verde Specific Plan (CVSP) area in the City. The project site is located 2.5 miles east of the Pacific Ocean, 10 miles north of downtown San Diego, 0.8 mile east of Interstate (I-) 5 and approximately 1.1 miles west of I-805. Genesee Avenue and Nobel Drive form the eastern and southern boundaries of the project site, respectively. The project site can be accessed via these public roads, as well as from Costa Verde Boulevard to the west and Esplanade Court in the northern portion of the site. La Jolla Village Drive, a major east-west thoroughfare, is located approximately 700 feet north of the site boundary. Surrounding uses include a continuing care retirement community (including a 60-bed licensed skilled nursing center) and multi-family residential uses to the west, multi-family residential uses to the south, a surface parking lot and the approved Monte Verde residential project (currently under construction) to the north, and the Westfield University Towne Centre (UTC) regional shopping center to the east. An extension of the San Diego Trolley system is currently under construction in the center of Genesee Avenue, just east of the site.

The existing Costa Verde Center was constructed in 1989 as a shopping and retail center to accommodate the growing neighborhoods in the University community. The entirety of the property is developed, and is comprised of a gross floor area of 178,000 square feet (SF) of commercial/retail space along with associated parking. The shopping center has approximately 30 tenants, including retail businesses, restaurants, fitness and service facilities, a grocery store, a dry cleaner, banks, an

optometrist's office, and a gas station. The site layout is designed with the majority of shops built in a linear fashion along the western edge of the project site. Associated parking and multiple stand-alone buildings can be found to the east and south of the main shops. A pedestrian promenade connects the majority of the retail space. The center was designed in a contemporary, postmodern architectural style typical of late 1980s and early 1990s design.

Topography on the site ranges from approximately 335 feet above mean sea level (AMSL) at the southeastern corner of the project site (with the majority of the southern portion of the site at approximately 350 feet AMSL) to approximately 365 feet AMSL at the northwestern corner. There are no steep slopes within the project site, and the existing topographical changes are incorporated into the current development. The site is fully developed and no natural vegetation or habitats are located on the site. The site drains into an existing storm drain system, with the majority of the site draining to the south and the northernmost acre of the site draining to the west. All flows are ultimately conveyed into Rose Canyon Creek.

The project site is located in a highly urbanized area and is surrounded by development consisting of commercial/retail uses, hotels, residential developments, a private park, and multi-story office towers. To the northwest of the site and north of La Jolla Village Drive is the University of California, San Diego (UCSD). The Marine Corps Air Station (MCAS) Miramar airfield is about two miles southeast of the project site. The project site also is adjacent to the extension of the San Diego Trolley Blue Line, through an ongoing construction effort known as the Mid-Coast Trolley project. A new, raised Trolley platform is to be located south of Esplanade Court within the median of Genesee Avenue. Trolley service to this area is anticipated to start in late 2021.

S.1.2 Project Objectives

The following are the goals and objectives of the Project:

- Revitalize an aging shopping center to better serve present and future community needs by expanding, enhancing, and diversifying neighborhood/community-serving retail, dining, and commercial opportunities and local services.
- Integrate new land uses (such as commercial office/research and development and visitor accommodations) to create a more vibrant activity center that contributes to the City's goals of smart growth.
- Provide a hotel in a transit-accessible location to serve visitors and the community's research, business, and educational hub.
- Implement transit-supportive land uses and a built environment embracing the Blue Line Trolley Station, which will be located in the center of Genesee Avenue within a Transit Priority Area.
- Increase mobility options by providing pedestrian and bicycle linkages to improve connectivity within the CVSP Area and between the center and adjacent neighborhood.
- Provide a place for gathering spots for the public that promote social interaction between University community residents, students, seniors, visitors, and workers.

- Improve the environmental sustainability of the existing retail center through the implementation of features such as energy conservation, sustainable landscape, water conservation, and support for alternative transportation, consistent with the City's Climate Action Plan (CAP).

S.1.3 Project Description

The Project entails the reconfiguration and expansion of the existing Costa Verde Center to create a local, walkable hub that provides neighborhood services, retail shops, restaurants, office/research and development uses, a hotel, and community gathering spaces. The Project proposes to retain the current amount (approximately 178,000 SF) of commercial/retail uses, add approximately 360,000 SF of research and development and 40,000 SF of commercial/office uses, and re-designate an approximately one-acre portion of the project site as Visitor Commercial to reintroduce a hotel use to the CVSP area. A 200-room hotel would serve residents, visitors, and the community's research, business, and educational hub. The hotel would be up to 10 stories in height and would encompass approximately 125,000 SF. The maximum building heights would be 45 feet for commercial/retail structures, and 135 feet for commercial/office/research and development and hotel uses.

The northern portion of the center sits approximately 14 feet higher in elevation (approximately 360 feet AMSL) than the southern portion of the site (approximately 350 feet AMSL, to approximately 335 feet AMSL). A uniform podium level of approximately 360 feet AMSL would be established across the entire site to provide a more cohesive experience and facilitate mobility throughout the site. The majority of parking would be provided beneath this podium level. At the southern portion of the site, the base of two commercial/retail structures would be located at an elevation similar to the existing ground elevation, but lower than the podium level, due to the difference in elevation across the site.

The northern portion of the center would consist of a pedestrian-orientated promenade. The promenade would extend southward from a circular style cul-de-sac at the end of Esplanade Court. It would be lined with retail, restaurant, and office/research and development buildings, as well as a central lawn and gathering area, outdoor seating and dining areas, decorative planters, site furniture, landscaping, and accent paving. Elevators and stairs would provide connections to the Trolley Station platform.

The southern portion of the center would be oriented around a surface parking lot. This area is intended for essential neighborhood services, such as a grocery store, pharmacy, and banks. Landscaping and sidewalks would be provided.

The architecture of the center would consist of modern design and materials, consistent with the character of the community's urban core. This would include clean lines and materials such as cast-in-place concrete, fiber cement panels, metal panels, paint over smooth plaster, brick veneer, and wood siding.

S.2 Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Effects

Table S-1, *Summary of Significant Impacts and Mitigation*, located at the end of this section, summarizes the results of the environmental analysis completed for the Project. Table S-1 identifies the significant impacts associated with the Project, includes mitigation measures to reduce and/or avoid significant environmental effects, and concludes if the impact would be mitigated to a level below significance with implementation of mitigation measures. The mitigation measures listed in Table S-1 are also discussed within each relevant topic area, and fully contained in Section 9.0, *Mitigation, Monitoring, and Reporting Program* (MMRP).

S.3 Areas of Controversy

The Project's Notice of Preparation (NOP) was distributed on July 12, 2016 for a 30-day public review and comment period, and a public scoping meeting was held on July 28, 2016. Public comments were received on the NOP that reflect controversy related to several environmental issues. The NOP, comment letters, public scoping meeting sign-in sheet, and public scoping meeting transcript are included in this EIR as Appendix A.

A total of six letters were received during the NOP period, including two letters from state agencies (California Department of Transportation [Caltrans] and Native American Heritage Commission [NAHC]), one letter from a regional agency (San Diego Association of Governments [SANDAG]), and three letters from members of the public (Gerald Bischoff, Deborah Knight of Friends of Rose Canyon, and Richard Schulman of Hecht Solberg Robinson Goldberg & Bagley LLP [on behalf of Costa Verde Hotel, LLC]). In addition, 10 people spoke at the public scoping meeting.

Issues of controversy raised in response to the NOP include concerns related to land use compatibility, neighborhood/community character, traffic and parking, multi-modal transportation access, visual quality, glare, shading, public services and utilities, recreation, cultural and paleontological resources, noise, air quality, runoff, blasting, greenhouse gas (GHG) emissions, cumulative impacts, and growth inducement. Several commenters also suggested alternatives to be considered in the EIR.

Subsequently, an EIR for the previously proposed version of the Project was circulated for public review starting January 31, 2018. Primary concerns expressed during the public review period included traffic, safety of pedestrian access, construction and operational noise, visual resources and community character, and air quality.

S.4 Issues to be Resolved by the Decision-Making Body

The City Council must review the Project and this EIR and determine if the Project or one of the alternatives presented in Chapter 8 should be adopted and implemented. If the Project is selected for adoption, the City Council will be required to certify the Final EIR, determine whether and how to

mitigate significant impacts, and adopt associated Findings pursuant to CEQA Guidelines Section 15091 for the following significant impacts identified in the EIR:

- Transportation and Circulation
- Noise

Furthermore, a Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093 would be required for those impacts found to be significant and unmitigated (or unavoidable), comprised of cumulative transportation/circulation impacts.

S.5 Project Alternatives

Section 15126.6 of the CEQA Guidelines requires the discussion of “a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project” and evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to “focus on alternatives to the project or its location, which are capable of avoiding or substantially lessening any significant effects of the project,” even if these alternatives would impede to some degree the attainment of the project objectives.

In addition to the Project, the EIR addresses in detail the following four alternatives per the above-noted CEQA requirements: the No Project Alternative; the Retail, Hotel, and Residential Alternative; the Retail, Hotel, Office, and Reduced Research and Development Alternative; and the Retail and Office/Research and Development Alternative. These alternatives are summarized below, and evaluated in full in Chapter 8, *Alternatives*, of this document. A summary comparison of the impacts associated with the Project with the project alternatives is included in Table S-2, *Comparison of Project and Alternative Impacts*.

S.5.1 No Project Alternative

Under the No Project Alternative, the Project would not be adopted, no expansion of the existing retail uses would be implemented, and no new hotel or office/research and development uses would be constructed. With completion of the Monte Verde towers currently under construction, the existing CVSP will be completely built out, and no additional work would occur to fulfill the existing plan. The No Project Alternative would avoid the significant and unmitigated (or unavoidable) impacts to transportation/circulation (traffic congestion) as well as short-term construction and long-term operational noise identified for the Project. It also would incrementally reduce impacts to paleontological resources, public utilities, and public services and facilities, which would be less than significant for the Project. This alternative would not generate additional fees to address existing deficiencies in public facilities. It would be similar to the Project with regard to geology. This alternative would not require plan amendments, but would be less preferred than the Project with regard to consistency with the environmental goals and objectives of applicable land use plans. It also would be less preferred with regard to alternative transportation modes, aesthetics, and hydrology/water quality, due to the retention of existing conditions as opposed to the upgrades that are proposed by the Project. With regard to air quality, GHG, and energy, this alternative would result in reduced impacts on a site-specific basis. It would not, however, implement strategies

designed to reduce these impacts on a regional, long-term basis. This alternative would fail to meet any of the project objectives listed above.

S.5.2 Retail, Hotel, and Residential Alternative

The Retail, Hotel, and Residential Alternative reflects the project as submitted to the City in March 2016 and circulated for public review in January 2018. This alternative would involve increasing the development intensity of commercial/retail uses by approximately 125,000 SF for a total of approximately 303,000 SF distributed among a total of 15 new and existing buildings and redesignating an approximately one-acre portion of the project site to Visitor Commercial to reintroduce a hotel use to the CVSP area. A 200-room hotel would serve residents, visitors, and the community's research, business, and educational hub. Additionally, a mixed-use residential component, consisting of ground floor retail and six floors of multi-family residential use (with the top floor incorporating a mezzanine level) totaling 120 units would be incorporated as a future project phase.

The Retail, Hotel, and Residential Alternative would incrementally reduce significant operational noise impacts from HVAC operations. Potentially significant, but mitigable, impacts related to demolition and construction noise would be similar under this alternative as for the Project. This alternative would incrementally reduce impacts to land use (noise compatibility), aesthetics, air quality, energy, paleontological resources, public utilities, and public services and facilities, which would be less than significant for the Project. It would be similar to the Project with regard to greenhouse gas emissions, hydrology/water quality, and geology. The Retail, Hotel, and Residential Alternative would increase significant and unmitigated (or unavoidable) direct and cumulative transportation/circulation (traffic) impacts to street segments, while decreasing impacts at intersections, freeway segments, and ramp meters. This alternative would fulfill the Project objectives listed above.

S.5.3 Retail, Hotel, Office, and Reduced Research and Development Alternative

The Retail, Hotel, Office, and Reduced Research and Development Alternative would construct 210,000 SF of research and development, which is 150,000 SF less than the Project. It also would revitalize the 178,000 SF of existing retail space and add a hotel and 40,000 SF of office space, similar to the Project. The mobility improvements and community facilities, as well as sustainable design features, proposed as part of the Project would occur under this alternative.

The Retail, Hotel, Office, and Reduced Research and Development Alternative would reduce significant, direct and cumulative transportation/circulation (traffic congestion) impacts, although significant and unmitigated impacts would still occur. Potentially significant, but mitigable, impacts related to demolition and construction noise would be the same under this alternative as for the Project, while operational noise impacts would be incrementally reduced. It would slightly reduce impacts related to aesthetics, air quality, energy, GHG, paleontological resources, public utilities, and public facilities and services, which also would be less than significant under the Project. Less-than-significant impacts to land use, hydrology/water quality, and geology would be similar to the Project. This alternative would fulfill the seven project objectives, although it would fulfill two of the objectives to a lesser degree than the Project due to the reduced development intensity.

S.5.4 Retail and Office/Research and Development Alternative

The Retail and Office/Research and Development Alternative proposes to revitalize the 178,000 SF of existing retail space and add 360,000 SF of research and development and 40,000 SF of office uses, similar to the Project. This alternative would not, however, include development of a hotel at the site. It is anticipated that two restaurants would operate at the site where a hotel would be located under the Project. The mobility improvements and community facilities, as well as sustainable design features, proposed as part of the Project would occur under this alternative.

The Retail and Office/Research and Development Alternative would reduce significant, direct and cumulative transportation/circulation (traffic congestion) impacts, although significant and unmitigated impacts would still occur. Potentially significant, but mitigable, impacts related to demolition and construction noise would be the same under this alternative as for the Project, while operational noise impacts would be incrementally reduced. It would slightly reduce impacts related to land use (related to noise compatibility), aesthetics, air quality, energy, GHGs, paleontological resources, public utilities, and public facilities and services, which also would be less than significant under the Project. Less-than-significant impacts to hydrology/water quality and geology would be similar to the Project. This alternative would fulfill four, partially fulfill two, and not fulfill one of the seven project objectives.

S.5.5 Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines requires an EIR to identify the environmentally superior alternative. For the Project, the No Project Alternative is identified as the environmentally superior alternative, based on the fact that this alternative would not result in any contribution to direct or cumulatively significant impacts related to transportation/circulation; or to project-specific significant impacts related to noise, which would occur with the Project. The CEQA Guidelines also note, however, that if the No Project Alternative is the environmentally superior alternative, the EIR must identify an environmentally superior alternative from the other alternatives.

Of the remaining alternatives, the environmentally superior alternative is the Retail and Office/Research and Development Alternative, as it would meet most of the identified Project objectives, and would reduce significant and unmitigated traffic impacts, as well as reduce significant but mitigable operational noise impacts. Specifically, it would result in the least amount of traffic generation of any of the build alternatives.

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Table S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

| Impact | Mitigation | Significance After Mitigation |
|---|--|-------------------------------|
| TRANSPORTATION/CIRCULATION | | |
| Traffic Capacity: <i>Would the Project result in an increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system?</i> | | |
| Transportation Systems: <i>Would the Project have a substantial impact upon existing or planned transportation systems?</i> | | |
| Existing Conditions Plus Project Impacts – Intersections | | |
| Genesee Avenue/ Esplanade Court | TRA-1: Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the following improvements, satisfactory to the City Engineer to mitigate the Project's impact to the Genesee Avenue/Esplanade Court intersection: <ul style="list-style-type: none"> Reconfigure the eastbound approach to provide two dedicated left-turn lanes, a through lane and a dedicated right-turn lane. Install an eastbound right-turn overlap phase. Modify the traffic signal in conjunction with the changed lane designations. All improvements shall be completed and operational prior to first occupancy. | Less than significant |
| Genesee Avenue/ Governor Drive | TRA-2: Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the following improvements to mitigate the Project's impact to the Genesee Avenue/Governor Drive intersection: <ul style="list-style-type: none"> Install right-turn overlap phasing on the southbound approach and modify traffic signal accordingly. However, the installation of southbound right-turn overlap would prohibit access to the parcel in the northwest corner of the intersection due to the inability to make eastbound U-turns. Therefore, this impact is considered significant and unmitigated. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive. | Significant and unmitigated |

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

| Impact | Mitigation | Significance After Mitigation |
|--|--|-------------------------------|
| TRANSPORTATION/CIRCULATION (cont.) | | |
| Existing Conditions Plus Project Impacts – Intersections (cont.) | | |
| Genesee Avenue/SR 52 Westbound Ramps | <p>TRA-3: Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the installation of a traffic signal to allow for protected northbound left turns to mitigate the Project's impact to the Genesee Avenue/SR 52 westbound ramps intersection, satisfactory to Caltrans and the City Engineer.</p> <ul style="list-style-type: none"> Install a traffic signal at this intersection to allow for protected northbound left turns. <p>Although the identified improvements would fully mitigate the impact, the Project's impact to this intersection is considered significant and unmitigated because the timing of the identified improvements are not within the Applicant's or the City's control as it requires Caltrans approval.</p> | Significant and unmitigated |
| Genesee Avenue/SR 52 Eastbound Ramps | <p>TRA-4: Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the installation of the following improvements, satisfactory to the City Engineer to mitigate the Project's impact to the Genesee Avenue/SR 52 eastbound ramps intersection:</p> <ul style="list-style-type: none"> Right-turn overlap phasing on the westbound approach, and associated traffic signal modification satisfactory to Caltrans and the City Engineer. <p>Although the identified improvements would fully mitigate the impact, the Project's impact to this intersection is considered significant and unmitigated because the timing of the identified improvements are not within the Applicant's or the City's control as it requires Caltrans approval.</p> | Significant and unmitigated |

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

| Impact | Mitigation | Significance After Mitigation |
|---|--|-------------------------------|
| TRANSPORTATION/CIRCULATION (cont.) | | |
| Existing Conditions Plus Project Impacts – Freeway Segments | | |
| I-5: Gilman Drive to Nobel Drive | <p>TRA-5: Addition of managed lanes on I-5 between I-8 and La Jolla Village Drive, as identified in SANDAG's 2050 Revenue Constrained RTP, would improve freeway operations. However, there is currently no funding in place at this time and no guarantee that the improvements would occur. As partial mitigation, the Project proposes the following TDM measures to incentivize use of alternate forms of transportation other than single-occupancy vehicles:</p> <ul style="list-style-type: none"> • Implement a parking management plan, which will charge employees market-rate for single-occupancy vehicle parking and provide reserved, discounted, or free spaces for registered carpools or vanpools. • Provide carpool/vanpool parking spaces as a part of the overall project parking requirements at the project site. These spaces will be signed and striped "carpool/vanpool parking only." • Provide shower and locker facilities. These showers and lockers will be located in the parking structure adjacent to the security office. • Maintain an employer network in the SANDAG iCommute program (which replaces the previous RideMatcher service) to tenants/employees. • Provide on-site carsharing vehicle(s) and/or bikesharing. <p>Impacts remain significant and unmitigated in the Existing Plus Project scenario.</p> | Significant and unmitigated |

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

| Impact | Mitigation | Significance After Mitigation |
|---|--|-------------------------------|
| TRANSPORTATION/CIRCULATION (cont.) | | |
| Existing Conditions Plus Project Impacts – Freeway Segments (cont.) | | |
| I-805: Governor Drive to Nobel Drive | TRA-6: Currently, there is one managed lane of I-805 between SR 52 and I-5, which was Stage I of the I-805 North Managed Lanes Project. Stages II through IV of the I-805 North Managed Lanes project would construct the second carpool lane in the median from just north of SR 52 to just north of La Jolla Village Drive. Additionally, the Nobel Drive Direct Access Ramp (DAR) and the Nobel Drive Park & Ride and Transit Station would be constructed and the Governor Drive interchange would be reconfigured. The addition of managed lanes and a new DAR on Nobel Drive would further improve freeway operations on the I-805. The construction start dates for these improvements are pending as there is no funding in place to guarantee that these improvements would be completed. As partial mitigation, the proposes the TDM measures (as shown in TRA-5) to incentivize use of alternate forms of transportation other than single-occupancy vehicles. Impacts remain significant and unmitigated in the Existing Plus Project scenario. | Significant and unmitigated |
| SR 52: Genesee Avenue to I-805 | TRA-7: The addition of a third lane in each direction along SR 52 between I-5 and I-805, as identified in SANDAG's 2050 Unconstrained Network RTP, would improve freeway operations. However, there is currently no funding in place at this time and no guarantee that the improvements would occur. As partial mitigation, the Project proposes TDM measures (as shown in TRA-5) to incentivize use of alternate forms of transportation other than single-occupancy vehicles. Impacts remain significant and unmitigated in the Existing Plus Project scenario. | Significant and unmitigated |

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

| Impact | Mitigation | Significance After Mitigation |
|---|---|-------------------------------|
| TRANSPORTATION/CIRCULATION (cont.) | | |
| Existing Conditions Plus Project Impacts – Metered Freeway On Ramps | | |
| I-805/Nobel Drive interchange southbound on-ramp | TRA-8: Stages II through IV of the I-805 North Managed Lanes (as discussed above), the Nobel Drive DAR, the Nobel Drive Park & Ride and Transit Station, and the reconfiguration of the Governor Drive interchange would relieve the congestion and delay at the freeway ramp meter and improve overall freeway operations, but there is no funding in place to ensure that the improvements would occur. Therefore, impacts at this freeway ramp meter remain significant and unmitigated in the Existing Plus Project scenario. As partial mitigation, the Project proposes TDM measures (as shown in TRA-5) to incentivize use of alternate forms of transportation other than single-occupancy vehicles. | Significant and unmitigated |
| Near-Term (Opening Day 2023) Plus Project Impacts – Intersections | | |
| Genesee Avenue/ Esplanade Court | TRA-9: Implementation of TRA-1, as outlined above, would mitigate the Project-related significant impact at the Genesee Avenue/Esplanade Court intersection for the Near Term (Opening Day 2023) Plus Project scenario to a less than significant level. | Less than significant |
| Genesee Avenue/ Decoro Street | TRA-10: Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the following improvements to the satisfaction of the City Engineer to mitigate the Project's impact to the Genesee Avenue/Decoro Street intersection: <ul style="list-style-type: none"> • Restripe the westbound approach to include a shared through left-turn lane and an exclusive right-turn lane, along with associated traffic signal modifications. This improvement would require the removal of approximately six on-street parking spaces on the westbound approach. • All improvements must be completed and operational prior to first occupancy. | Less than significant |

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

| Impact | Mitigation | Significance After Mitigation |
|---|--|-------------------------------|
| TRANSPORTATION/CIRCULATION (cont.) | | |
| Near-Term (Opening Day 2023) Plus Project Impacts – Intersections (cont.) | | |
| Genesee Avenue/ Governor Drive | TRA-11: Implementation of TRA-2 would reduce the Project-related significant impact at the Genesee Avenue/Governor Drive intersection for the Near Term (Opening Day 2023) Plus Project scenario to a less than significant level. However, the installation of southbound right-turn overlap would prohibit access to the northwest corner of the intersection due to the inability to make eastbound U-turns. Therefore, this impact is considered significant and unmitigated. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive. | Significant and unmitigated |
| Genesee Avenue/SR 52 Westbound Ramps | TRA-12: Implementation of TRA-3 would reduce the Project-related significant impact at the Genesee Avenue/SR 52 westbound ramps intersection for the Near Term (Opening Day 2023) Plus Project scenario to a less than significant level. Although the identified improvements would fully mitigate the impact, the Project's impact to this intersection is considered significant and unmitigated because the timing of the identified improvements are not within the Applicant's or City's control as they require Caltrans approval. | Significant and unmitigated |
| Genesee Avenue/SR 52 Eastbound Ramps | TRA-13: Implementation of TRA-4 would reduce the Project-related significant impact to the Genesee Avenue/SR 52 eastbound ramps intersection for the Near-Term (Opening Day 2023) Plus Project scenario to a less than significant level. Although the identified improvements would fully mitigate the impact, the Project's impact to this intersection is considered significant and unmitigated because the timing of the identified improvements are not within the Applicant's or City's control as they require Caltrans approval. | Significant and unmitigated |

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

| Impact | Mitigation | Significance After Mitigation |
|--|--|-------------------------------|
| TRANSPORTATION/CIRCULATION (cont.) | | |
| Near-Term (Opening Day 2023) Plus Project Impacts – Roadway Segments | | |
| Genesee Avenue from Decoro Street to Governor Drive | TRA-14: Per the University Community Plan Amendment (December 5, 2016), the widening of Genesee Avenue to six lanes was deemed infeasible. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive. | Significant and unmitigated |
| Near-Term (Opening Day 2023) Plus Project Impacts – Freeway Segments | | |
| I-5: Gilman Drive to Nobel Drive | TRA-15: Addition of managed lanes on I-5 between I-8 and La Jolla Village Drive, as identified in SANDAG's 2050 Revenue Constrained RTP, would improve freeway operations. However, there is currently no funding in place at this time and no guarantee that the improvements would occur. Implementation of TRA-5 project TDM measures would partially mitigate the Project's impact. Impacts remain significant and unmitigated in the Near-Term (Opening Day 2023) Plus Project scenario. | Significant and unmitigated |
| I-805: Governor Drive to Nobel Drive | TRA-16: Currently, there is one managed lane of I-805 between SR 52 and I-5, which was Stage I of the I-805 North Managed Lanes Project. Stages II through IV of the I-805 North Managed Lanes project would construct the second carpool lane in the median from just north of SR 52 to just north of La Jolla Village Drive. Additionally, the Nobel Drive Direct Access Ramp (DAR) and the Nobel Drive Park & Ride and Transit Station would be constructed and the Governor Drive interchange would be reconfigured. The addition of managed lanes and a new DAR on Nobel Drive would further improve freeway operations on the I-805. The construction start dates for these improvements are pending as there is no funding in place to guarantee that these improvements would be completed. Implementation of TRA-6 project TDM measures would partially mitigate the Project's impact. Impacts remain significant and unmitigated in the Near-Term (Opening Day 2023) Plus Project scenario. | Significant and unmitigated |

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

| Impact | Mitigation | Significance After Mitigation |
|--|--|-------------------------------|
| TRANSPORTATION/CIRCULATION (cont.) | | |
| Near-Term (Opening Day 2023) Plus Project Impacts – Freeway Segments (cont.) | | |
| SR 52: Genesee Avenue to I-805 | TRA-17: The addition of a third lane in each direction along SR 52 between I-5 and I-805, as identified in SANDAG's 2050 Unconstrained Network RTP, would improve freeway operations. However, there is currently no funding in place at this time and no guarantee that the improvements would occur. Implementation of TRA-7 project TDM measures would partially mitigate the Project's impact. Impacts remain significant and unmitigated in the Near-Term (Opening Day 2023) Plus Project scenario. | Significant and unmitigated |
| Near-Term (Opening Day 2023) Plus Project Impacts – Metered Freeway On-ramps | | |
| I-805/Nobel Drive Interchange Southbound On-ramp | TRA-18: Stages II through IV of the I-805 North Managed Lanes (as discussed above), the Nobel Drive DAR, the Nobel Drive Park & Ride and Transit Station, and the reconfiguration of the Governor Drive interchange would relieve the congestion and delay at the ramp meter and improve overall freeway operations, but there is no funding in place to ensure that the improvements would occur. Therefore, impacts at this freeway ramp meter remain significant and unmitigated in the Near-Term (Opening Day 2023) Plus Project scenario. As partial mitigation, the Project proposes TDM measures (as shown in TRA-5) to incentivize use of alternate forms of transportation other than single occupancy vehicles. | Significant and unmitigated |
| Cumulative Impacts – Intersections | | |
| La Jolla Village Drive/ Genesee Avenue | TRA-19 Widening the westbound approach to provide a second dedicated right-turn lane is a condition of approval for the Monte Verde project as included in that project's EIR transportation mitigation measures and permit conditions. The required improvement is currently permitted and bonded by Monte Verde. Therefore, the Project's impact in the Year 2035 scenario at this location is considered less than significant. | Less than significant |

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

| Impact | Mitigation | Significance After Mitigation |
|---|---|-------------------------------|
| TRANSPORTATION/CIRCULATION (cont.) | | |
| Cumulative Impacts – Intersections (cont.) | | |
| Costa Verde Boulevard/ Loop Road (South) | <p>TRA-20: Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the following improvements to the satisfaction of the City Engineer to mitigate the Project's cumulative impact to the Costa Verde Boulevard/Loop Road (South) intersection:</p> <ul style="list-style-type: none"> • Widen the westbound approach to provide a dedicated left-turn lane. To accommodate the additional lane, approximately 10 feet of widening of the roadway would be required. The additional 10 feet of widening can be accomplished by widening 5 feet on both sides of the driveway. • Restripe the northbound approach to provide a dedicated right-turn lane. • All improvements must be completed and operational prior to first occupancy. | Less than significant |
| Genesee Avenue/ Esplanade Court | <p>TRA-21: Implementation of TRA-1, as outlined above, would mitigate the Project's contribution to a significant cumulative impact at the Genesee Avenue/Esplanade Court intersection for the Year 2035 (Community Buildout) Plus Project scenario to a less than significant level.</p> | Less than significant |
| Nobel Drive/ Costa Verde Boulevard | <p>TRA-22: Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the following improvements to the satisfaction of the City Engineer to mitigate the Project's cumulative impact to the Nobel Drive/Costa Verde Boulevard intersection:</p> <ul style="list-style-type: none"> • Restripe the southbound approach to provide a dedicated right-turn lane, with associated signal modification. • All improvements must be completed and operational prior to first occupancy. | Less than significant |

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

| Impact | Mitigation | Significance After Mitigation |
|--|---|-------------------------------|
| TRANSPORTATION/CIRCULATION (cont.) | | |
| Cumulative Impacts – Intersections (cont.) | | |
| Nobel Drive/ Genesee Avenue | <p>TRA-23: Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the following improvements to the satisfaction of the City Engineer to mitigate the Project's cumulative impact to the Nobel Drive/Genesee Avenue intersection:</p> <ul style="list-style-type: none"> • Install right-turn overlap phasing on the eastbound approach, with associated signal modification. <p>However, the installation of an eastbound right-turn overlap would restrict access to the residential development on the west side of Genesee Avenue, south of Nobel Drive due to the inability to make northbound U-turns. Therefore, this impact is considered significant and unmitigated. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.</p> | Significant and unmitigated |
| Genesee Avenue/ Decoro Street | <p>TRA-24: Implementation of TRA-10, as outlined above, would mitigate the Project's significant cumulative impact at the Genesee Avenue/Decoro Street intersection for the Year 2035 (Community Buildout) Plus Project scenario to a less than significant level.</p> | Less than significant |
| Genesee Avenue/ Governor Drive | <p>TRA-25: Implementation of TRA-2, as outlined above, would reduce the Project's cumulative impact at the Genesee Avenue/Governor Drive intersection for the Year 2035 (Community Buildout) Plus Project scenario. However, the installation of southbound right-turn overlap would prohibit access to the northwest corner of the intersection due to the inability to make eastbound U-turns. Therefore, this impact is considered significant and unmitigated. As partial mitigation, the project will upgrade and/or repair signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.</p> | Significant and unmitigated |

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

| Impact | Mitigation | Significance After Mitigation |
|--|--|--------------------------------------|
| TRANSPORTATION/CIRCULATION (cont.) | | |
| Cumulative Impacts – Intersections (cont.) | | |
| Genesee Avenue/SR 52 Westbound Ramps | TRA-26: Implementation of TRA-3 would reduce the Project's significant impact at the Genesee Avenue/SR 52 westbound ramps intersection for the Year 2035 (Community Buildout) Plus Project scenario to a less than significant level. Although the identified improvements would fully mitigate the impact, the Project's impact to this intersection is considered significant and unmitigated because the timing of the identified improvements are not within the Applicant's or City's control as they require Caltrans approval. | Significant and unmitigated |
| Genesee Avenue/SR 52 Eastbound Ramps | TRA-27: Implementation of TRA-4 would reduce the Project's significant impact to the Genesee Avenue/SR 52 eastbound ramps intersection for the Year 2035 (Community Buildout) Plus Project scenario to less than significant. Although the identified improvements would fully mitigate the impact, the Project's impact to this intersection is considered significant and unmitigated because the timing of the identified improvements are not within the Applicant's or City's control as they require Caltrans approval. | Significant and unmitigated |
| Cumulative Impacts – Roadway Segments | | |
| La Jolla Village Drive; Genesee Avenue to Executive Way | Per the University Community Plan Amendment (December 5, 2016), the repurposing of this segment to a 6-lane Prime Arterial was deemed infeasible as it was determined on-street parking would remain. | Significant and unmitigated |
| Genesee Avenue; La Jolla Village Drive to Esplanade Court | Per the University Community Plan Amendment (December 5, 2016), the repurposing of this segment to a 6-lane Prime Arterial was deemed infeasible given that the existing condition includes a loading driveway serving the UTC mall. | Significant and unmitigated |
| Genesee Avenue; Nobel Drive to Decoro Street, Decoro Street to Governor Drive, Governor Drive to SR 52 | TRA-28: Per the University Community Plan Amendment (December 5, 2016), the widening of Genesee Avenue to 6-lanes was deemed infeasible. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive. | Significant and unmitigated |

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

| Impact | Mitigation | Significance After Mitigation |
|---|--|--------------------------------------|
| TRANSPORTATION/CIRCULATION (cont.) | | |
| Cumulative Impacts – Freeway Segments | | |
| I-5: Gilman Drive to Nobel Drive | TRA-29: Addition of managed lanes on I-5 between I-8 and La Jolla Village Drive, as identified in SANDAG's 2050 Revenue Constrained RTP, would improve freeway operations. However, there is currently no funding in place at this time and no guarantee that the improvements would occur. Implementation of TRA-5 project TDM measures would partially mitigate the Project's impact. Impacts remain significant and unmitigated in the cumulative condition. | Significant and unmitigated |
| I-805: Governor Drive to Nobel Drive | TRA-30: Currently, there is one managed lane of I-805 between SR 52 and I-5, which was Stage I of the I-805 North Managed Lanes Project. Stages II through IV of the I-805 North Managed Lanes project would construct the second carpool lane in the median from just north of SR 52 to just north of La Jolla Village Drive. Additionally, the Nobel Drive Direct Access Ramp (DAR) and the Nobel Drive Park & Ride and Transit Station would be constructed and the Governor Drive interchange would be reconfigured. The addition of managed lanes and a new DAR on Nobel Drive would improve freeway operations on the I-805. The construction start dates for these improvements are pending as there is no funding in place to guarantee that these improvements would be completed. Implementation of TRA-6 project TDM measures would partially mitigate the Project's impact. Impacts remain significant and unmitigated in the cumulative condition. | Significant and unmitigated |
| SR 52: Genesee Avenue to I-805 | TRA-31: The addition of a third lane in each direction along SR 52 between I-5 and I-805, as identified in SANDAG's 2050 Unconstrained Network RTP, would improve freeway operations. However, there is currently no funding in place at this time and no guarantee that the improvements would occur. Implementation of TRA-7 project TDM measures would partially mitigate the Project's impact. Impacts remain significant and unmitigated in the cumulative condition. | Significant and unmitigated |

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

| Impact | Mitigation | Significance After Mitigation |
|--|--|-------------------------------|
| TRANSPORTATION/CIRCULATION (cont.) | | |
| Cumulative Impacts, Metered Freeway On-ramps | | |
| I-805/Nobel Drive Interchange Southbound Ramps | TRA-32: Stages II through IV of the I-805 North Managed Lanes (as discussed above), the Nobel Drive DAR, the Nobel Drive Park & Ride and Transit Station, and the reconfiguration of the Governor Drive interchange would relieve the congestion and delay at the freeway ramp meter and improve overall freeway operations, but there is no funding in place to ensure that the improvements would occur. Therefore, impacts at this freeway ramp meter remain significant and unmitigated in the cumulative condition. As partial mitigation, the Project proposes several TDM measures (as shown in TRA-5) to incentivize use of alternate forms of transportation other than single-occupancy vehicles. | Significant and unmitigated |
| I-5/La Jolla Drive Interchange Northbound On-Ramp | TRA-33: The UTC Revitalization project is conditioned to construct a HOV lane at the I-5/La Jolla Village Drive northbound on-ramp. As of January 2020, this improvement is currently under construction and is expected to be completed prior to Year 2035. | Less than significant |
| NOISE | | |
| Construction Noise: <i>Would the Project result in exposure of people to noise levels created by the Project which exceed the City's adopted noise ordinance and/or the City's Significance Determination Thresholds?</i> | | |
| Noise levels from Project operations to off-site NSLUs could exceed the SDMC standards, and impacts would be potentially significant. | NOI-1: Event Plaza Noise Barrier. Noise levels from operational noise generated by the Project shall meet the arithmetic mean of the City noise ordinance standards between a commercial and multi-family residential use. This standard is 60 dBA L_{EQ} during the hours between 7:00 a.m. and 7:00 p.m., 55 dBA L_{EQ} during the hours between 7:00 p.m. and 10:00 p.m., and 52.5 dBA L_{EQ} during the hours between 10:00 p.m. and 7:00 a.m. Noise reduction may be accomplished through on-site sound barriers or use restrictions. To reduce noise levels from live music performances within the Project's event plaza, all performances with amplified sound shall be directed to the east. A moveable or permanent bandshell shall be erected as a noise barrier. The barrier shall be at least 6 feet high and shall be located between the performers and the off-site receptors to the west. | Less than significant |

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

| Impact | Mitigation | Significance After Mitigation |
|----------------------|---|-------------------------------|
| NOISE (cont.) | | |
| | <p>NOI-1 (cont.): If amplified sound is used, any amplification equipment (e.g., speakers) shall not extend above or around the sound barrier, as viewed from the off-site receptors to the west. Non-amplified (acoustic) live music performances shall be permitted without the requirement of a noise barrier.</p> <p>All sound barriers shall be solid. They shall be constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, with no cracks or gaps, through or below the walls. Any seams or cracks must be filled or caulked. If wood is used, it shall be tongue and groove and shall be at least one-inch total thickness or have a density of at least 3.5 pounds per square foot. Where architectural or aesthetic factors allow, glass or clear plastic 3/8 of an inch thick or thicker may be used. Sheet metal of 18 gauge (minimum) may be used, if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind.</p> <p>Prior to the first outdoor event with amplified sound, the Owner/Permittee shall engage a qualified acoustician to perform and certify a sound test to confirm that noise levels meet the specified standards. The City's Environmental Designee and MMC shall review the test methods and findings and confirm to their satisfaction that sound attenuation meets the specified standards. The noise level needed to ensure compliance shall be noted and the maximum volume level of the speakers shall be identified in Costa Verde Center standard operating procedures, leases, and future event contracts.</p> <p>NOI-2: HVAC Noise Barriers. Noise levels from operational noise generated by rooftop equipment shall meet the arithmetic mean of the nighttime City noise ordinance standards between a commercial and multi-family residential use. This standard is 52.5 dBA L_{EQ} during the hours between 10:00 p.m. and 7:00 a.m. Noise reduction may be accomplished through on-site noise barriers.</p> | |

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

| Impact | Mitigation | Significance After Mitigation |
|----------------------|--|-------------------------------|
| NOISE (cont.) | | |
| | <p>NOI-2 (cont.): Sound barriers shall be constructed surrounding the rooftop HVAC units on all Project buildings. On Building B, the barriers shall be incorporated into the proposed 14-foot mechanical screens. On Building T1, the barriers shall be incorporated into the proposed 25-foot mechanical screens. The barriers shall be at least two feet higher than the tallest noise-generating rooftop equipment on all other structures. Barrier construction requirements are the same as those specified in Mitigation Measure NOI-1. The City's Environmental Designee and MMC shall verify the inclusion of these features on project plans prior to the issuance of building permits.</p> <p>NOI-3: Indoor Music Use Noise Analysis. Prior to issuance of a Conditional Use Permit (CUP) for indoor music use (if and when such use is proposed), a noise analysis shall be completed to assess operational noise sources associated with the indoor music use. Appropriate noise attenuation measures identified in the noise analysis shall be incorporated into the project design to ensure compliance with the City Noise Ordinance limits between a commercial use and multi-family residential use of 60 dBA L_{EQ} during the hours between 7:00 a.m. and 7:00 p.m., 55 dBA L_{EQ} during the hours between 7:00 p.m. and 10:00 p.m., and 52.5 dBA L_{EQ} during the hours between 10:00 p.m. and 7:00 a.m. Methods for ensuring compliant noise levels may include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • Restricting music-generating equipment to indoor locations; • Constructing the building so that the entry doors face away from the adjacent off-site receivers; • Including a double set of entry doors that are offset to limit noise transmission through the doors; and • Ensuring that any side or rear doors remain securely closed when music is playing. | |

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

| Impact | Mitigation | Significance After Mitigation |
|--|--|-------------------------------|
| NOISE (cont.) | | |
| <p>Construction noise during the following scenarios would be potentially significant: demolition of the underground parking garage, building demolition and grading adjacent to the western property line, and building construction of Buildings A, B, C, D, and L</p> | <p>NOI-4: Parking Garage Demolition Noise Barriers. Prior to issuance of demolition, grading, or building permits, the City's Environmental Designee and MMC shall ensure the following notes are included on the Project plans. For demolition of the underground parking garage and ground level slabs, if a breaker is used within 145 feet or if a concrete saw is used within 139 feet of the pocket park, a temporary 12-foot-high noise control barrier shall be erected between the breaker and concrete saw and the pocket park to reduce noise levels below the City Noise Ordinance construction threshold of 75 dBA L_{EQ} (12 hour). If applicable, a construction safety barrier may be enhanced to act as a noise control barrier by meeting the specifications listed below.</p> <p>Alternative methods (including, but not limited to the use of alternative sound barriers, noise attenuation devices/modifications to construction equipment, limiting hours of operation, or a combination of these measures) may be employed to reduce noise levels below the City Noise Ordinance construction threshold of 75 dBA L_{EQ} (12 hour). However, if alternate measures are employed, they shall be evaluated by a qualified acoustician prior to the initiation of construction activities to ensure that they will reduce noise levels to within City standards.</p> <p>The temporary noise control barrier shall be tall enough to break the line of sight between the breaker and concrete saw and the sensitive receptor. The sound attenuation barrier shall be solid. It shall be constructed of wood, plywood, or flexible vinyl curtains that meet a rating of Sound Transmission Class (STC) 19, with no cracks or gaps through or below the wall. Any seams or cracks shall be filled or caulked. If wood or plywood is used, it can be tongue and groove and shall be at least 5/8-inch total thickness or have a density of at least 3.5 pounds per square foot.</p> | <p>Less than significant</p> |

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

| Impact | Mitigation | Significance After Mitigation |
|----------------------|---|-------------------------------|
| NOISE (cont.) | | |
| | <p>NOI-4 (cont.): Alternative methods (including, but not limited to the use of alternative sound barriers, noise attenuation devices/modifications to construction equipment, limiting hours of operation, or a combination of these measures) may be employed to reduce noise levels below the City Noise Ordinance construction threshold of 75 dBA L_{EQ} (12 hour); however, if alternate measures are employed, they shall be evaluated by a qualified acoustician and approved by the City's Environmental Designee and MMC prior to the initiation of construction activities to ensure that they will reduce noise levels to within City standards.</p> <p>NOI-5: Buildings Demolition, Grading, and Building Construction Noise Barriers. Prior to issuance of demolition, grading, or building permits, the City's Environmental Designee and MMC shall ensure the following notes are included on the Project plans. A temporary 12-foot high noise control barrier shall be erected between the construction equipment and residentially zoned property lines within the following distances to reduce noise levels below the City Noise Ordinance construction threshold of 75 dBA L_{EQ} (12 hour):</p> <ul style="list-style-type: none"> • 70 feet for demolition and grading using a dozer, loader, and off-highway truck; • 65 feet for demolition and grading using an excavator, loader, and off-highway truck; • 41 feet for building construction using a drill; • 40 feet for building construction using a concrete truck; and • 49 feet for building construction using a crane. <p>If applicable, a construction safety barrier may be enhanced to act a noise control barrier by meeting the specifications listed below.</p> <p>The temporary noise control barrier shall be tall enough to break the line of sight between the pieces of equipment and the pocket park. The sound barrier specifications and alternative compliance procedures shall be the same as those described in Noise Mitigation Measure NOI-4.</p> | |

| Table S-2 COMPARISON OF PROJECT AND ALTERNATIVE IMPACTS | | | | | |
|--|----------------|-------------------------------|---|--|--|
| Environmental Issue Area¹ | Project | No Project Alternative | Retail, Hotel, and Residential Alternative | Retail, Hotel, Office, and Reduced Research and Development Alternative | Retail and Office/ Research and Development Alternative |
| Transportation/Circulation | SU | N | SU+/- ² | SU- | SU- |
| Noise | SM | N | SM- | SM- | SM- |

¹ Includes issue areas with significant impacts identified for the Project

² This alternative would result in increased street segment impacts, but decreased impacts to intersections, freeway segments, and ramp meters.

SM = significant but mitigable impacts; SU = significant and unmitigated impacts; N = no significant impacts

- = reduced impact level(s) relative to the Project; + = increased impact level(s) relative to the Project

1.0 INTRODUCTION

This section provides a brief description of the Project background and scope, the purpose and legal authority for the Environmental Impact Report (EIR), the EIR scope and process, and an explanation of how the EIR is organized. This EIR contains an analysis of the Project described in detail in Chapter 3.0, *Project Description*.

1.1 Project Background

Costa Verde Center is an existing neighborhood/community-serving shopping center located west of Genesee Avenue between La Jolla Village Drive and Nobel Drive in the University community of the City of San Diego (City). The shopping center is located on a 13.9-acre site, within the approximately 57-acre Costa Verde Specific Plan (CVSP) area, which is bordered by Genesee Avenue, Nobel Drive, Regents Road, and La Jolla Village Drive. The existing center is comprised of a gross floor area of approximately 178,000 square feet (SF) of commercial retail space along with associated parking. It currently has more than 30 tenants, including retail businesses, restaurants, fitness and service facilities, a grocery store, a dry cleaner, banks, an optometrist's office, and a gas station. Multi-family residences and a retirement community have been constructed in the western portion of the CVSP area, and additional multi-family residences are currently under construction in the northern portion of the CVSP area. The site is surrounded by urban development, including multi-family residential units, hotels, commercial/retail uses, and office buildings. A number of changes have occurred in the physical and land use planning environment of the site since the original approval of the CVSP, as outlined below.

In 1986, the San Diego City Council adopted the CVSP and implementing discretionary permits. As originally approved, the CVSP included 178,000 SF of neighborhood and community commercial uses, 2,600 dwelling units (DUs), and a 400-room hotel. The hotel was to be located at the intersection of La Jolla Village Drive and Genesee Avenue and include a maximum of 400 rooms, structured parking, a lounge/restaurant, meeting facilities, recreational facilities for guests, and incidental retail.

The existing Costa Verde Center was constructed in accordance with the CVSP in 1989 and operates under Planned Development Permit (PDP) 90-1109, issued by the City of San Diego in 1990.

In February 2004, the City Planning Commission approved a Community Plan Amendment/Specific Plan Amendment (CPA/SPA) initiation request for Costa Verde Center, which proposed increasing the amount of commercial space within the shopping center by 75,000 SF. Regency Centers Corporation deferred formally submitting the CPA for a variety of reasons, including:

- A dramatic national economic downturn which impacted consumer spending habits and indicated that timing might not be right for a shopping center expansion.
- The City General Plan was undergoing a comprehensive Citywide amendment based on the Strategic Framework Element adopted in 2002. This document introduced what eventually became the guiding principles and core values for the 2008 comprehensive update of the 1979 Progress Guide and General Plan.

- A number of potentially significant land use and transportation changes within the area immediately surrounding Costa Verde Center were being considered by the City and the San Diego Association of Governments (SANDAG), including the Mid-Coast Corridor Transportation Project, the expansion of Westfield University Town Center (UTC), Monte Verde Multi-Family Residential CPA, and La Jolla Crossroads, which resulted in changes to the transportation infrastructure and density of the area surrounding the Project site.

In the time since the decision was made not to further pursue the previously initiated CPA, changes have continued to occur in the Project area. The Regional Comprehensive Plan (RCP) for the San Diego Region (SANDAG 2004a) called for “increased density in both the Downtown San Diego and [the] University [community] areas, which are the population and employment centers anchoring the northern and southern ends of the corridor.” A key implementation tool for local jurisdictions of the RCP is the Smart Growth Concept Map (SANDAG 2008b) approved in 2006 and updated through May 2016. The SANDAG Regional Smart Growth Concept Map identifies the area around Costa Verde Center as an “Urban Center” because it is designated by the community plan for regional commercial, neighborhood commercial, institutional, scientific research, high density residential (45 to 75 DUs per acre), and medium density housing (30 to 45 DUs per acre).

The University of California, San Diego (UCSD) Long Range Development Plan to guide the future use of the campus was prepared in 2004 and updated in 2018. Shortly after being established in 1960, UCSD had a student population of 160 students and 70 faculty members. Today, there are approximately 32,850 undergraduates and graduate students, and 16,000 faculty and staff. Total student enrollment grew over 12 percent between 2010 and 2015 (UCSD 2018).

In September 2007, an amendment to the University Community Plan (UCP)/CVSP was adopted for the Monte Verde project, immediately north of Costa Verde Center. This amendment eliminated the 400-room hotel and re-designated the site as High Density Residential, which increased the maximum number of DUs in the CVSP to 2,740, and added a one-acre park/amenity space. This approval provides for the eventual development on the adjacent 4.77-acre Monte Verde property of four buildings, for a total of 560 condominium units (refer to Section 2.3, *Surrounding Land Uses*, for the status of this development).

During the following year, the City approved an increase in the allowable development intensity for Westfield UTC by 750,000 SF and a maximum of 300 multi-family DUs. This action was consistent with the UCP vision of creating “an urban node with two relatively high-density, mixed-use core areas located at the University Towne Centre and La Jolla Village Square areas.”

In March 2008, the City updated its General Plan to focus growth into mixed-use activity centers that are pedestrian-friendly and link to an improved regional transportation system. The document identified “Urban Village Centers” as “higher-density nodes within Subregional Employment Areas” such as the University community. These villages “cluster more intensive employment, residential, commercial and civic uses, integrated with public spaces to encourage walking and to support transit.”

In October 2014, the Federal Transit Administration signed the Record of Decision for the Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) for the Mid-Coast Corridor Transit Project, which was an important milestone for extending trolley service to the northern part of San Diego. The Project includes development of

nine new stops including the Terminus Station, which is to be located on a platform in the center of Genesee Avenue, south of Esplanade Court/UTC Driveway. Pedestrian bridges will be provided to the Westfield UTC shopping center on the east and the Costa Verde Center on the west.

In March 2015, the Planning Commission approved the Initiation of an amendment to the UCP and the CVSP for the Costa Verde Center, which proposed to add 125,000 SF of neighborhood and community commercial uses, re-designate one acre to Visitor Commercial to allow a hotel use, and revise technical aspects of the specific plan. The applicant was also asked by the Planning Commission to “evaluate the need for additional residential development in the vicinity of the Project area and the ability to incorporate residential units on-site.” An EIR addressing these project parameters was circulated for public review in early 2018. The Project has since been modified, as summarized in Section 1.2, *Project Scope*, and detailed in Chapter 3.

1.2 Project Scope

The Costa Verde Center Project (Project) is the proposed redevelopment and renovation of the existing 13.9-acre shopping center. The Project would require the approval of a (1) General Plan Amendment (GPA), CPA to the UCP, and SPA to the CVSP to increase the development intensity of the site and redesignate one acre from Neighborhood Commercial to Visitor Commercial; (2) a Site Development Permit (SDP); (3) amendment to the existing PDP No. 90-1109; (4) Neighborhood Development Permit (NDP); (5) a Tentative Parcel Map; and (6) street and easement vacations. The Project would allow retention/redevelopment of 178,000 SF of commercial/retail, as well as add 40,000 SF of office, 360,000 SF of research and development uses, and a 200-room hotel.

1.3 Purpose and Legal Authority

The purposes of an EIR are to provide public agencies and the public in general with detailed information about the effect a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project. The City is the Lead Agency, as defined by Section 15051(b)(1) of the California Environmental Quality Act (CEQA) Guidelines, for the proposed Project evaluated in this EIR. Under CEQA, the public agency with the greatest responsibility for supervising or approving the project or the first public agency to take discretionary action to proceed with a proposed project should ordinarily act as the “Lead Agency.” This EIR is an informational document for use by the City, decision makers and members of the general public to evaluate the environmental effects of the proposed Project. This document complies with all criteria, standards, and procedures of CEQA (California Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR] Title 14 Section 15000 et seq.); the City’s EIR Guidelines (December 2005); and the City’s CEQA Determination Thresholds (2016a). This document has been prepared as a Project EIR pursuant to Section 15161 of the State CEQA Guidelines, and it represents the independent judgment of the City as Lead Agency (State CEQA Guidelines Section 15050).

1.4 Environmental Impact Report Scope

This EIR contains analysis of the Project, as described in Chapter 3.0, *Project Description*. A project EIR should “focus primarily on the changes in the environment that would result from the development

project.” According to Section 15161 of the State CEQA Guidelines, the project EIR should “examine all phases of the project including planning, construction and operation.”

1.4.1 Notice of Preparation/Scoping Meeting

In reviewing the application for the Project, the City concluded that the Project could result in potentially significant environmental impacts. As Lead Agency, the City prepared a Scoping Letter, which was distributed with the Notice of Preparation (NOP) on July 12, 2016 to all responsible and trustee agencies, as well as various governmental agencies, including the Office of Planning and Research’s State Clearinghouse (SCH), and interested individuals. The City also conducted a public scoping meeting, in accordance with Section 21083.9 of CEQA, on July 28, 2016. The EIR addresses in detail potentially significant environmental impacts associated with the following issues:

- Land Use
- Transportation/Circulation
- Air Quality
- Geology and Soils
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Noise
- Paleontological Resources
- Public Services and Facilities
- Public Utilities
- Visual Effects/ Neighborhood Character
- Energy

The Project would not result in potentially significant impacts with respect to Agriculture and Forestry Resources, Biological Resources, Hazardous Materials, Historical Resources, Mineral Resources, Population and Housing, and Recreation as described in Section 7.1, *Effects Found Not To be Significant*, of this EIR.

A copy of the Scoping Letter, NOP, Scoping Meeting notice, Scoping Meeting sign-in sheet, and Scoping Meeting transcript are contained in Appendix A. Verbal and written comments received during the scoping process have been taken into consideration during the preparation of this EIR. An outline of the issues noted during the scoping process is contained in the *Areas of Controversy/Issues to be Resolved* discussion in the Executive Summary section. The environmental conditions evaluated as the baseline in this EIR are those that existed at the time the NOP was circulated as described in Chapter 2.0, *Environmental Setting*.

1.5 Public Review Process

This EIR and the technical analyses it relies on are available for review by the public and public agencies for 45 days to provide comments “on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the Project might be avoided or mitigated” (State CEQA Guidelines Section 15204). The public review period will be from March 12, 2020 to April 27, 2020. The EIR and all supporting technical studies and documents are available for review at the City of San Diego, Development Services Department, 1222 First Avenue, Fifth Floor, San Diego, 92101-4153, as well as at the North University Community Branch Library, University Community Library, and Downtown San Diego Library. An electronic copy of the EIR and the technical analyses is posted on the City’s website at www.sandiego.gov/ceqa/draft.

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

1.6 Content and Organization of the EIR

As stated above, the content and format of this EIR are in accordance with the most recent guidelines and amendments to CEQA and the State CEQA Guidelines. Technical studies have been summarized within individual environmental issue sections, and the full technical studies have been included in the appendices.

This EIR has been organized in the following manner:

- Executive Summary provides a summary of the EIR analysis, discussing the Project description, the alternatives that would reduce or avoid significant impacts, and the conclusions of the environmental analysis. The conclusions focus on those impacts that have been determined to be significant but mitigated. Impacts and mitigation measures are provided in tabular format. In addition, the Executive Summary includes a discussion of areas of controversy known to the City, including those issues identified by other agencies and the public.
- Chapter 1.0, Introduction, provides a brief description of the Project, the purpose of the EIR, key discretionary City actions and an explanation of the document format.
- Chapter 2.0, Environmental Setting, provides an overview of the regional and local setting, as well as the physical characteristics of the Project site. The setting discussion also addresses the relevant planning documents and existing land use designations.
- Chapter 3.0, Project Description, provides a detailed description of the proposed Project, including the purpose and main objectives of the Project, building characteristics, infrastructure improvements, landscape plan, and Project grading and construction. In addition, the intended and required uses of the EIR, and a discussion of discretionary actions required for Project implementation are included in this chapter.
- Chapter 4.0, History of Project Changes, chronicles the physical changes made to the Project in response to environmental concerns raised during the City's review of the Project.
- Chapter 5.0, Environmental Analysis, constitutes the main body of the EIR and includes the detailed impact analyses for each environmental issue identified in the NOP as potentially resulting in significant environmental impacts. The topics analyzed in this section include: land use, transportation/circulation, visual effects/neighborhood character, air quality, greenhouse gas emissions, energy, noise, paleontological resources, hydrology and water quality, geology and soils, health and safety, public utilities, and public services and facilities. Under each topic, Chapter 5.0 includes a discussion of existing conditions, the thresholds

identified for the determination of significant impact, and an evaluation of the impacts associated with implementation of the Project. Where the impact analysis demonstrates the potential for the Project to have a significant adverse impact on the environment, mitigation measures are provided that would minimize the significant impact. The EIR indicates confirmation that the proposed mitigation measures would reduce impacts to below a level of significance.

- Chapter 6.0, Cumulative Impacts, addresses the cumulative impacts due to implementation of the proposed Project in combination with other recently approved or pending projects in the area.
- Chapter 7.0, Other CEQA Sections, includes a discussion of growth inducement, significant irreversible effects, and the effects found not to be significant.
- Chapter 8.0, Project Alternatives, provides a description and evaluation of alternatives to the proposed Project. This section addresses the mandatory “no project” alternative, as well as development alternatives that would potentially reduce or avoid the proposed Project’s significant impacts.

The Mitigation Monitoring and Reporting Program (MMRP), References, and Individuals Consulted/Preparers are provided in Chapters 9.0, 10.0, and 11.0, respectively.

2.0 ENVIRONMENTAL SETTING

This chapter provides a description of existing site conditions for the Costa Verde Center Revitalization Project (Project). The existing setting addresses the project site and provides an overview of the local and regional environmental setting pursuant to Section 15152 of the State CEQA Guidelines.

2.1 Project Location

The Project involves the renovation of an existing 13.9-acre shopping center located within the UCP area, as well as the CVSP area in the City. The Project site is located 2.5 miles east of the Pacific Ocean, 10 miles north of downtown San Diego, 0.8 mile east of Interstate (I-) 5 and approximately 1.1 miles west of I-805 (Figure 2-1, *Regional Location*, and Figure 2-2, *Project Location and Vicinity*). Genesee Avenue and Nobel Drive form the eastern and southern boundaries of the project site, respectively. The project site can be accessed via these public roads, as well as from Costa Verde Boulevard to the west and Esplanade Court in the northern portion of the site. La Jolla Village Drive, a major east-west thoroughfare, is located approximately 700 feet north of the site boundary. Surrounding uses include a continuing care retirement community (including a 60-bed licensed skilled nursing center) and multi-family residential uses to the west, multi-family residential uses to the south, a surface parking lot and the approved Monte Verde residential project (currently under construction) to the north, and the Westfield UTC regional shopping center to the east. An extension of the San Diego Trolley system is currently under construction in the center of Genesee Avenue, just east of the site.

2.2 Existing Site Conditions

The existing Costa Verde Center was constructed in 1989 as a shopping and retail center to accommodate the growing neighborhoods in the University community. The entirety of the property is developed, and is comprised of a gross floor area of 178,000 SF of commercial retail space along with associated parking. The shopping center has approximately 30 tenants, including retail businesses, restaurants, fitness and service facilities, a grocery store, a dry cleaner, banks, an optometrist's office, and a gas station. The site layout is designed with the majority of shops built in a linear fashion along the western edge of the project site. Associated parking and multiple stand-alone buildings can be found to the east and south of the main shops. A pedestrian promenade connects the majority of the retail space. The center was designed in a contemporary, postmodern architectural style typical of late 1980s and early 1990s design. Photographs that illustrate the character of the Project site and surrounding developments are contained in Section 5.3, *Visual Effects/Neighborhood Character*.

Topography on the site ranges from approximately 335 feet above mean sea level (AMSL) at the southeastern corner of the Project site (with the majority of the southern portion of the site at approximately 350 feet AMSL) to approximately 365 feet AMSL at the northwestern corner (Figure 2-3, *Site Topography*). There are no steep slopes within the Project site, and the existing topographical changes are incorporated into the current development. The site is fully developed and no natural vegetation or habitats are located on the site. The site drains into an existing storm

drain system, with the majority of the site draining to the south and the northernmost acre of the site draining to the west. All flows are ultimately conveyed into Rose Canyon Creek.

Geologic formations identified within or adjacent to the site include the Quaternary-age Very Old Paralic Deposits (formerly known as Lindavista Formation), Tertiary-age Scripps Formation, Quaternary native topsoil deposits and recent previously placed fill. No known faults are located at the site. The closest active faults and associated Earthquake Fault Zones are located approximately three miles to the west along the Newport-Inglewood and Rose Canyon Faults. Two soil types are present on site: Chesterson fine sandy loam and Gaviota fine sandy loam. There are no identified hazardous material or related sites within or adjacent to the site. Refer to related discussions in Section 5.10, *Geology and Soils*, and Chapter 7.0, *Other CEQA Sections*, respectively.

Local access to the project site is provided by Genesee Avenue, Nobel Drive, Costa Verde Boulevard, and Esplanade Court. Genesee Avenue and Nobel Drive are both classified as six-lane major roadways with raised or fixed medians. Costa Verde Boulevard and Esplanade Court are both classified as four-lane local roadways with raised or fixed medians. Five entrances provide access to the internal roadways and parking areas in the existing center, including two on Esplanade Court, one on Genesee Avenue, one on Nobel Drive, and one on Costa Verde Boulevard. No roadway segments currently operate at level of service (LOS) E or worse. Five intersections in the project area currently operate at LOS E or worse, including La Jolla Village Drive/Regents Road, La Jolla Village Drive/Genesee Avenue, La Jolla Village Drive/Executive Way, La Jolla Village Drive/Towne Centre Drive, and I-805 Southbound ramps/La Jolla Village Drive, as described in Section 5.2, *Transportation/Circulation*, in this EIR. Easements are located on the Project site for utilities, parking, slope and drainage, and Trolley infrastructure.

The conditions described above constitute the baseline environmental setting used for addressing changes in the environment resulting from the Project. More detailed discussion of the Project's environmental setting is provided in Chapter 5.0, *Environmental Analysis*, and Chapter 7.0, *Other CEQA Sections*.

2.3 Surrounding Land Uses

The project site is located in a highly urbanized area and is surrounded by development consisting of commercial/retail uses, hotels, residential developments, a private park, and multi-story office towers. The Westfield UTC regional shopping center is located east of the Project across Genesee Avenue. Residential uses are primarily low-, mid-, and high-rise multi-family condominium and apartment complexes. Apartments are located south of the project site across Nobel Drive and apartments (with an associated private pocket park) and a retirement community are located to the west. A surface parking lot and the Monte Verde residential project are to the north. One tower of Monte Verde is complete and construction is beginning on a second tower. Office buildings, restaurants, and a Marriott hotel are located north of the Monte Verde development, across La Jolla Village Drive. Farther from the site south along Genesee Avenue are University High School, Rose Canyon open space and single-family residential development in the south University City area. To the northwest of the site and north of La Jolla Village Drive is UCSD. City fire and police stations are approximately 0.5 mile north of the project site along Genesee Avenue. The airfield for Marine Corps Air Station (MCAS) Miramar is situated approximately two miles east of the Project site along

Miramar Road. Refer to Figure 2-4, *Project Site Aerial Photo*, for a recent aerial photograph of the surrounding land uses within approximately one-half mile of the project site.

The project site also is adjacent to the extension of the San Diego Trolley Blue Line, through an ongoing construction effort known as the Mid-Coast Trolley project. The Trolley will extend service from Old Town Transit Center to the University community, including UCSD. A new, raised Trolley platform is to be located south of Esplanade Court within the median of Genesee Avenue. Trolley service to this area is anticipated to start in late 2021.

2.4 Planning Context

The following plans contain policies, goals, and objectives that are applicable to the proposed Project. A detailed discussion of these plans is provided in Section 5.1, *Land Use*.

2.4.1 San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan (SANDAG 2015) is an update of the Regional Comprehensive Plan (RCP) for the San Diego Region and the 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS) combined into one document. The Regional Plan provides a blueprint for San Diego's regional transportation system in order to effectively serve existing and projected workers and residents within the San Diego region. In addition to the RTP, the Regional Plan includes the SCS, in compliance with Senate Bill (SB) 375. The SCS aims to create sustainable, mixed-use communities conducive to public transit, walking, and biking by focusing future growth in the previously developed, western portion of the region along the major existing transit and transportation corridors. The purpose of the SCS is to help the San Diego region meet the greenhouse gas (GHG) emissions reductions set by the California Air Resources Board (CARB). The Regional Plan has a horizon year of 2050, and projects regional growth and the construction of transportation projects over this time period. Appendix C of the Regional Plan identifies Potential Transit Priority Areas. The project site is identified as within a Potential Transit Priority Area in the Regional Plan and was later confirmed as a Transit Priority Area by the City.

2.4.2 City of San Diego General Plan

The General Plan is a comprehensive document that sets out a long-range vision and policy framework for how the City could grow and develop, provide public services, and maintain the qualities that define San Diego. The General Plan is comprised of a Strategic Framework Element and 10 additional elements covering planning issues such as housing, transportation, and conservation. The General Plan's Land Use Element includes the City of Villages land use strategy, which is intended to focus growth into mixed-use activity centers that are pedestrian-friendly, centers of the community, and linked to the regional transit system. The City of Villages strategy identifies several village types and their characteristics, with the project site located in an area with a high village propensity. The project site is identified as "Commercial Employment, Retail and Services" in the Land Use and Street System Map for the General Plan (City 2016b).

2.4.3 University Community Plan

The UCP area encompasses approximately 8,500 acres. The area is bounded by State Route (SR) 52 to the south; Los Peñasquitos Lagoon to the north; Interstate-805 (I-805), MCAS Miramar, and the railroad track to the east; and the Pacific Ocean to the west. The community plan was originally adopted in 1987. In 2016, the City Council approved an amendment to the Transportation Element of the Community Plan to remove the previously planned Regents Road Bridge and Genesee Avenue widening.

The UCP is the City's statement of policy regarding growth and development of the UCP area. The plan identifies goals, policies, and strategies for land uses and public facilities. It also designates areas for residential, commercial, industrial, business park, and public uses, as well as areas that are to remain undeveloped.

The UCP designates the project site as neighborhood and community commercial in its Central Subarea. The site is recognized in the plan as within one of two urban nodes (or areas with high density mixed-use) in the community. The Central Subarea is considered the most urban subarea in the community, characterized by "intense, multi-use urban development" with a residential density of up to 75 DUs per acre.

2.4.4 Costa Verde Specific Plan

Originally adopted in 1986 and amended in 2007, the CVSP is intended to guide development through the establishment of land uses and development guidelines. The defined area is an approximately 57.6-acre site bounded by Genesee Avenue to the east, Nobel Drive to the south, Regents Road to the west, and La Jolla Village Drive to the north. The Costa Verde Center is located in the southeastern corner of the CVSP planning area. The 2007 amendment to the plan identified a development program in which 2,740 residential DUs and 178,000 SF of retail/commercial land uses would be developed. A hotel formerly planned for the Monte Verde site was removed from the CVSP at that time. The CVSP designates the project site as a commercial area in its Land Use map.

2.4.5 Zoning

While the underlying zone for the site is Residential zone RS-1-14 as shown in Figure 2-5, *Zoning Classifications*, the development standards in the Costa Verde Specific Plan supersede the underlying zone in the event of a conflict between the two. The Project site is also located in the Community Plan Implementation Overlay Zone (CPIOZ) Ministerial Review (Permit Type "A"), Parking Impact Overlay Zone (Campus Impact Area), Residential Tandem Parking Overlay Zone, and several overlay zones related to aviation, as described in the following section. According to the UCP, "The purpose of the [CPIOZ-A] overlay zone will be to limit uses and development intensity to the levels specified in the Land Use and Development Intensity Table." A request has been made to amend the Land Use and Development Intensity Table of the UCP to accommodate the proposed revitalization program.

2.4.6 Airport Land Use Compatibility Plans

The Airport Land Use Commission (ALUC) is an agency that is required by state law to exist in counties in which there is a commercial and/or a general aviation airport. The purpose of the ALUC is to protect public health, safety, and welfare by ensuring the orderly development of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports, to the extent that these areas are not already devoted to incompatible uses.

The site is within the Airport Influence Area (AIA) and Federal Aviation Administration (FAA) Part 77 Noticing Area for MCAS Miramar. SANDAG serves as the ALUC for MCAS Miramar, the closest public aviation facility to the Project site. The base is approximately five miles to the east.

The AIA for MCAS Miramar serves as the planning boundary for the Airport Land Use Compatibility Plan (ALUCP) for MCAS Miramar and is divided into two review areas: (1) Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas; and (2) Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Project site is within Review Area 2 for the base.

The ALUCP was adopted to establish land use compatibility policies and development criteria for new development within the AIAs to protect the base from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airports. The policies and criteria contained in the ALUCP are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone within SDMC Chapter 13. The Project site is within this land use compatibility zone.

2.4.7 Regional Air Quality Strategy

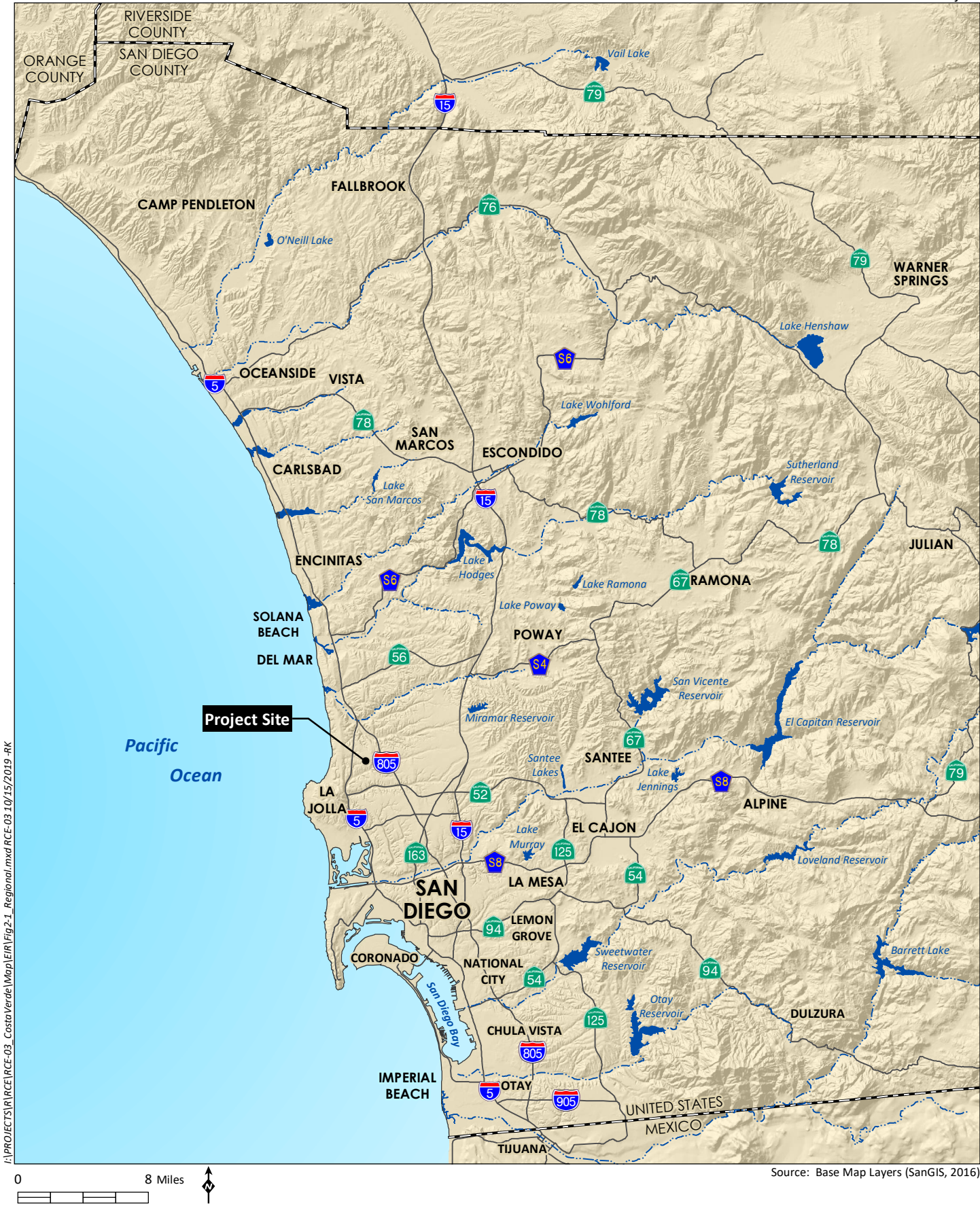
The San Diego Air Pollution Control District (SDAPCD) and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the San Diego Air Basin (SDAB). The San Diego County Regional Air Quality Strategy (RAQS) was most recently updated in 2016. The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for ozone. The SDAPCD has also developed the air basin's input to the State Implementation Plan (SIP), which is required under the Federal Clean Air Act (CAA) for areas that are out of attainment of air quality standards. The SIP, approved by the U.S. Environmental Protection Agency (USEPA) in 1996, includes the SDAPCD's plans and control measures for attaining the ozone national standard. The SIP is also updated on a triennial basis.

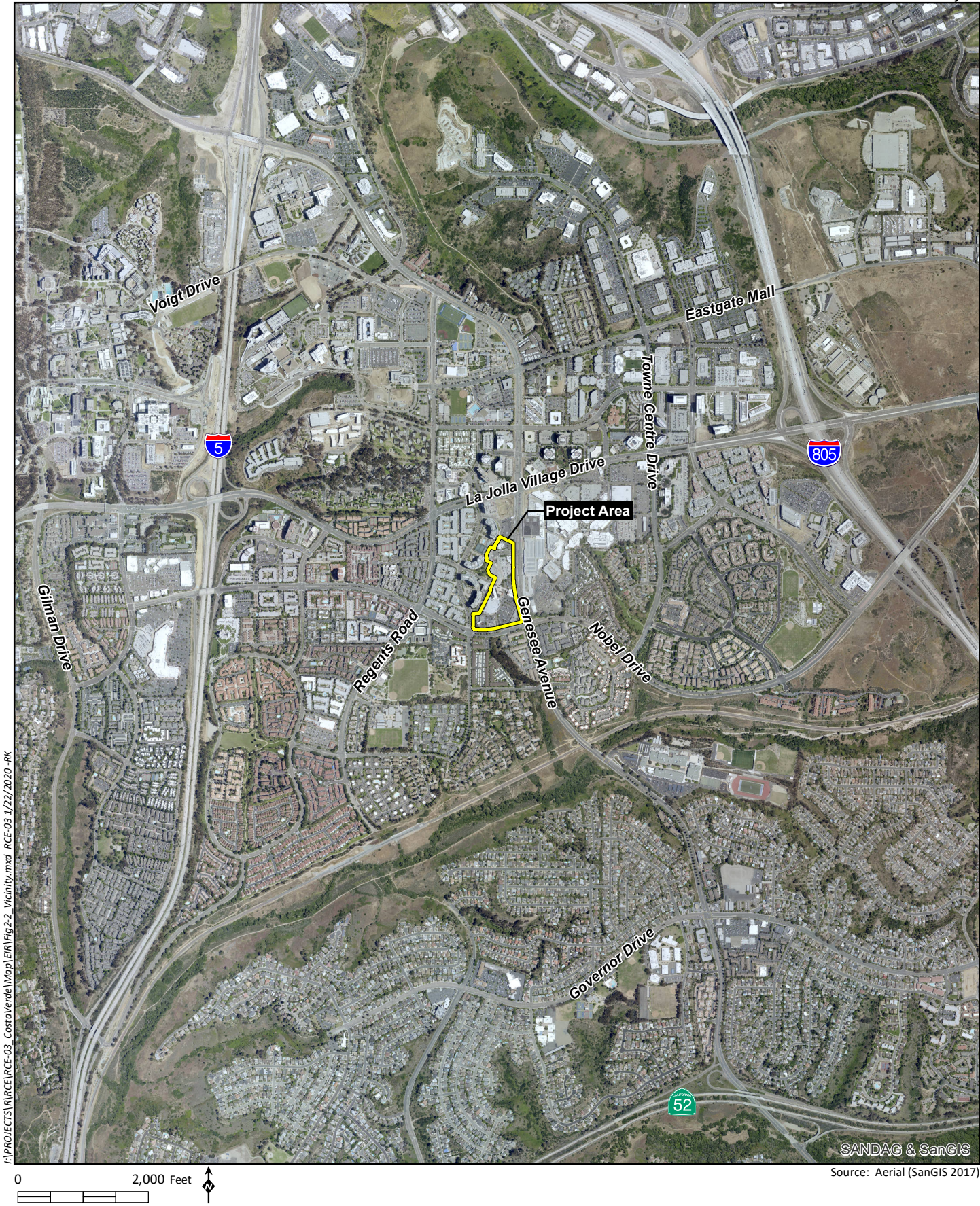
The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the county, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The SIP relies on the same information from SANDAG to develop emission inventories and emission reduction strategies that are included in the attainment demonstration for the air basin. The SIP also includes rules and regulations that have been adopted by the SDAPCD to control emissions from stationary sources. These SIP-approved rules may be used

as a guideline to determine whether a project's emissions would have the potential to conflict with the SIP and thereby hinder attainment of the national air quality standard for ozone.

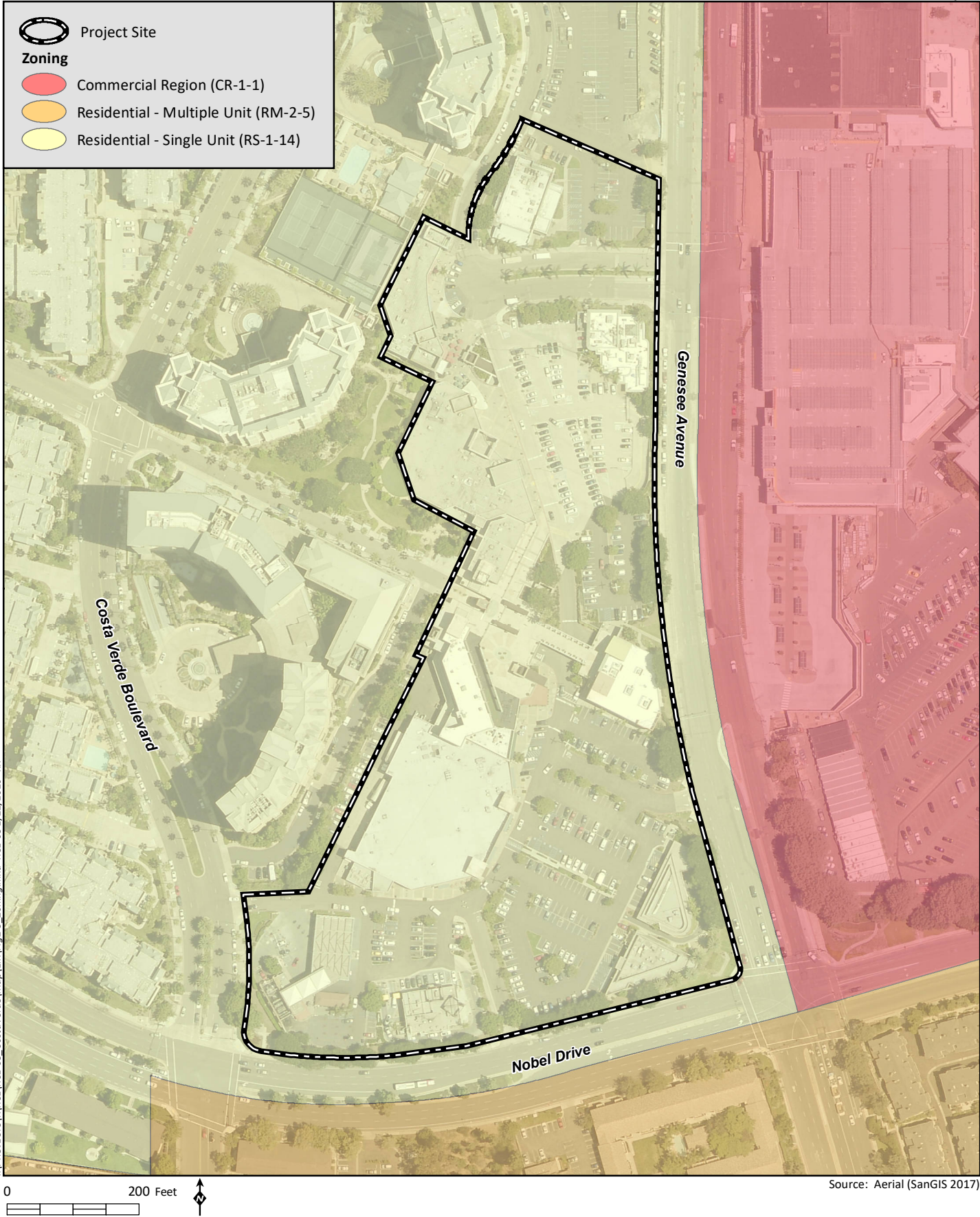
2.4.8 Water Quality Control Plan for the San Diego Basin

The Regional Water Quality Control Board (RWQCB) adopted a Water Quality Control Plan for the San Diego Basin (Basin Plan) that recognizes and reflects regional differences in existing water quality, the beneficial uses of the region's ground and surface waters, and local water quality conditions and problems (RWQCB 1994). Water quality objectives identified in the Basin Plan are based on established beneficial uses, and are defined as "the limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses." These objectives are incorporated into related regulatory requirements, such as the National Pollutant Discharge Elimination System (NPDES) permitting process.









3.0 PROJECT DESCRIPTION

This chapter of the EIR provides a statement of the Project goals and objectives, describes the specific characteristics of the Project, discusses project phasing and construction, and identifies the discretionary actions required to implement the Project. This chapter has been prepared pursuant to Section 15124 of the State CEQA Guidelines.

3.1 Project Goals and Objectives

The following are the goals and objectives of the Project:

- Revitalize an aging shopping center to better serve present and future community needs by enhancing and diversifying neighborhood/community-serving retail, dining, and commercial opportunities and local services.
- Integrate new land uses (such as commercial office/research and development and visitor accommodations) to create a more vibrant activity center that contributes to the City's goals of smart growth.
- Provide a hotel in a transit-accessible location to serve visitors and the community's research, business, and educational hub.
- Implement transit-supportive land uses and a built environment embracing the Blue Line Trolley Station, which will be located in the center of Genesee Avenue within a Transit Priority Area (TPA).
- Increase mobility options by providing pedestrian and bicycle linkages to improve connectivity within the CVSP Area and between the center and adjacent neighborhood.
- Provide a place for gathering spots for the public that promote social interaction between University community residents, students, seniors, visitors, and workers.
- Improve the environmental sustainability of the existing retail center through the implementation of features such as energy conservation, sustainable landscape, water conservation, and support for alternative transportation, consistent with the City's Climate Action Plan (CAP).

3.2 Project Characteristics

3.2.1 Development Summary

The Project entails the reconfiguration and expansion of the existing Costa Verde Center to create a local, walkable hub that provides neighborhood services, retail shops, restaurants, office/research and development uses, a hotel, and community gathering spaces. The Project proposes to retain the current amount (approximately 178,000 SF) of commercial/retail uses, add approximately 360,000 SF of research and development and 40,000 SF of commercial/office uses, and re-designate an

approximately one-acre portion of the project site as Visitor Commercial to reintroduce a hotel use to the CVSP area. A 200-room hotel would serve visitors and the community's research, business, and educational hub. The hotel would be up to 10 stories in height and would encompass approximately 125,000 SF. The maximum building heights would be 45 feet for commercial/retail structures, and 135 feet for commercial/office/research and development and hotel uses. Figure 3-1, *Conceptual Site Plan*, illustrates the project layout.

The northern portion of the center sits approximately 14 feet higher in elevation (approximately 360 feet AMSL) than the southern portion of the site (approximately 350 feet AMSL, to approximately 335 feet AMSL). A uniform podium level of approximately 360 feet AMSL would be established across the entire site to provide a more cohesive experience and facilitate mobility throughout the site. The majority of parking would be provided beneath this podium level. At the southern portion of the site, the base of two commercial/retail structures would be located at an elevation similar to the existing ground elevation, but lower than the podium level, due to the difference in elevation across the site. The elevations across the site are illustrated on Figure 3-2a, *North-South Longitudinal Sections*, and Figure 3-2b, *Section Through Neighborhood Center*.

The northern portion of the center would consist of a pedestrian-oriented promenade. The promenade would extend southward from a circular style cul-de-sac at the end of Esplanade Court. It would be lined with retail, restaurant, and office/research and development buildings, as well as a central lawn and gathering area, outdoor seating and dining areas, decorative planters, site furniture, landscaping, and accent paving. Elevators and stairs would provide connections to the Blue Line Trolley Station.

The southern portion of the center would be oriented around a surface parking lot. This area is intended for essential neighborhood services, such as a grocery store, pharmacy, and banks. Landscaping and sidewalks would be provided.

The architecture of the center would consist of modern design and materials, consistent with the character of the community's urban core. This would include clean lines and materials such as cast-in-place concrete, fiber cement panels, metal panels, paint over smooth plaster, brick veneer, and wood siding.

3.2.2 Commercial/Retail Uses

The Project proposes to construct new and retain existing community and neighborhood commercial/ retail and restaurant uses, resulting in a total of approximately 178,000 SF of neighborhood commercial space within the revitalized shopping center. The proposed commercial space would occur primarily within new buildings, with two of the existing buildings on site (McDonald's and gas station) to remain. Of the existing commercial/retail space, approximately 8,730 SF would remain, while approximately 169,270 SF would be demolished and be replaced with new structures totaling the same amount of area. Restaurants, commercial/retail space, and other uses permitted by the CVSP (potentially including entertainment uses) would be distributed among a total of 11 new and 2 existing buildings that would be one to two stories. Proposed commercial/ retail development is summarized below in Table 3-1, *Commercial/Retail Development Summary*, and described in greater detail below. One building, Building B, would house both retail and office/ research and development uses, and is described in Section 3.2.3, *Commercial/Office Uses*. Uses

identified in the following table as occurring on Level B1 would be located at the existing ground level of the southern portion of the center.

| Table 3-1 COMMERCIAL/RETAIL DEVELOPMENT SUMMARY | | | | |
|--|--|----------------|----------------|----------------|
| Building | Neighborhood/Community Commercial Gross Floor Area (SF) | | | |
| | Level B1 | Level 1 | Level 2 | Total |
| Existing | 8,730 | | | 8,730 |
| A | | 9,500 | 1,740 | 11,240 |
| B | | 13,180 | | 13,180 |
| C | | 24,440 | 3,850 | 28,290 |
| D | 8,700 | 27,000 | | 35,700 |
| E | | 9,950 | | 9,950 |
| F | 9,470 | 8,440 | | 17,910 |
| G | | 16,580 | 3,710 | 20,290 |
| H | | 9,660 | | 9,660 |
| J | | 12,070 | | 12,070 |
| K | | 8,730 | | 8,730 |
| Q1 | | 1,450 | | 1,450 |
| Q2 | | 800 | | 800 |
| TOTAL | 26,900 | 141,800 | 9,300 | 178,000 |

SF=square feet

3.2.2.1 Building A

A new two-level building with approximately 11,240 SF of retail space would be constructed in the northwestern portion of the site at the terminus of Esplanade Court. Approximately 9,500 SF would be provided on the ground floor and 1,740 SF would be provided on the second level, in the center of the building, overlooking Esplanade Court. The majority of the building would be 22 feet tall, while the area with the second level would extend up to a total height of approximately 35 feet above podium level. A conceptual elevation of the new Building A is depicted in Figure 3-3a, *Conceptual Elevations – Buildings A and C*.

3.2.2.2 Building C

Building C would include two levels, and the maximum height would be approximately 35 feet. The lower level would be comprised of approximately 24,440 SF, while the second level would be approximately 3,850 SF, for a total of approximately 28,290 SF. The majority of the upper level would be set back from the first level, behind a terrace patio facing the promenade. A conceptual elevation of the new Building C is depicted in Figure 3-3a.

3.2.2.3 Building D

Building D would be constructed in the southwestern portion of the shopping center. It would consist of approximately 35,700 SF of retail space, including a grocery store and several small neighborhood retail/service businesses. The grocery store would contain approximately 27,000 SF. Its base would be at podium level, and it would extend approximately 25 feet from podium level. Beneath the grocery store, at the level of the existing McDonald's (Level B1), would be storefronts

totaling approximately 8,700 SF, facing south toward the parking lot, and a loading and service area facing west. The storefronts would extend approximately 15 feet from Level B1. Viewed from the south and west, the total building height would be approximately 40 feet. Conceptual elevations of proposed Building D are depicted in Figure 3-3b, *Conceptual Elevations – Building D*.

3.2.2.4 Building E

Building E would be located in the southwestern portion of the center along Nobel Drive. It would consist of approximately 9,950 SF and would extend approximately 27 feet from podium level. It would sit atop parking, resulting in a total structure height of approximately 45 feet when viewed from Nobel Drive. Conceptual elevations of proposed Building E are depicted in Figure 3-3c, *Conceptual Elevations – Building E*.

3.2.2.5 Building F

Proposed new Building F would be located in the southeastern portion of the shopping center near the corner of Genesee Avenue and Nobel Drive. The building would encompass approximately 17,910 SF on two levels. The lower level would include approximately 9,470 SF, and the upper level would include approximately 8,440 SF. The first level would be approximately at grade with Genesee Avenue, while the second level would extend approximately 27 feet from podium level. Thus, the building would have a maximum height of approximately 45 feet when viewed from Genesee Avenue. The lower level of businesses would face Genesee Avenue, and a terrace would be located along the majority of the Genesee Avenue frontage of the upper level. Conceptual elevations of proposed Building F are depicted in Figure 3-3d, *Conceptual Elevations – Building F*.

3.2.2.6 Building G

Proposed Building G would be located in the central portion of the shopping center at the southern end of the proposed central promenade. The building would consist of a two-story retail space encompassing approximately 20,290 SF, with approximately 16,580 SF on the podium level and 3,710 SF above that. The building would sit atop two levels of parking, and most of it would be topped by Building T1 (see Section 3.2.3.2, *Building T1*, for additional description). The portion of the building that extends toward the promenade from the office tower would have a maximum height of approximately 32 feet from podium level. An outdoor patio would be provided between the upper level of Building G and Building T1, behind it. Conceptual elevations of proposed Building G are depicted in Figure 3-3e, *Conceptual Elevations – Building G*. Please also refer to Figure 3-3j, *Conceptual Elevations – Buildings G, H, and T1*.

3.2.2.7 Building H

Proposed Building H would be located north of Building G and also would be located above two levels of parking structure and below Building T1. Building H would consist of street-level retail and restaurant space along the central promenade with a design that reinforces activity and articulation at the street level. This retail building would encompass approximately 9,660 SF on a single level approximately 20 feet tall. Please refer to Figure 3-3j for a conceptual elevation of proposed Building H.

3.2.2.8 Building J

Building J would be a continuation of the retail uses along the western and southwestern sides of Building T2. This proposed building would include one level with approximately 12,070 SF of retail space with a maximum building height of approximately 24 feet above podium level (sitting atop up to three levels of parking). The southern and easternmost portions of the facility would be topped by Building T2. The western portion of the structure would extend toward Main Street from Building T2, accentuating the street level. Conceptual elevations of proposed Building J are depicted in Figure 3-3f, *Conceptual Elevations – Buildings J and T2*.

3.2.2.9 Building K

Proposed Building K would be located at the gateway entrance to the shopping center near the Genesee Avenue/Esplanade Court intersection. Like proposed Buildings G, H, and J, Building K would be atop up to three levels of parking and adjoin Building T. The building would be one level with approximately 8,730 SF of retail and restaurant space. It would have a maximum height of 25 feet above podium level. Conceptual elevations of proposed Building K are depicted in Figure 3-3g, *Conceptual Elevations – Buildings K and T2*.

3.2.2.10 Buildings Q1 and Q2

Buildings Q1 and Q2 would be independent buildings adjacent to the central event plaza. Each would be one story and a maximum of approximately 17 feet in height above podium level, with two levels of parking underneath. Building Q1 would be approximately 1,450 SF and Building Q2 would be approximately 800 SF. Conceptual elevations of proposed Buildings Q1 and Q2 are depicted in Figure 3-3h, *Conceptual Elevations – Buildings Q1 and Q2*.

3.2.3 Commercial/Office Uses

The Project proposes to construct 40,000 SF of office and 360,000 SF of research and development uses within three buildings. In addition to these primary uses, the buildings could include ancillary uses such as a private club, recreational facilities, cafeteria, child care, and other uses to support occupants of the buildings, as well as restaurants open to the public. These ancillary uses must be within the total allowable square footage for the office and research and development uses (400,000 SF) and would be limited by permit condition to not exceed 10 percent of the total permitted floor area.

3.2.3.1 Building B

Building B would be located southwest of the Esplanade Court cul-de-sac, along the western edge of the central promenade. The structure would be atop up to three levels of parking and would extend four floors above podium level. The roof height would be approximately 71 feet above podium level, with the top of the mechanical screen (which would be set back from the edge of the roof) extending up to 90 feet from podium level. The first level of the building would consist of retail and restaurant uses, as well as the lobby for office uses that would be located on the second and third levels. The building would house a total of approximately 13,180 SF of retail uses, 40,000 SF of office uses, and 18,665 SF of research and development uses (including elevators that would extend to the

subsurface parking area). Conceptual elevations of Building B are depicted in Figure 3-3i, *Conceptual Elevations – Building B*.

3.2.3.2 Building T1

Building T1 would be constructed in the east-central portion of the site. It would sit atop the majority of Buildings G and H and extend five floors above those structures. A lobby and back-of-house uses totaling approximately 10,360 SF would be provided at the podium level, with elevators extending to each level of the underlying parking structure (approximately 650 SF on each level). Research and development uses, including an associated approximately 15,000 SF conference space, would occupy levels 2 through 6 above podium level. Levels 2 through 4 would each house approximately 24,269 SF, while Levels 5 and 6 would each have approximately 23,439 SF, for a total of approximately 131,345 SF. The roof height would be approximately 90 feet above podium level and the mechanical screen (set back from the edge of the structure) would extend approximately 25 additional feet, for a proposed height of approximately 115 feet above podium level. The maximum allowable height would be 135 feet. Conceptual elevations of proposed Building T are depicted in Figure 3-3j, *Conceptual Elevations–Buildings G, H, and T1*. Please also refer to Figure 3-3e, which depicts the building from the south.

3.2.3.3 Building T2

Building T2 would be constructed southwest of the Genesee Avenue/Esplanade Court intersection, behind Buildings J and K. It would sit atop up to four levels of parking, with the upper level including a loading dock and office valet spaces. A lobby and back-of-house uses totaling approximately 2,824 SF would be provided at the podium level, with elevators extending to each level of the underlying parking structure (approximately 650 SF on each level). Research and development uses would occupy Levels 2 through 6 above podium level. Each level would house approximately 41,175 SF, for a total of approximately 210,000 SF. The roof height would be approximately 90 feet above podium level and the mechanical screen (set back from the edge of the structure) would extend approximately 25 additional feet, for a proposed height of approximately 115 feet from podium level. A conceptual elevation of proposed Building T2 from Genesee Avenue is depicted in Figure 3-3k, *Conceptual Elevation – Building T2*. Please also refer to Figures 3-3f and 3-3g, which depict the building from other vantage points.

3.2.4 Visitor Commercial Uses

As described in Section 1.1, *Project Background*, a 400-room hotel was originally planned to be built at the southwest quadrant of the La Jolla Village Drive/Genesee Avenue intersection, but its planned site was re-designated for multi-family residential use. The Project proposes to re-designate an approximately one-acre portion of the project site to Visitor Commercial to reintroduce a hotel use to the CVSP area.

The proposed hotel would be located in the northern portion of the site on the north side of Esplanade Court. It would include 200 rooms and encompass approximately 125,000 SF over a maximum of 10 floors. The maximum roof height would be approximately 125 feet above podium level (which at this portion of the site is also existing ground level), with mechanical screens extending up to approximately an additional 10 feet, for a maximum total structure height of

135 feet. The ground floor of the hotel would incorporate architectural treatments to create an integrated pedestrian-scaled street level along Esplanade Court and the central promenade. A conceptual elevation of the proposed hotel is depicted in Figure 3-3I, *Conceptual Elevation – Hotel*. The hotel could include ancillary uses such as fitness and recreation/entertainment spaces, meeting rooms, retail shops, offices, and limited-service restaurant for hotel clientele.

3.2.5 Community Facilities

The Project would include several privately owned and maintained facilities intended to provide opportunities for community recreation, gathering, and social interaction.

A central lawn and gathering area would be provided in the central portion of the center. This area would accommodate outdoor events, dining, and gathering. In addition to its central location within Costa Verde Center, the plaza would provide connectivity to the adjacent off-site park and neighborhood to the west via Las Palmas Square. The plaza would include covered and open seating and dining areas with moveable furniture, a seat wall, a lawn, and decorative paving and pots. Figure 3-4, *Pedestrian Promenade and Central Plaza*, illustrates a concept of the proposed plaza.

Several of the proposed buildings along the central promenade would include outdoor dining areas on the podium or upper level. These outdoor areas would include seating, shade features, decorative paving, and accent plantings. On the west side of the center, a landscaped, publicly accessible area would connect to the existing private park.

Finally, a community room would be available for public and private functions.

3.2.6 Parking

The Project would remove 763 existing parking spaces from the existing 960 spaces and add new parking spaces, for a total of between 1,837 and 2,076 parking spaces. This excludes 139 spaces off-premises through a recorded agreement with the Monte Verde property to the north.

The existing surface lots in the southwestern portion of the site associated with Buildings E (gas station and car wash) and F (McDonalds) would remain, with parking also provided along the southern edge of Building D on this level. Surface parking also would be provided in the area between Buildings D, E, F, and G, providing access to the grocery store and other neighborhood uses in the southern portion of the site.

The remainder of the on-site parking would be provided in a parking structure that would underlie the podium across the majority of the site. Most of the structure would be three levels, with a portion under Building T2 potentially extending to a fourth level, above the podium.

The parking would include designated parking for motorcycles; electric vehicles; low-emitting, fuel efficient, and carpool vehicles; and accessible spaces in accordance with the requirements of the SDMC. Some spaces would be designed for tandem parking for valet parking in association with restaurant use and assigned employee parking. As part of the project's Transportation Demand Management program, parking for vehicles other than carpools or vanpools would require payment

or validation. Bicycle parking also would be provided, including 99 long-term and 20 short-term spaces.

3.2.7 Circulation/Access

3.2.7.1 Vehicular Circulation

Vehicular access to the project site would be provided from Genesee Avenue, Nobel Drive, Costa Verde Boulevard, and Esplanade Court. The main project access would be provided from an entry at the signalized intersection of Genesee Avenue and Esplanade Court. Esplanade Court would become a private drive and be widened to include two inbound lanes and four outbound lanes. In the center of the road, ramps would provide access to and from the parking structure.

A circular style cul-de-sac with a landscaped island would be constructed at the terminus of Esplanade Court and the central promenade would extend to the south from this feature. This promenade would extend in a north-south alignment and would be only for pedestrians and bicycles during retail business hours. Vehicular access on this promenade would be limited to emergency vehicles during retail business hours, and delivery vehicles before or after retail business hours through the use of retractable bollards. A ridesharing pick-up/drop-off location would be designated on the southern side of Esplanade Court.

An access road would extend from the cul-de-sac to connect with the Monte Verde property to the immediate north. This access road would be approximately 26 to 36 feet wide with two travel lanes (one in each direction, with existing parallel parking maintained).

An unsignalized right-in/right-out only driveway for service vehicle use only would be located approximately 200 feet north of the signalized transit intersection on Genesee Avenue. The existing right-in/right-out driveway on Genesee Avenue north of Nobel Drive would be reconfigured and would provide access to parking both at and below the podium level. Existing access points from Nobel Drive and Costa Verde Boulevard would remain. Figures 3-5a and 3-5b, *Circulation Plan*, illustrate proposed vehicular circulation for the Project.

Section 5.2, *Transportation/Circulation*, identifies a number of mitigation measures to address traffic impacts that would result from the Project. The majority of these measures either involve previously identified and approved improvements, or would occur within the limits of the existing paved roadway (e.g., restriping, traffic signal installation/modification). One improvement, however (TRA-20, Costa Verde Boulevard/Loop Road [South]), would require minor driveway widening. Specifically, this would require widening of the Project's access driveway onto Costa Verde Boulevard by approximately 10 feet to accommodate a dedicated westbound turn lane, which could be accomplished by widening the driveway by five feet on each side. This would involve minor removal of existing landscaping, but this would not result in a significant impact to visual or other environmental resources.

3.2.7.2 Pedestrian Circulation/Trolley Station Connection

Pedestrian circulation would be provided throughout the site by a network of sidewalks, pathways, plazas, and public spaces. These pedestrian facilities would provide connections between the

proposed uses within the Project, and would connect to existing sidewalks along Genesee Avenue, Nobel Drive, Costa Verde Boulevard, Las Palmas Square, and Esplanade Court. Access to the Trolley Station under construction above Genesee Avenue would be provided with stairs, elevators, and pedestrian bridges. This, in turn, would provide an additional pedestrian connection to the Westfield UTC regional shopping center and UTC Transit Station across Genesee Avenue. Pedestrian connections to Las Palmas Square and the existing adjacent pocket park to the west of the site also would be provided, to enhance connectivity of residences to the west with the Costa Verde Center, Trolley Station, and UTC Transit Station. Sidewalks along Genesee Avenue and Nobel Drive would be improved to urban parkway configurations, with a 12-foot wide sidewalk, tree grates, and 2 feet of private landscaping within the parkway. Benches would also be provided along Genesee Avenue to enhance pedestrian comfort. High-visibility crosswalk striping would be included at the intersection of Genesee Avenue and Esplanade Court.

3.2.7.3 Bicycle Circulation

Bicycle access to the Trolley Station and UTC Transit Station also would be provided via the proposed transit connection infrastructure and facilities, as described above in Section 3.2.7.2. Elevators to the Trolley Station would be sized to accommodate bicycles. Both short- and long-term (including bike lockers) parking, as well as micro-mobility parking, would be provided in several locations on site to encourage bicycle use and meet City code requirements. Runnels (grooved guides next to the stairway that bicycles can be rolled up and down) and/or elevators would be provided at all stair locations to facilitate bicycle access. A bicycle route would be provided through the site, with connections provided to existing bicycle lanes along Genesee Avenue and Nobel Drive. Appropriate on-site signage would be included to formalize locations where bicycle activity is allowed. Street sections along the project frontage would provide a one-way Class IV cycle track (striped lane with a vertical barrier) along the northern edge of Nobel Drive.

3.2.8 Landscape and Hardscape Treatments

The Project would include landscaping throughout the site, including along the proposed roadways, access drives, plazas, community facilities, parking lots, and streetscapes. The landscape palette includes a drought tolerant variety of canopy and accent trees, accent and ornamental shrubs, groundcovers, and turf to provide a unified theme throughout the site. Figure 3-6, *Landscape Plan*, depicts the landscape concept proposed for the Project. Plantings would be irrigated using weather-based irrigation systems to minimize water usage, with a portion of the landscaping also irrigated with recycled water. The landscaping plan would include additional trees, with greater emphasis on canopy trees, resulting in an increase in tree canopy coverage on the site. The additional trees also would reduce the heat island effect, moderate heating and cooling demand, provide additional carbon sequestration, and reduce the flow rate of stormwater. The Project also would include biofiltration facilities, as described in Section 3.2.11, *Utilities*.

Accent paving would be provided on the promenade, and new surface parking spaces would include painted murals. Other features would include decorative removable bollards at each end of the promenade, overhead trellis/shade structures, umbrellas, linear raised planters, and decorative pots.

3.2.9 Signage

Signage would include a hierarchy of signage types placed throughout the site to provide a unified signage program in accordance with SDMC requirements. Gateway project entry signage would hang over Esplanade Court. A primary identity sign would be constructed at the southeastern corner of the site at the Genesee Avenue/Nobel Drive intersection. This sign would be approximately 20 feet wide and 10 feet tall. Secondary identity signs would be placed in three locations, including one at the southwest corner of the site at the Nobel Drive/Costa Verde Boulevard intersection, one at gateway entry at Genesee Avenue/Esplanade Court, and one at the pedestrian/bicycle entry from Las Palmas Square. Secondary identity signs would be approximately 20 feet wide by 10 feet tall. Hotel and office identity signs would be placed in front of each of the respective structures. Vehicular entry identity signs would be provided at each of the vehicular access points to the site as well as at the connection to the Trolley. Vehicular directional signs would be placed throughout the site's vehicular areas. Finally, pedestrian directories would be provided throughout the site. Figures 3-7 a through c, *Signage Plan*, depicts the locations and types of proposed signage.

3.2.10 Lighting

Project lighting would be provided in parking areas, on buildings, and along internal roadways. Pole-mounted light fixtures with single or double heads and spill control would be installed within surface parking lots, vehicular access areas, and the central promenade. These types of lights are typically mounted at a height of 24 feet. Surface or pendant downlights would be installed within the proposed parking structure and are typically surface mounted to the ceilings at a height of 9 feet. Pedestrian pole lighting at a mounting height of 15 feet would be provided throughout the site. All lighting would comply with the requirements of the SDMC.

3.2.11 Utilities

Utility services would be provided through construction of pipelines/extensions from existing utility infrastructure on site and within surrounding roadways. Water, reclaimed water, and sewer extensions from existing pipelines within Nobel Drive, Genesee Avenue, and Esplanade Court would be constructed to accommodate the Project. An existing 12-inch public waterline within Esplanade Court would be relocated approximately 50 feet to the north. The other existing public water mains on site would be privatized and dedicated to fire water use.

Site drainage would be collected in a proposed private, on-site storm drain system consisting of inlets and basins and conveyed through proprietary biofiltration systems to an approximately 49,000-cubic foot capacity detention basin within the parking structure. Runoff would then be directed to an existing storm drain pipeline in Nobel Drive.

3.2.12 Sustainable Design Features

The Project has been designed with the intention to promote sustainability. It would entail construction of retail, neighborhood uses, offices, a hotel, and community facilities within a TPA with direct access to existing and planned transit and other community facilities. Provision of a compact, walkable, mixed-use development with pedestrian and bicycle amenities, as well as direct access to

transit, would promote the reduction of vehicle trips and associated energy consumption and air pollutant (including GHG) emissions.

The Project would also incorporate sustainable design features to minimize use of water and energy, including:

- Cool roofs;
- Use of low-flow fixtures/appliances and low-flow irrigation;
- Electrical vehicle charging stations;
- Micromobility parking and services;
- On-site carsharing vehicles and/or bikesharing;
- Shower and locker facilities for employees who commute via bicycle;
- Increased canopy trees to provide shade and reduce the urban heat island effect;
- Designated parking spaces for bicycles as well as low-emitting, fuel-efficient, and carpool/vanpool vehicles; and
- Implementation of a recycling plan.

In addition, the Project would use low-volatile organic compound (VOC) adhesives, sealants, paints, and coatings that exceed the requirements of SDAPCD Rule 67 as well as composite wood products that comply with the CARB Airborne Toxic Control Measure.

3.3 Phasing, Demolition, and Construction

Demolition of existing site uses and construction of the proposed uses is anticipated to take approximately three years.

Approximately 169,300 SF of the existing buildings would be demolished prior to site preparation and construction of the redesigned center.

Approximately 11.9 acres of the previously developed 13.9-acre site would be graded. The maximum cut depth would be approximately 39 feet and the maximum fill depth would be approximately 2.5 feet. Construction of retaining walls would be required on site, with the total combined length estimated at approximately 630 linear feet and a maximum height of 3.5 feet. These walls would be located at the southeastern corner of the site and along its western edge, behind Buildings C and D.

Grading is anticipated to require 278,514 cubic yards (cy) of cut, which would be exported off site. The soil to be exported would be discharged to a legal disposal site. A disposal site has not been identified; however, the City would ultimately have approval of the export disposal site as a permit condition. The disposal site would likely be a construction site in need of fill material that would be identified prior to the start of project grading.

Construction traffic control plans would be prepared to identify truck haul routes, the hours of construction activity, work zones, staging areas, provision of people on the street to direct traffic as applicable, avoidance of travel during peak hours to the extent feasible, and other traffic controls as

necessary. It is anticipated that large equipment would enter and exit the site only via Genesee Avenue and Esplanade Court. Construction-period traffic control plans would be reviewed and approved by the City Engineer prior to construction activities for all phases.

The Project would comply with applicable San Diego SDAPCD rules intended to reduce air pollution during construction, including dust control measures through implementation of Rule 55; use of a construction fleet equipped with diesel catalytic converters, diesel oxidation catalysts, and/or diesel particulate filters; and use of CARB/USEPA Engine Certification Tier 4, or equivalent methods approved by CARB.

3.4 Discretionary Actions

This EIR is intended to provide documentation pursuant to CEQA to cover all local, regional, and state permits and/or approvals which may be needed to implement the Project. The anticipated discretionary approvals are summarized below.

3.4.1 Land Use Plan Amendments

The Project would require amendments to the General Plan, UCP, and CVSP to increase the development intensity by 40,000 SF of commercial/office and 360,000 SF of research and development uses; re-designate approximately one acre from Neighborhood and Community Commercial to Visitor Commercial to allow a hotel use; and complete incidental technical revisions to address permitted uses, zoning regulations, and design guidelines or policies. The City's General Plan and Community Plan Amendment Manual states that, "An amendment to the figures or text of a community, specific or precise plan is always an amendment to the General Plan since those plans are components of the Land Use Element of the General Plan." While amendments are being proposed for both the UCP and CVSP, revisions to text or graphics of the General Plan document are not required to implement the Project.

3.4.2 Planned Development Permit

The Project would require a PDP to amend PDP No. 90-1109 and Planned Commercial Development permit (PCD-85-0783) that were obtained in conjunction with the existing shopping center, as required by, and reflective of the amended, CVSP. Maximum allowable building coverage for the retail/research and development/office component of the site would be increased from 50 percent to 70 percent of the site area. The maximum allowable floor area ratio (FAR) would vary by use. Specifically, the maximum FAR would be 1.2 for the retail/office/research and development portion and 3.3 for the hotel, with a combined overall maximum FAR of 1.3. The maximum building height also would be increased from 60 to 135 feet. Also, former landscape requirements would be replaced by consistency with the SDMC.

3.4.3 Site Development Permit

The Project would require an SDP because the site is located within the Airport Land Use Compatibility Overlay Zone and Project implementation requires land use plan amendments (as identified above in Section 3.4.1), pursuant to SDMC Section 126.0502(e)(4).

3.4.4 Neighborhood Development Permit

A Neighborhood Development Permit would be necessary as the Project proposes tandem commercial parking spaces for valet parking in association with restaurant use and assigned employee parking.

3.4.5 Tentative Parcel Map

A Tentative Parcel Map would be processed to create new legal lots (Figure 3-8, *Tentative Parcel Map*). The Tentative Map would subdivide the existing two parcels into four separate parcels and vacate and privatize Esplanade Court. The Tentative Parcel map also details existing and proposed easements, and would allow the central lot to be condominiumized (divided) up to a maximum of 20 condominium lots in the future.

3.4.6 Easement Vacations

Esplanade Court would be vacated as a public street and would become private. A General Utility and Emergency Vehicle Access Easement would be dedicated along the northern portion of Esplanade Court. In addition, some water lines within the project site would be privatized, and the associated public easements would be vacated.

3.4.7 Other Agency Approvals

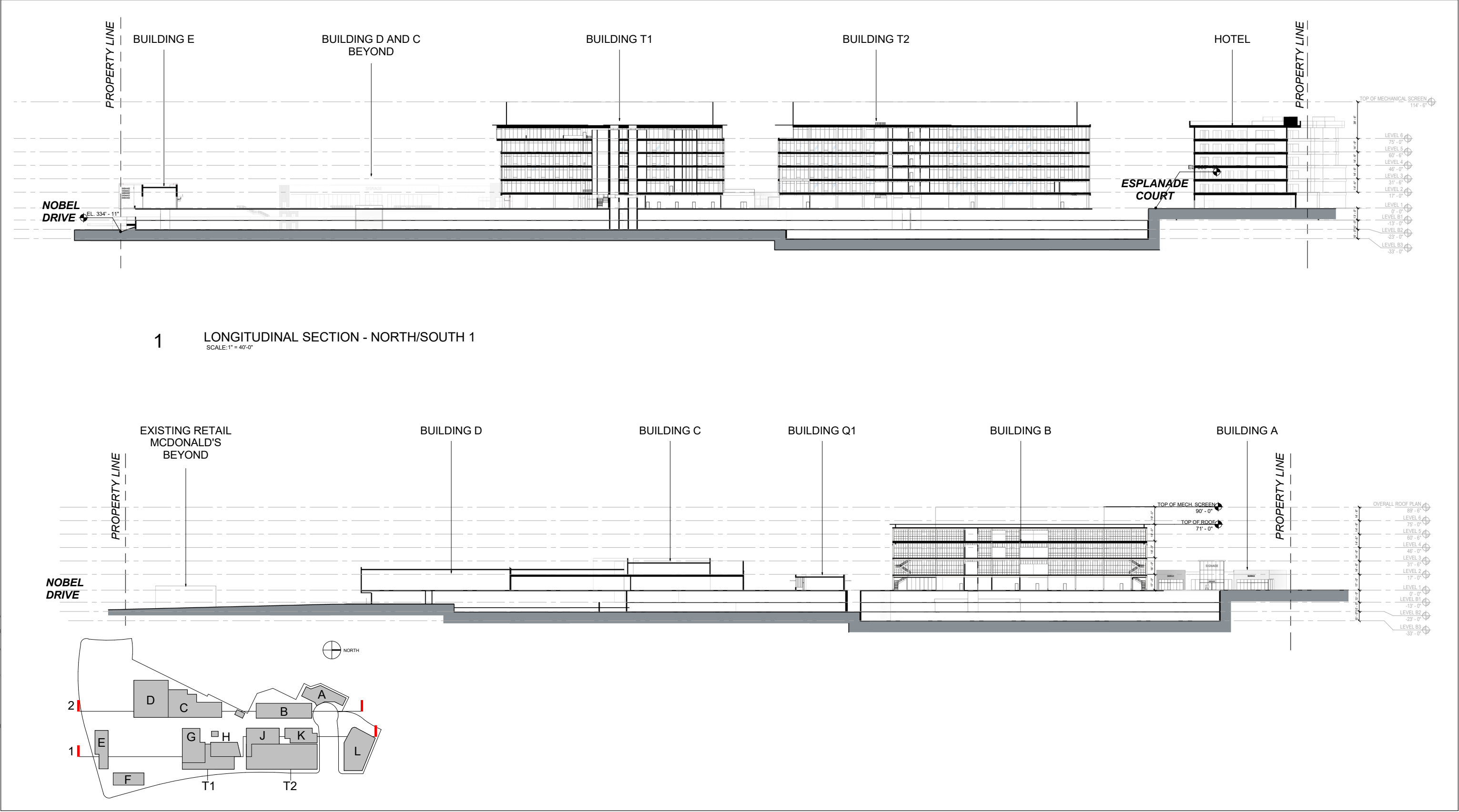
Confirmation of NPDES compliance from the State Water Resources Control Board (SWRCB) would be necessary to address water quality during and following construction.

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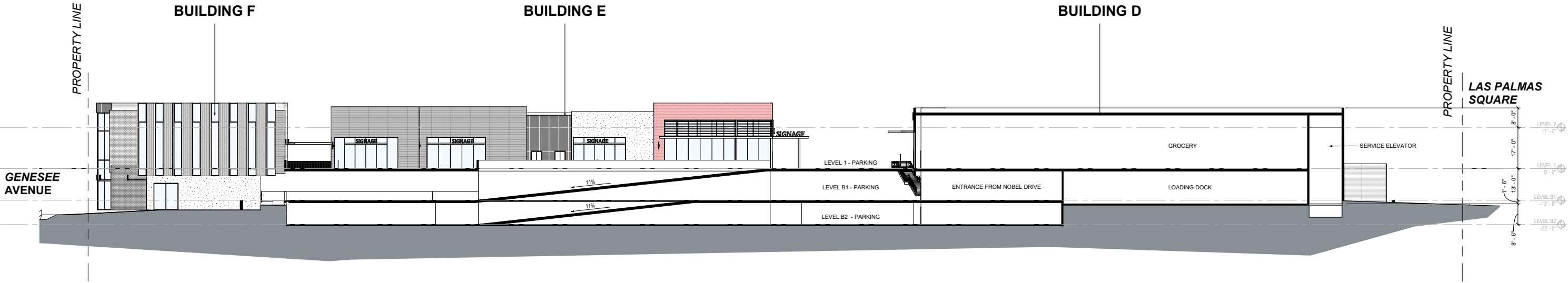


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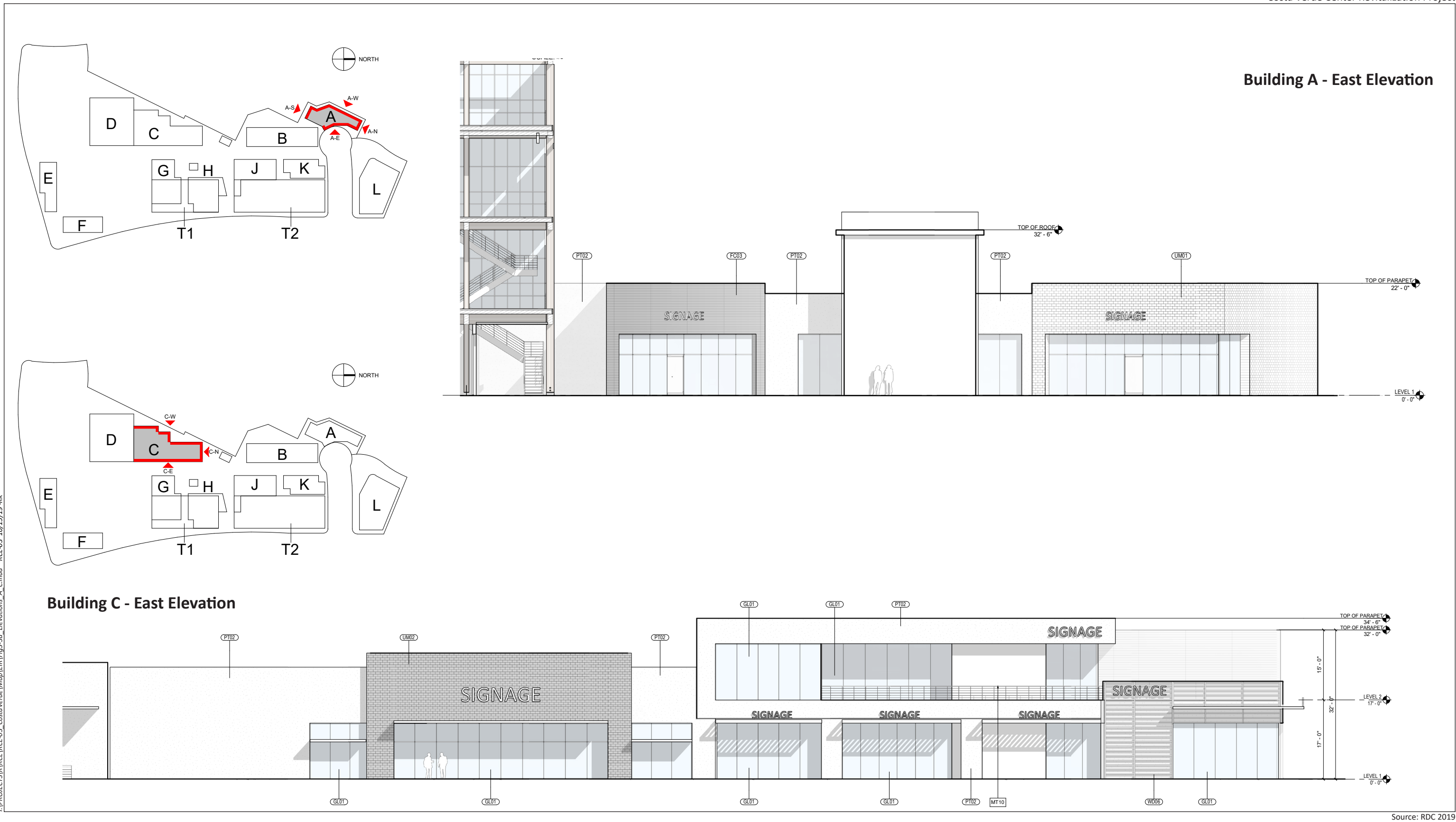


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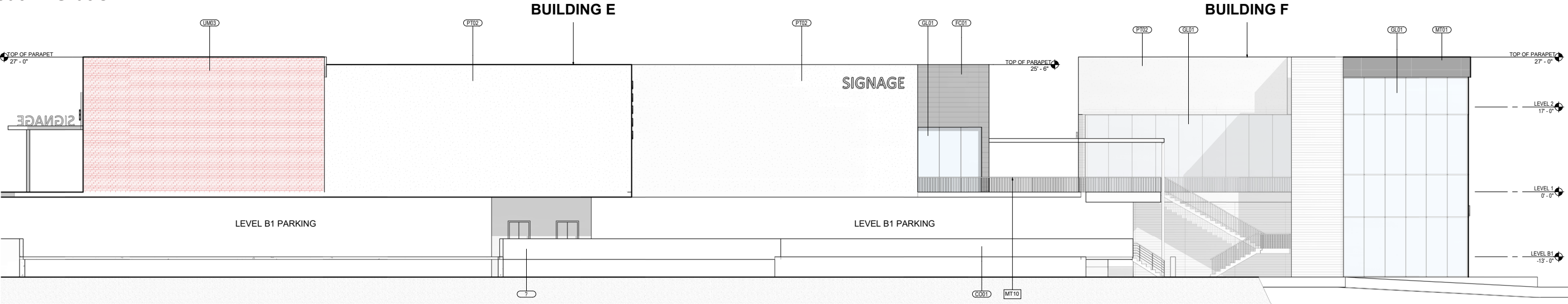
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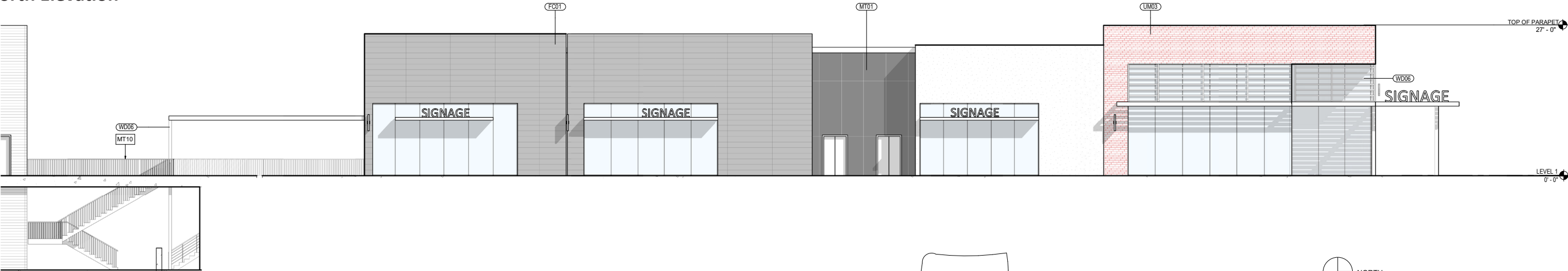
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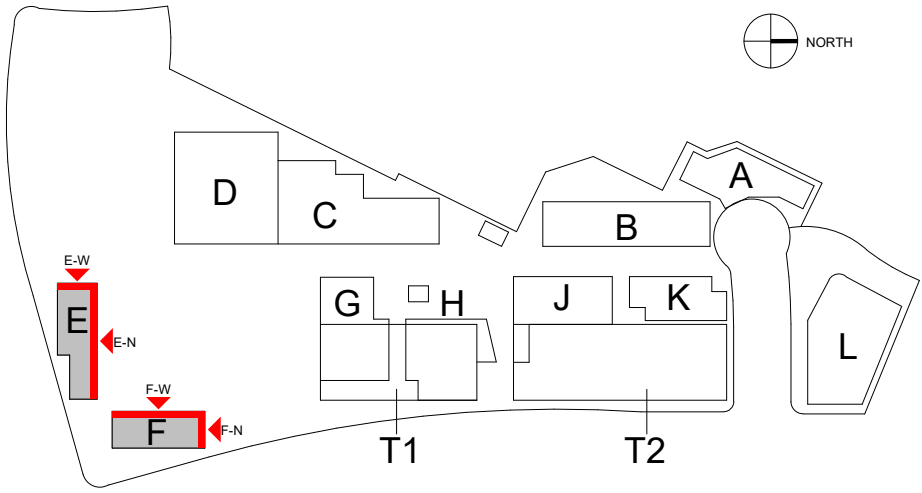
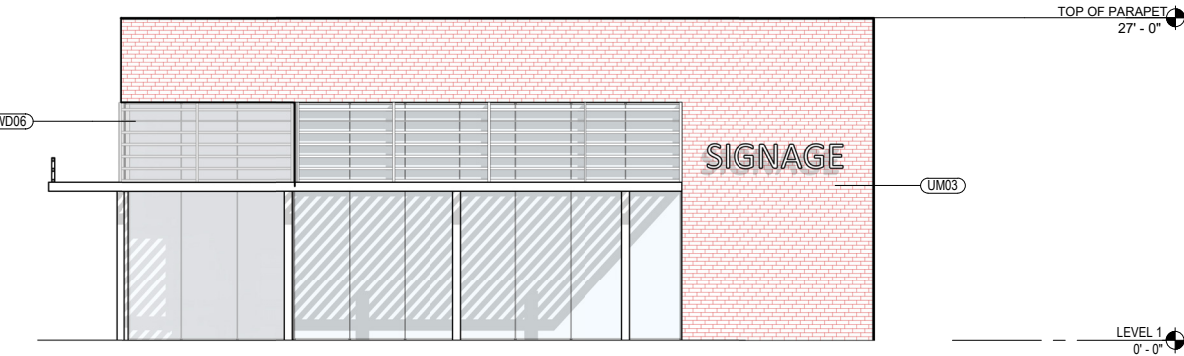
South Elevation



North Elevation

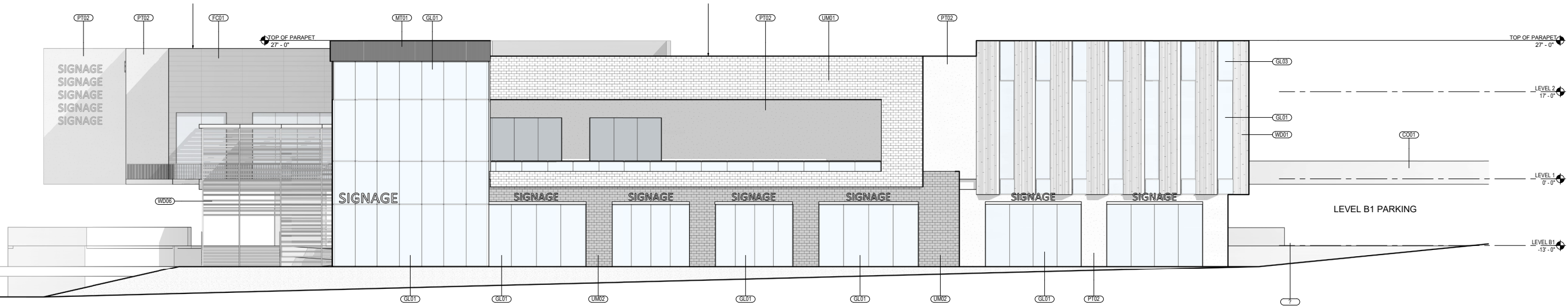


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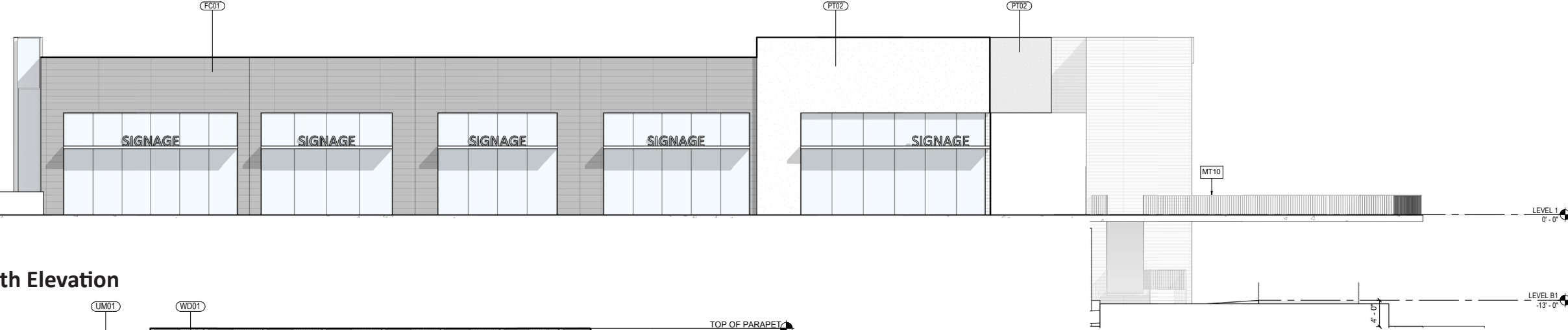


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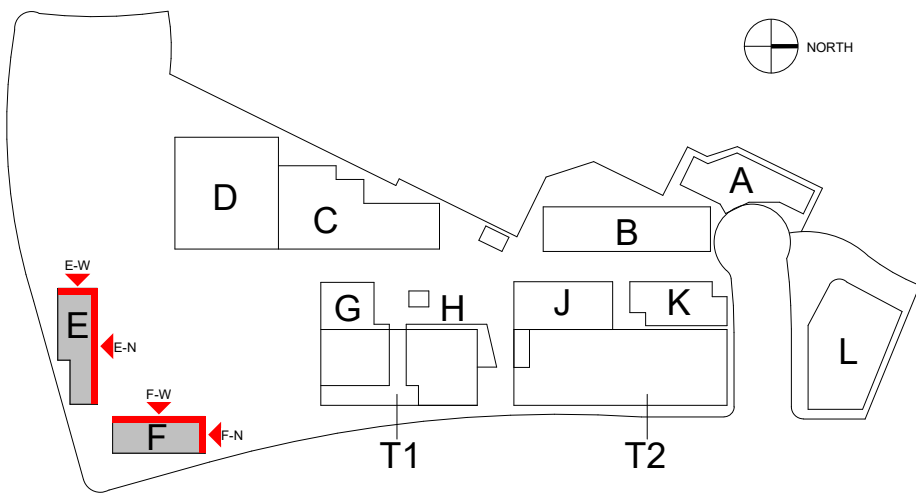
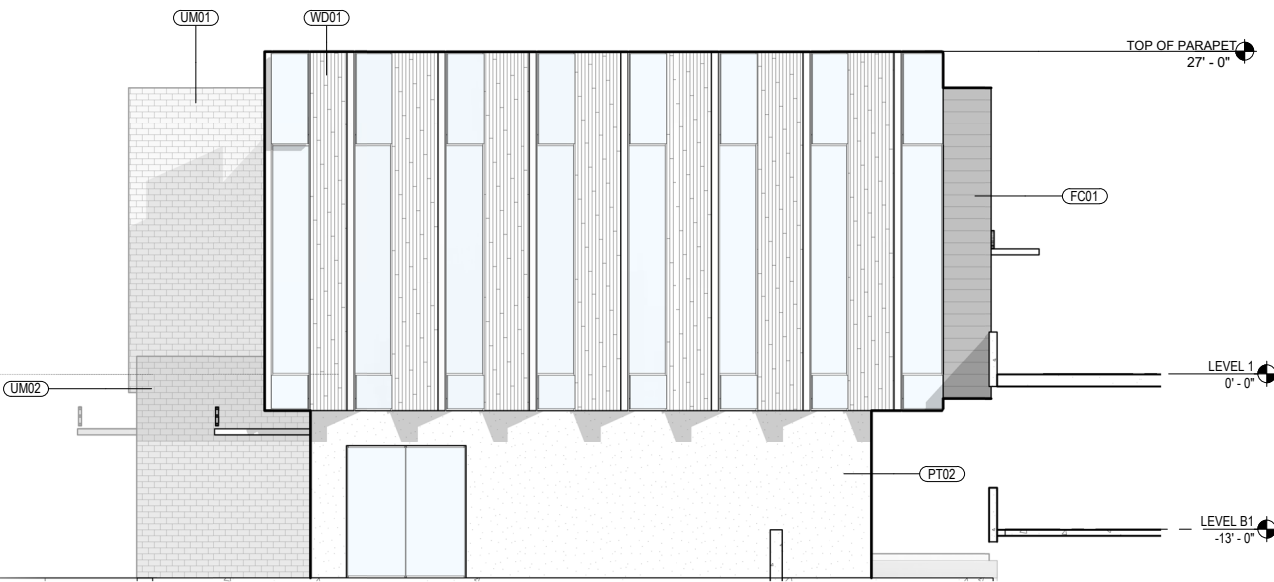
East Elevation



West Elevation

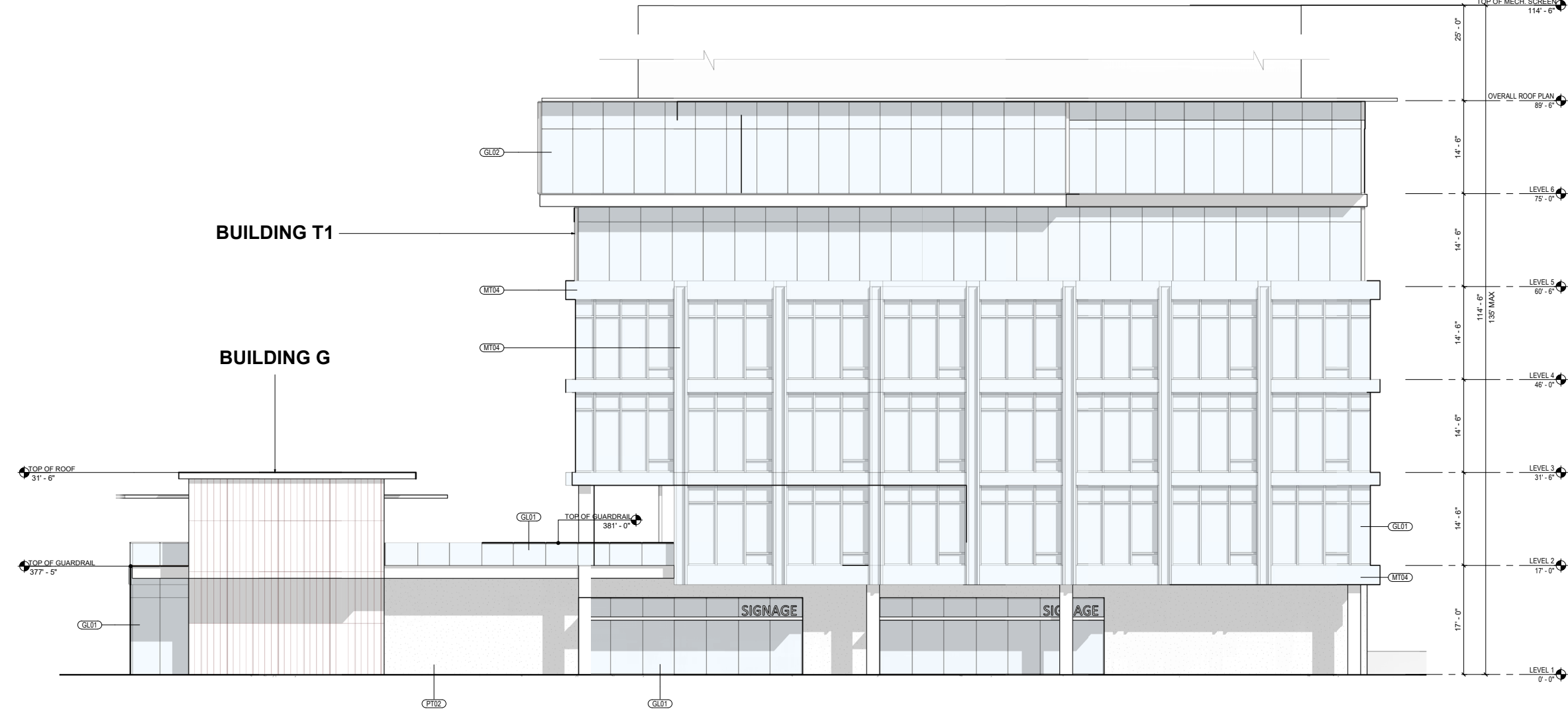


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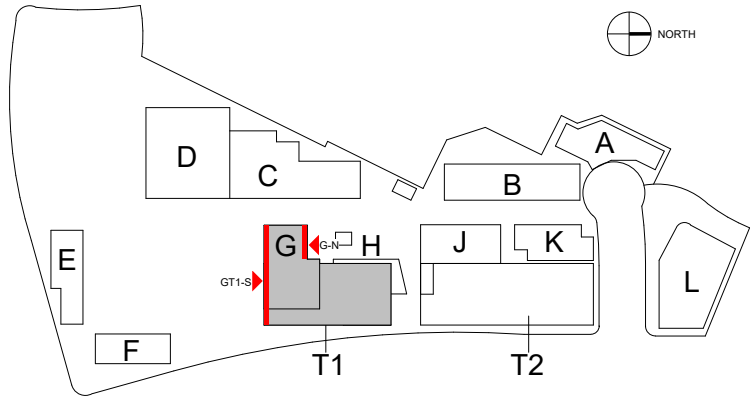
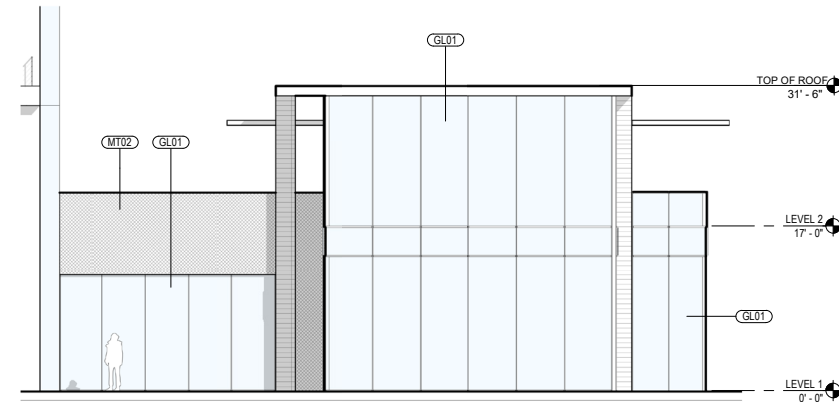


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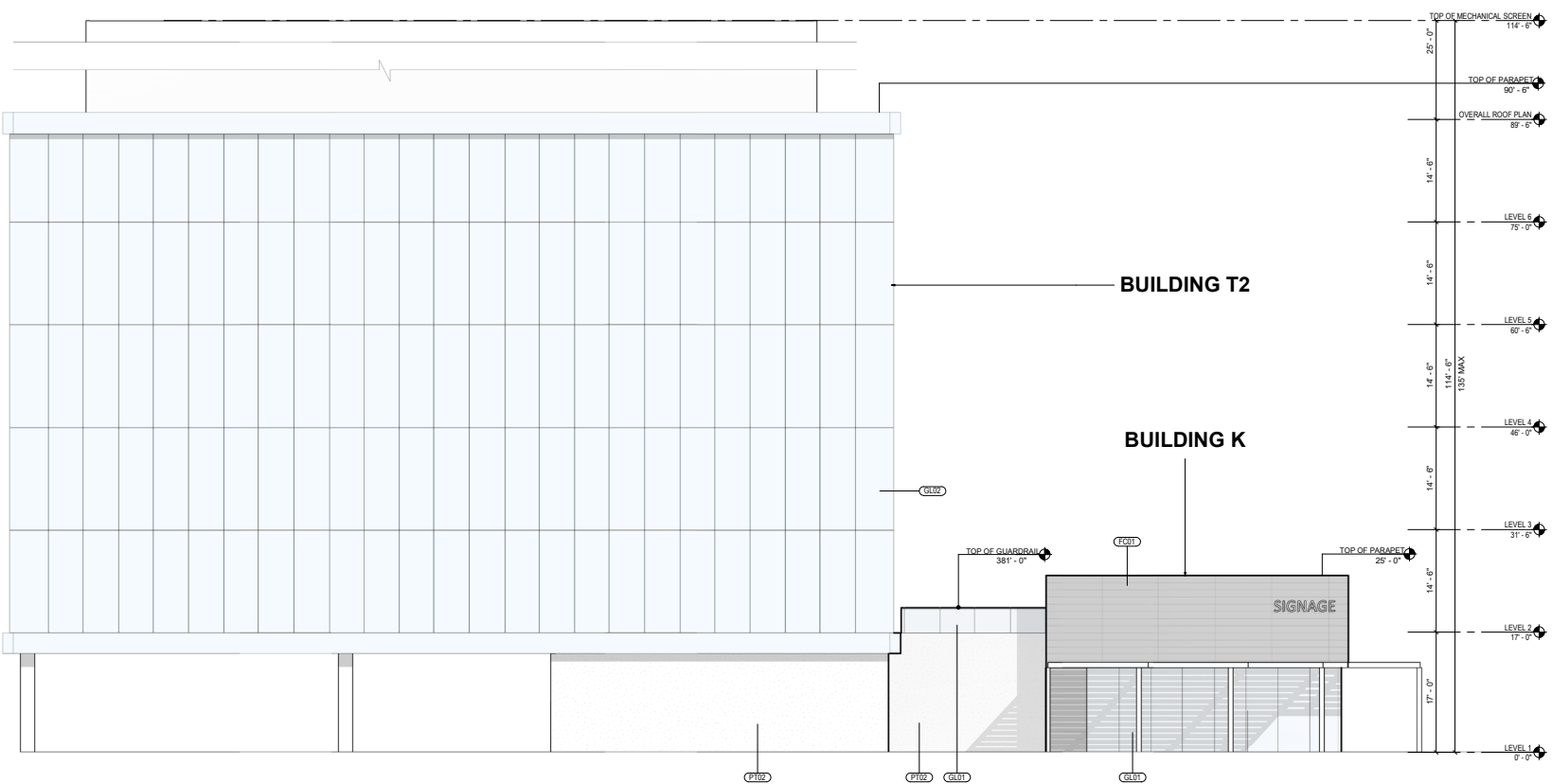
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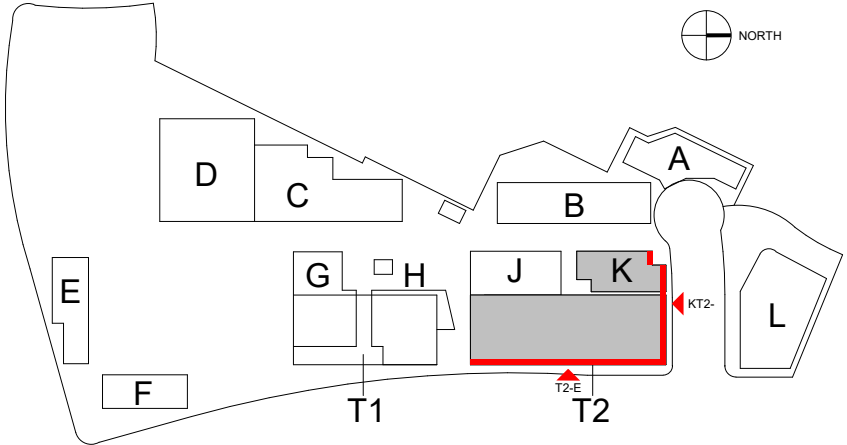
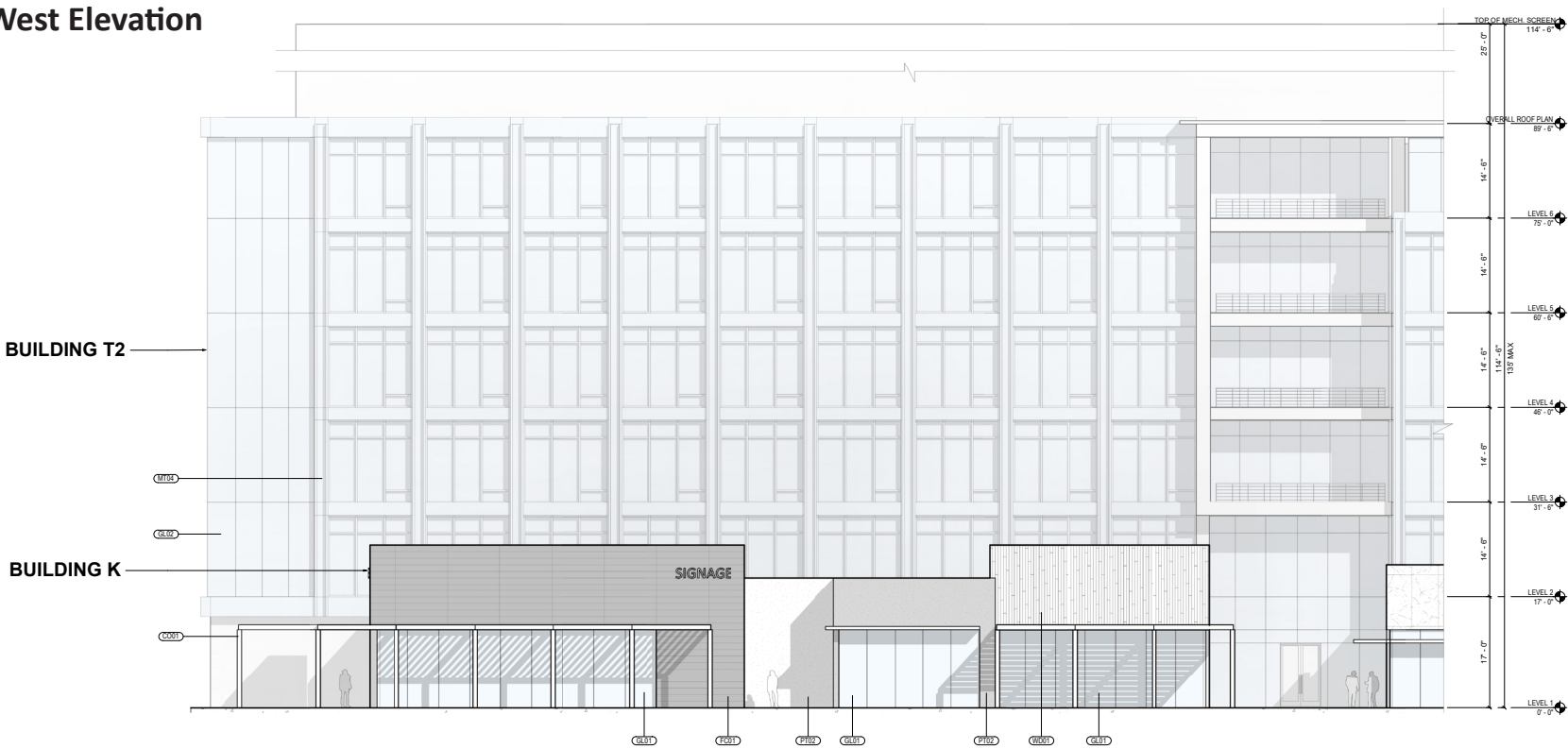
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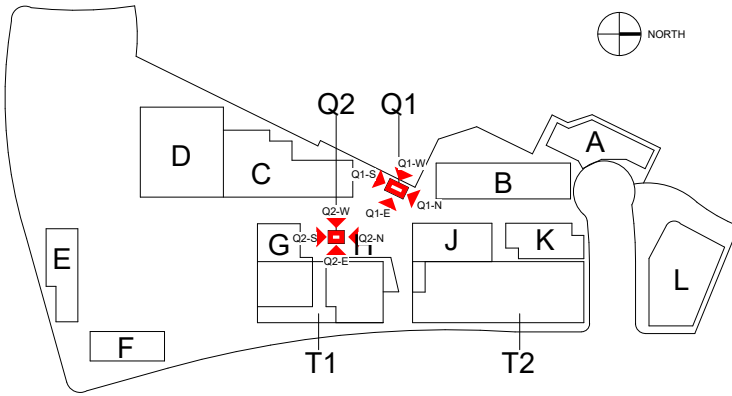
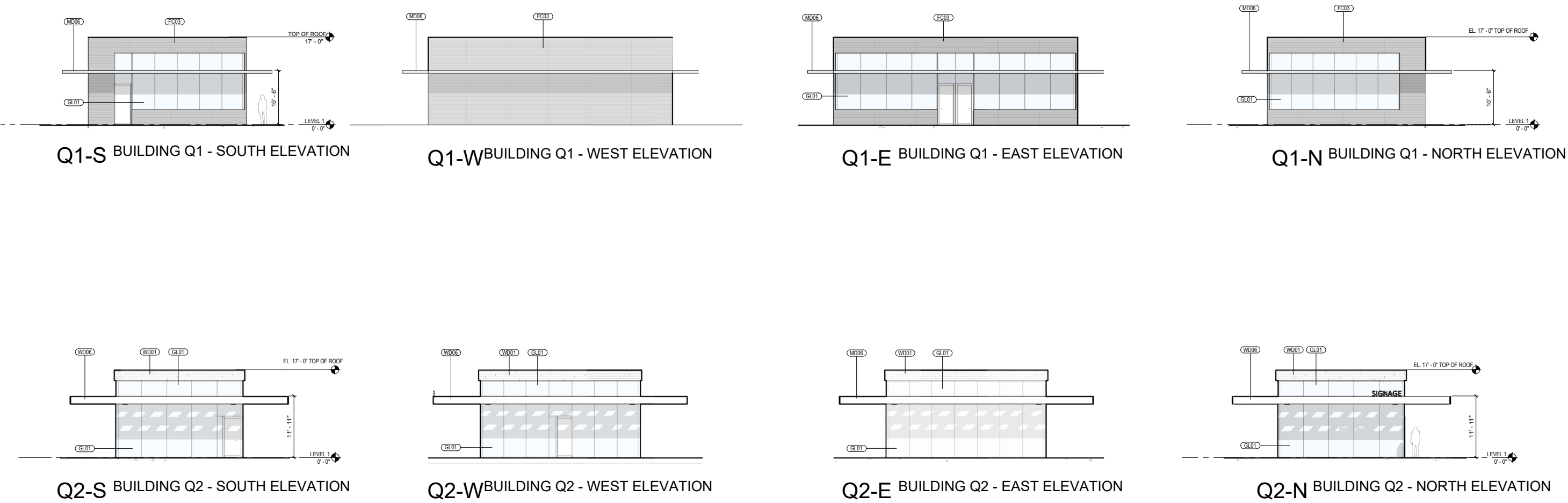
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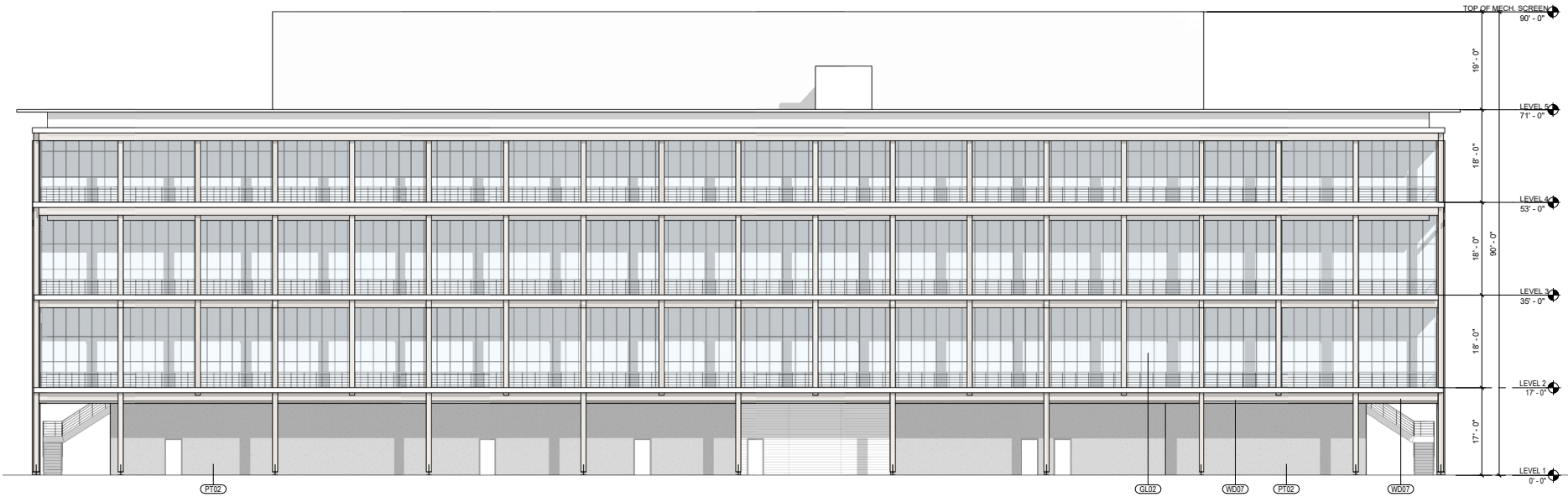
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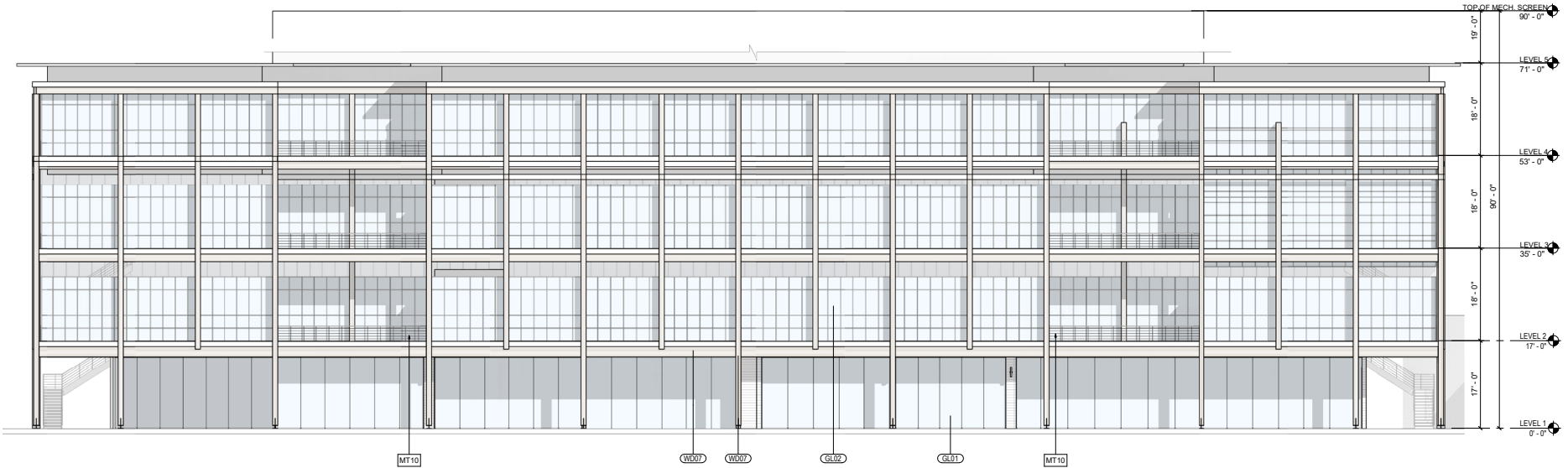
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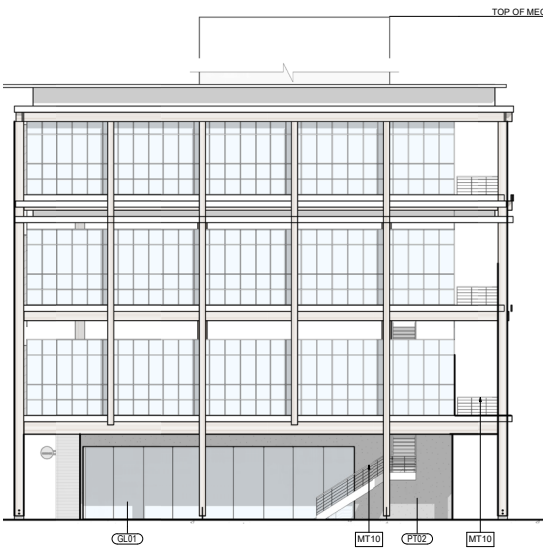
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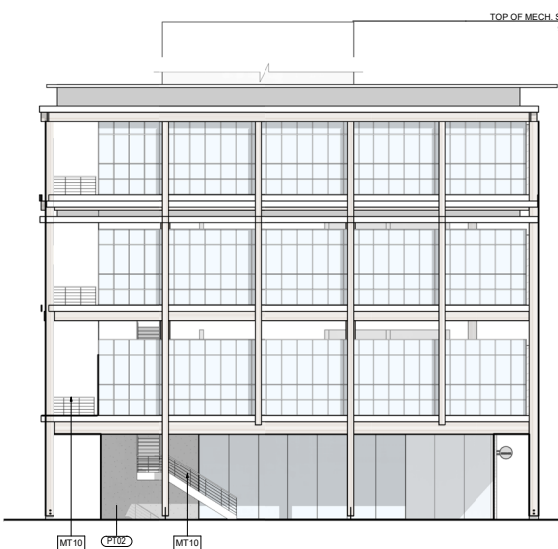
B-W BUILDING B - WEST ELEVATION



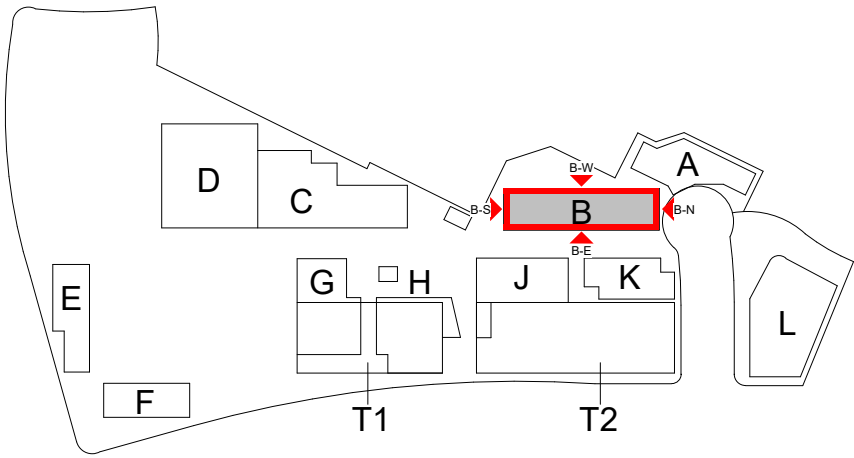
B-E BUILDING B - EAST ELEVATION



B-N BUILDING B - NORTH ELEVATION

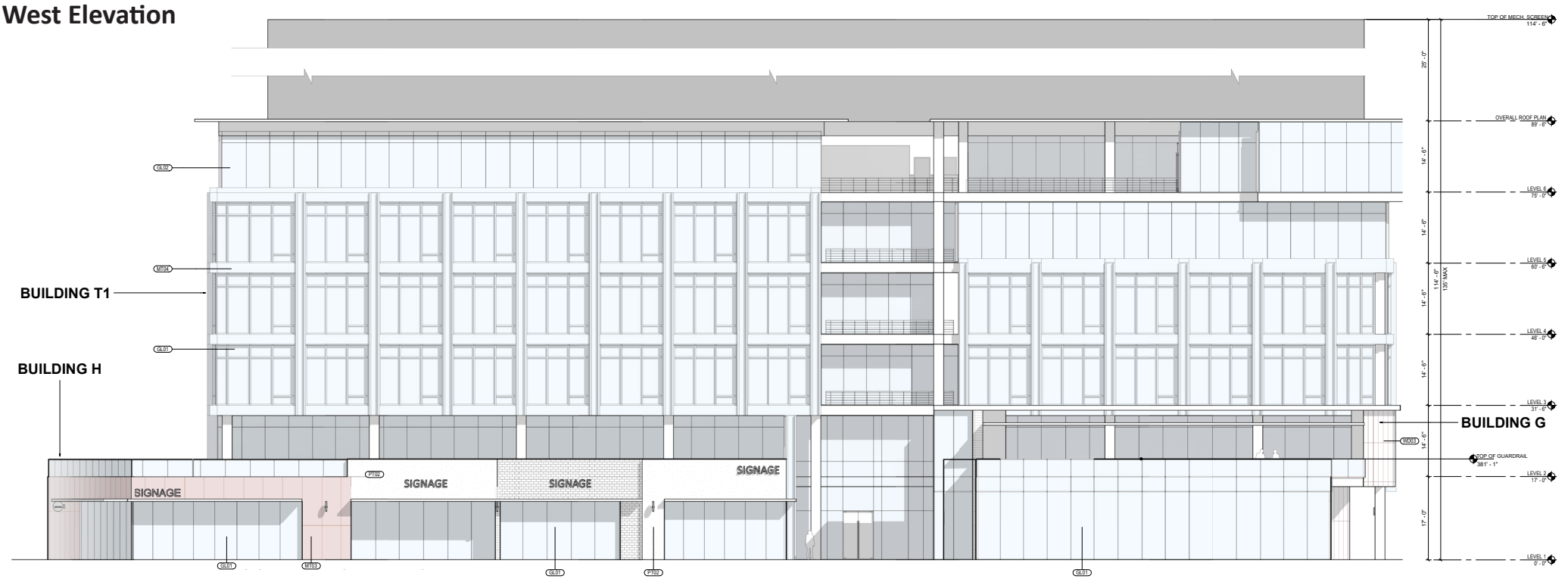


B-S BUILDING B - SOUTH ELEVATION

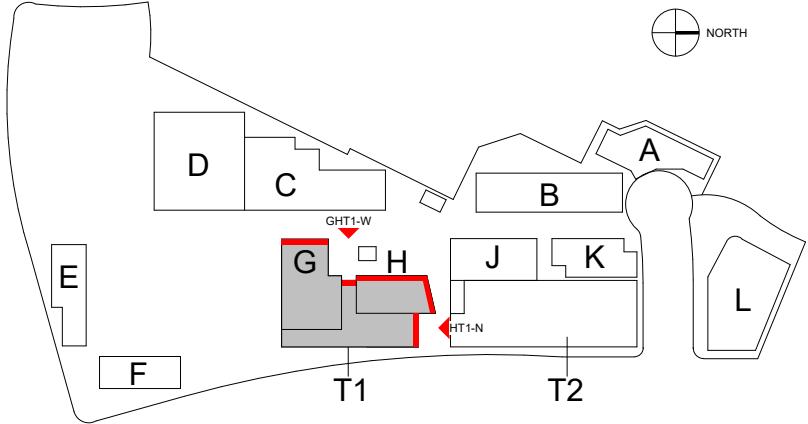


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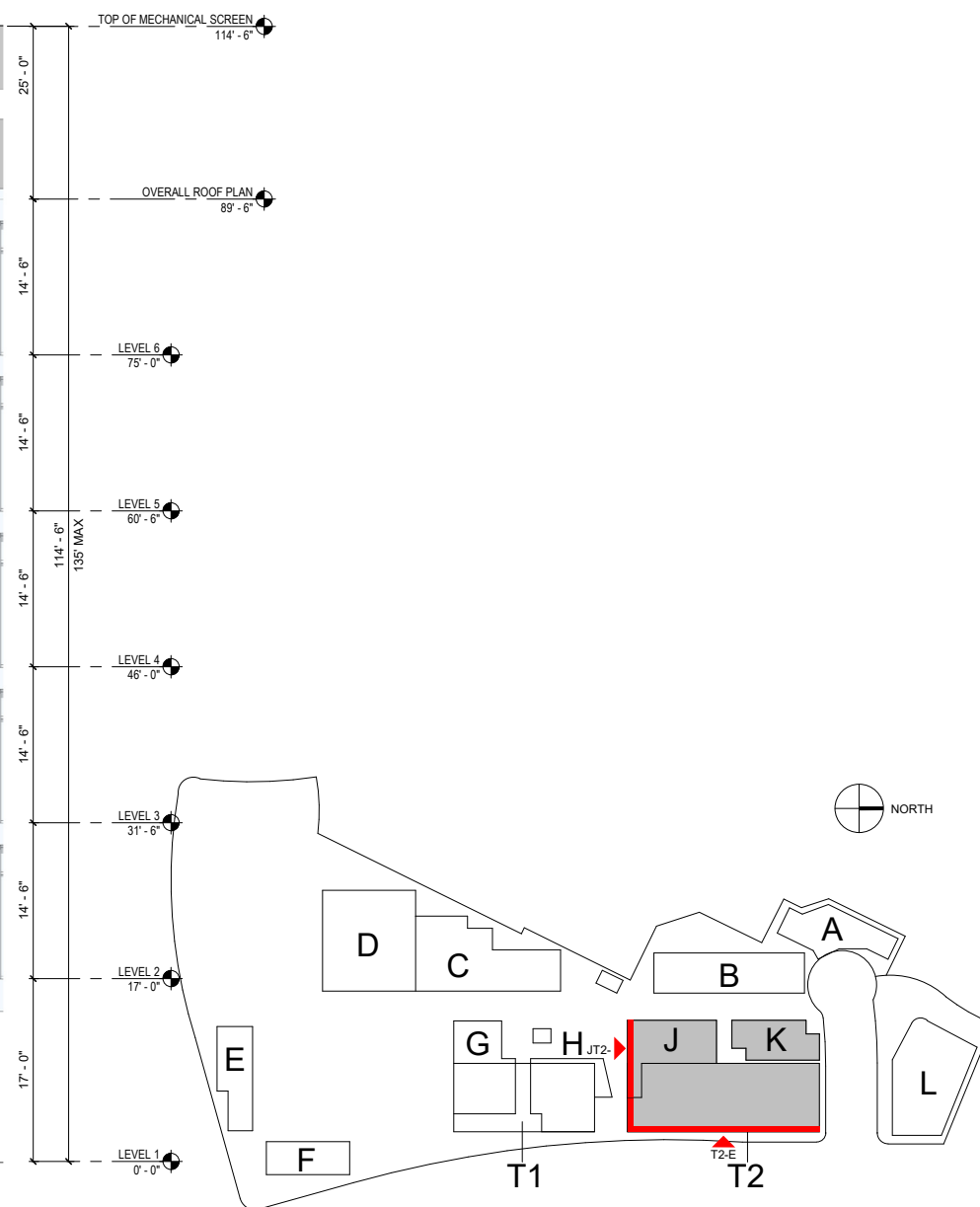
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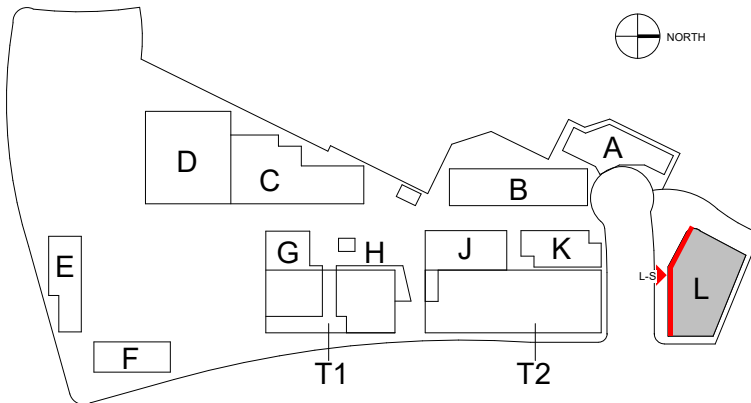


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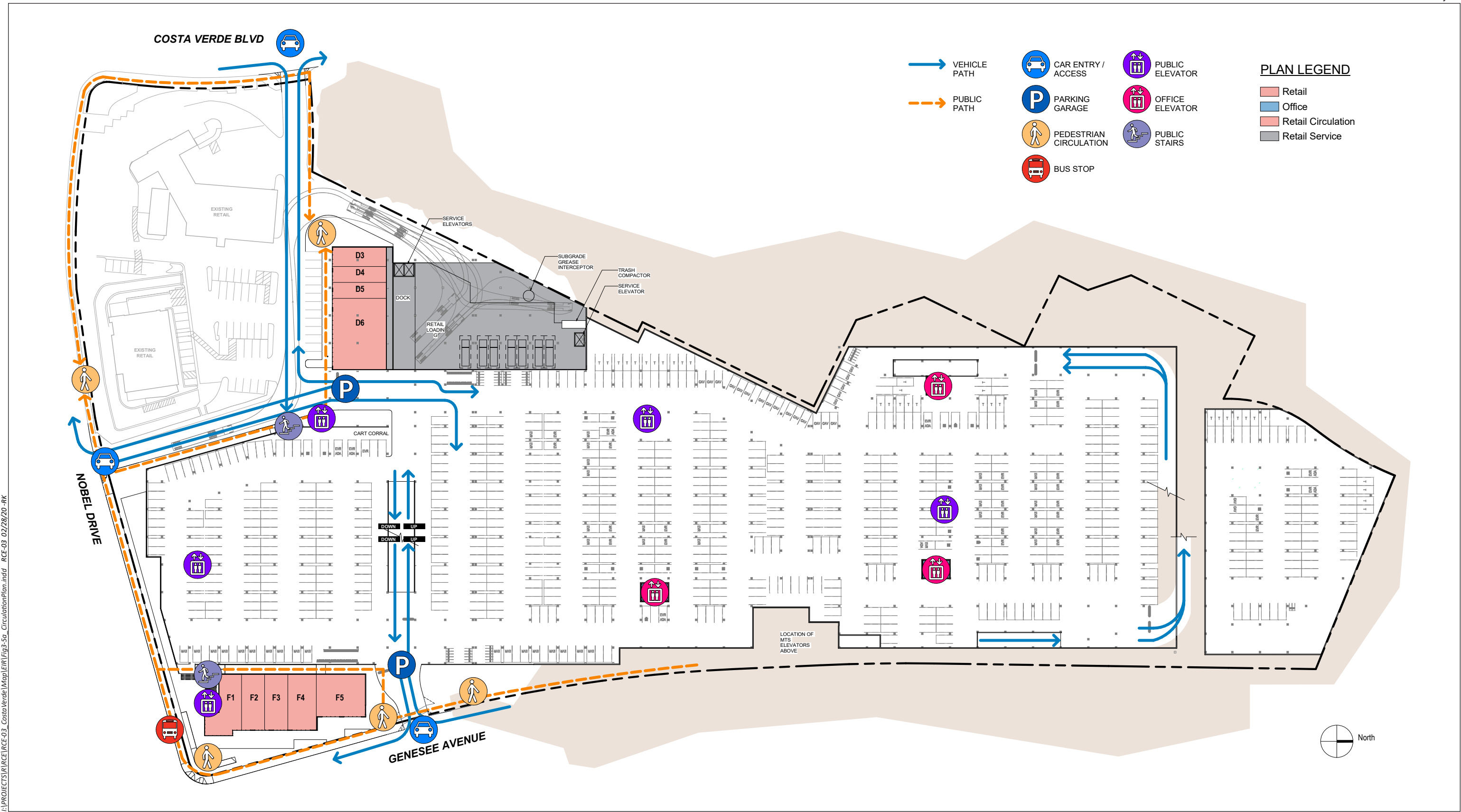
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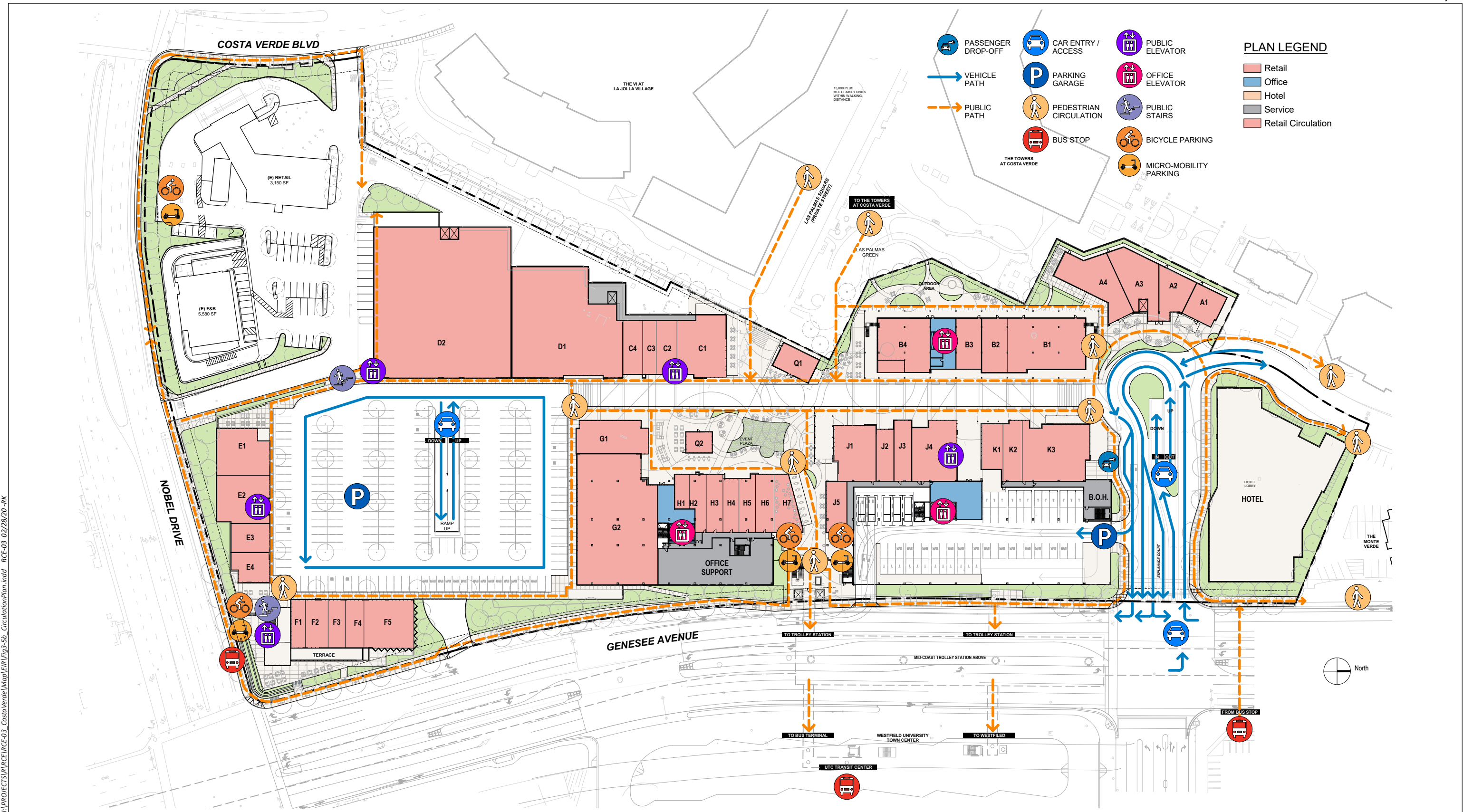


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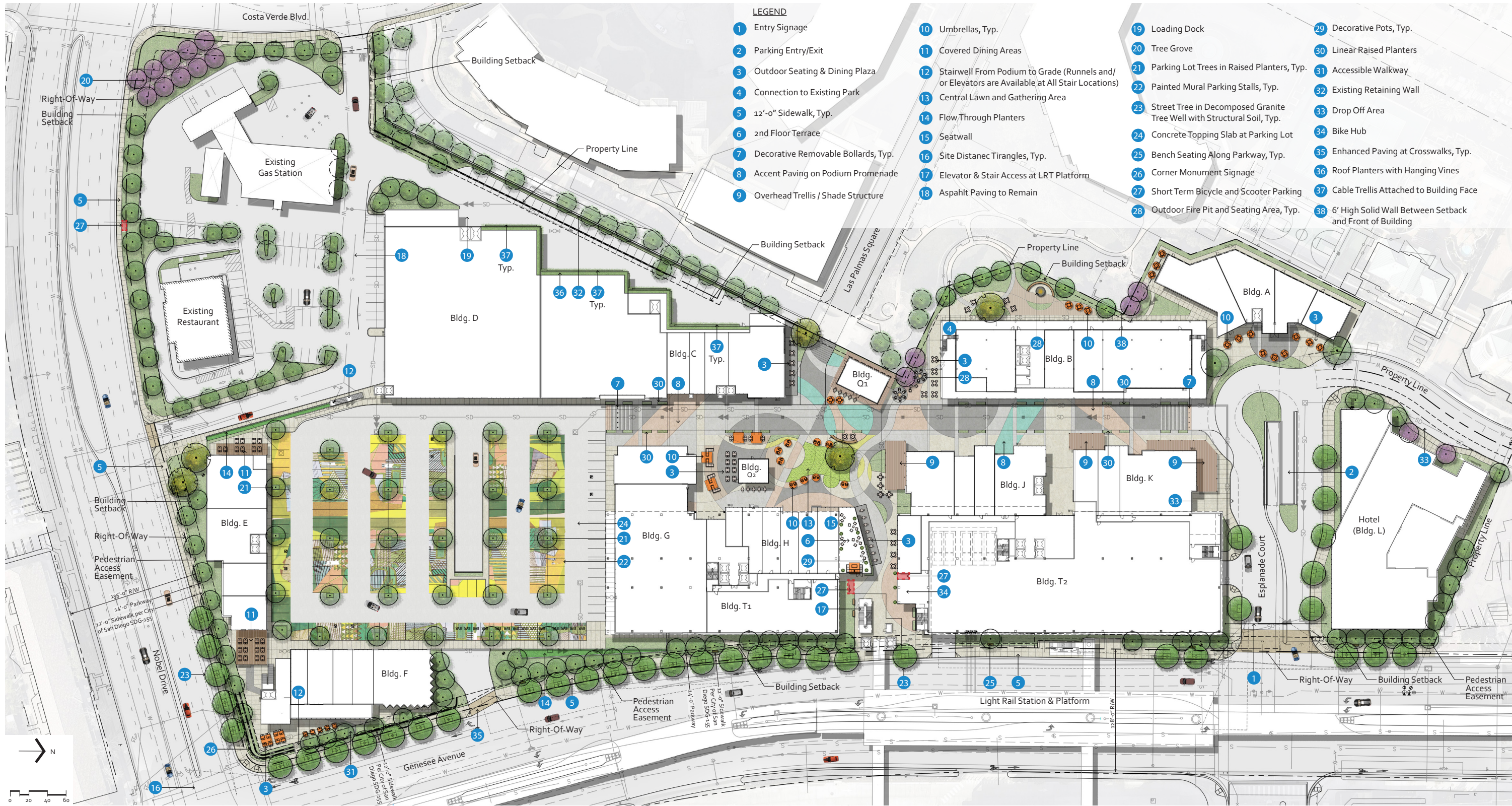
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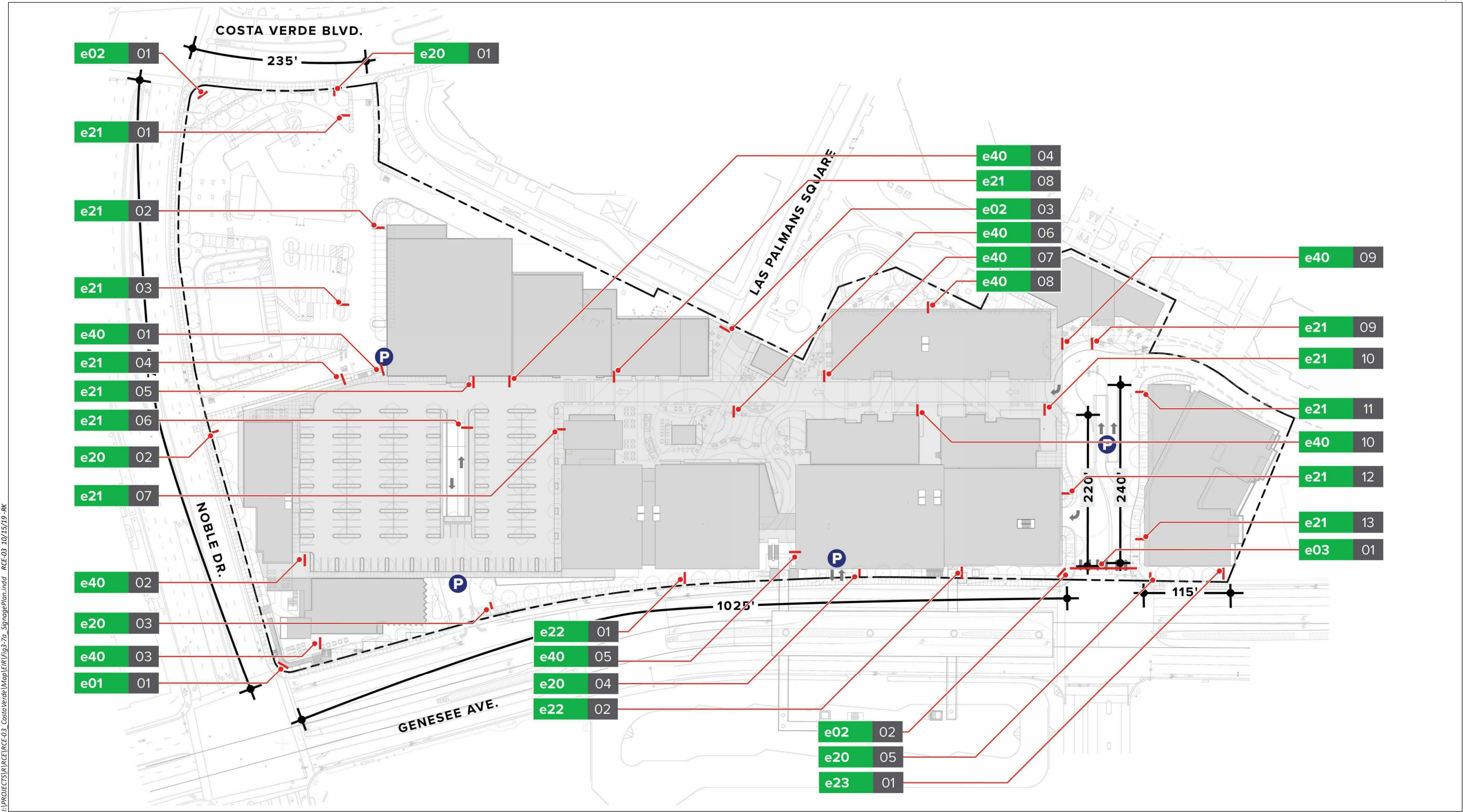


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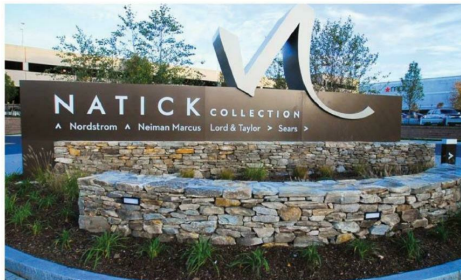
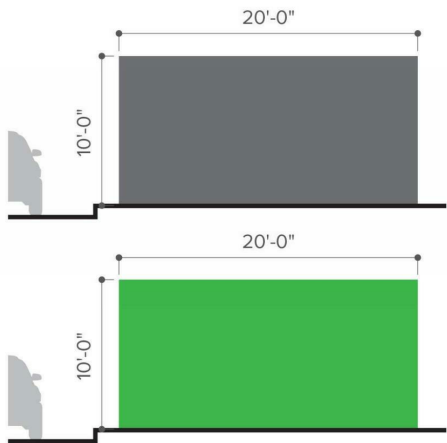


Source: RSM Design 2019



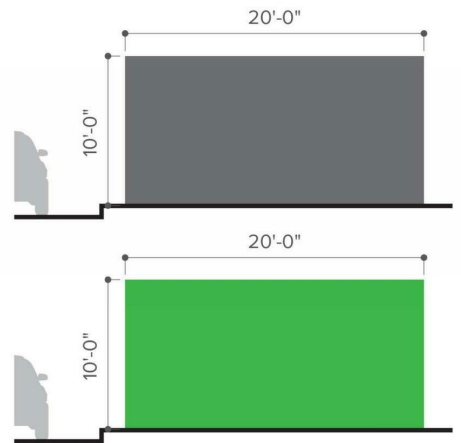
e01 Primary Property Identity

| | | |
|-------------------------------|-------------|---|
| MAX. ALLOWABLE SQUARE FOOTAGE | 200 SQ. FT. | — |
| MAX. HEIGHT | 30'-0" | — |
| ALLOWABLE QUANTITY | 1 | |
| EXISTING QUANTITY | 1 | |
| PROPOSED QUANTITY | 1 | |



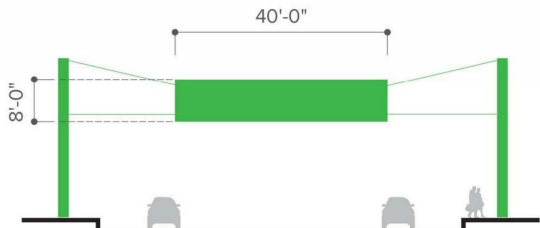
e02 Secondary Property Identity

| | | |
|-------------------------------|----------------------|---|
| MAX. ALLOWABLE SQUARE FOOTAGE | 200 SQ. FT. | — |
| MAX. HEIGHT | 30'-0" | — |
| ALLOWABLE QUANTITY | Genesee Ave 4 | |
| | Nobel Dr. 3 | |
| | Costa Verde Bl. 1 | |
| EXISTING QUANTITY | 1 | |
| PROPOSED QUANTITY | 3 | |



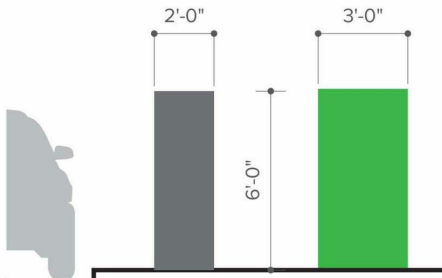
e03 Gateway Project Identity

| | | |
|-------------------------------|-------------|---|
| MAX. ALLOWABLE SQUARE FOOTAGE | 200 SQ. FT. | + |
| MAX. HEIGHT | 30'-0" | — |
| ALLOWABLE QUANTITY | N/A | + |
| EXISTING QUANTITY | 0 | |
| PROPOSED QUANTITY | 1 | |



e20 Vehicular Entry Identity

| | | |
|-------------------------------|----------------------------------|---|
| MAX. ALLOWABLE SQUARE FOOTAGE | 12 SQ. FT. | + |
| MAX. HEIGHT | 8'-0" | — |
| ALLOWABLE QUANTITY | AT EACH DRIVEWAY 5 (AT ENTRY) | |
| EXISTING QUANTITY | 4 | |
| PROPOSED QUANTITY | 5 | |



Grey area indicates maximum allowable sign areas per San Diego Municipal Code.
*Building Mounted Signage, Tenant Signage, and Parking related signage are excluded from submittal and will be a deferred submittal.
Green area indicates proposed sign area (final proportions to be determined)
+ Exceeds Allowance — Does NOT Exceed Allowance
NOTE:
SIGNAGE FOR CONCEPT ONLY

Source: RSM Design 2019



| | |
|-------------------------------|---------------------------------|
| e21 | Vehicular Directional |
| MAX. ALLOWABLE SQUARE FOOTAGE | 12 SQ. FT. + |
| MAX. HEIGHT | 8'-0" - |
| ALLOWABLE QUANTITY | AT EACH DRIVEWAY 9 (ON-SITE) |
| EXISTING QUANTITY | 2 |
| PROPOSED QUANTITY | 13 |



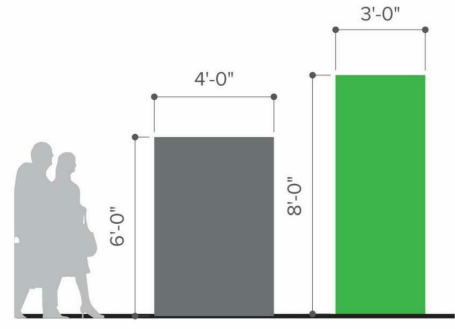
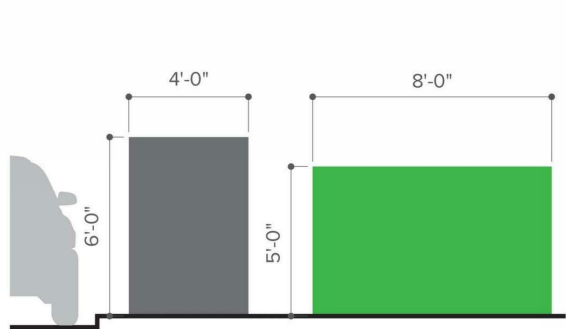
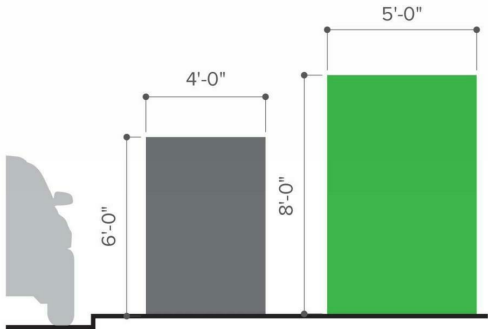
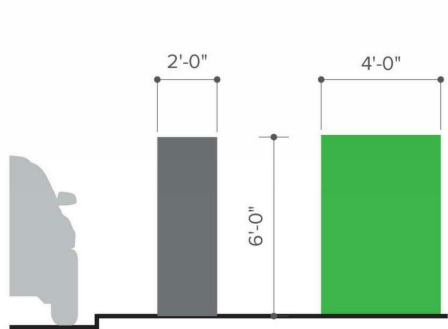
| | |
|-------------------------------|-----------------|
| e22 | Office Identity |
| MAX. ALLOWABLE SQUARE FOOTAGE | 24 SQ. FT. + |
| MAX. HEIGHT | 8'-0" - |
| ALLOWABLE QUANTITY | 2 |
| EXISTING QUANTITY | 0 |
| PROPOSED QUANTITY | 2 |



| | |
|-------------------------------|----------------|
| e23 | Hotel Identity |
| MAX. ALLOWABLE SQUARE FOOTAGE | 24 SQ. FT. + |
| MAX. HEIGHT | 8'-0" - |
| ALLOWABLE QUANTITY | 2 |
| EXISTING QUANTITY | 0 |
| PROPOSED QUANTITY | 1 |



| | |
|-------------------------------|----------------------|
| e40 | Pedestrian Directory |
| MAX. ALLOWABLE SQUARE FOOTAGE | 24 SQ. FT. - |
| MAX. HEIGHT | 8'-0" - |
| ALLOWABLE QUANTITY | AT EACH ENTRY 7 |
| EXISTING QUANTITY | 1 |
| PROPOSED QUANTITY | 10 |



Grey area indicates maximum allowable sign areas per San Diego Municipal Code.
*Building Mounted Signage, Tenant Signage, and Parking related signage are excluded from submittal and will be a deferred submittal.
Green area indicates proposed sign area (final proportions to be determined)
+ Exceeds Allowance - Does NOT Exceed Allowance
NOTE:
SIGNAGE FOR CONCEPT ONLY

Source: RSM Design 2019

LEGEND:

- EXISTING RIGHT OF WAY/ PROPERTY BOUNDARY
- EXISTING SANDAG PUBLIC STREET EASEMENT TO BE VACATED
- EXISTING EASEMENT
- EXISTING CENTERLINE
- PROPOSED LOT LINE
- PROPOSED EASEMENT
- STREET CENTERLINE
- FUTURE PUBLIC STREET DEDICATION

DATUM DISCLAIMER:

ALL ELEVATIONS REFERENCED IN THIS PLAN SET ARE CONSISTENT WITH NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD - 29) AS REQUIRED BY THE CITY OF SAN DIEGO.

PARCEL SUMMARY TABLE

| PARCEL # | AREA (ACRES) |
|----------------------|--------------|
| EXISTING LOT 13 | 1.000 |
| EXISTING LOT 14 | 12.230 |
| TOTAL EXISTING AREA: | 13.230* |
| PROPOSED PARCEL 1 | 2.024 |
| PROPOSED PARCEL 2 | 5.149 |
| PROPOSED PARCEL 3 | 5.850 |
| PROPOSED PARCEL 4 | 0.902 |
| TOTAL PROPOSED AREA: | 13.925* |

LOT SUMMARY NOTES:

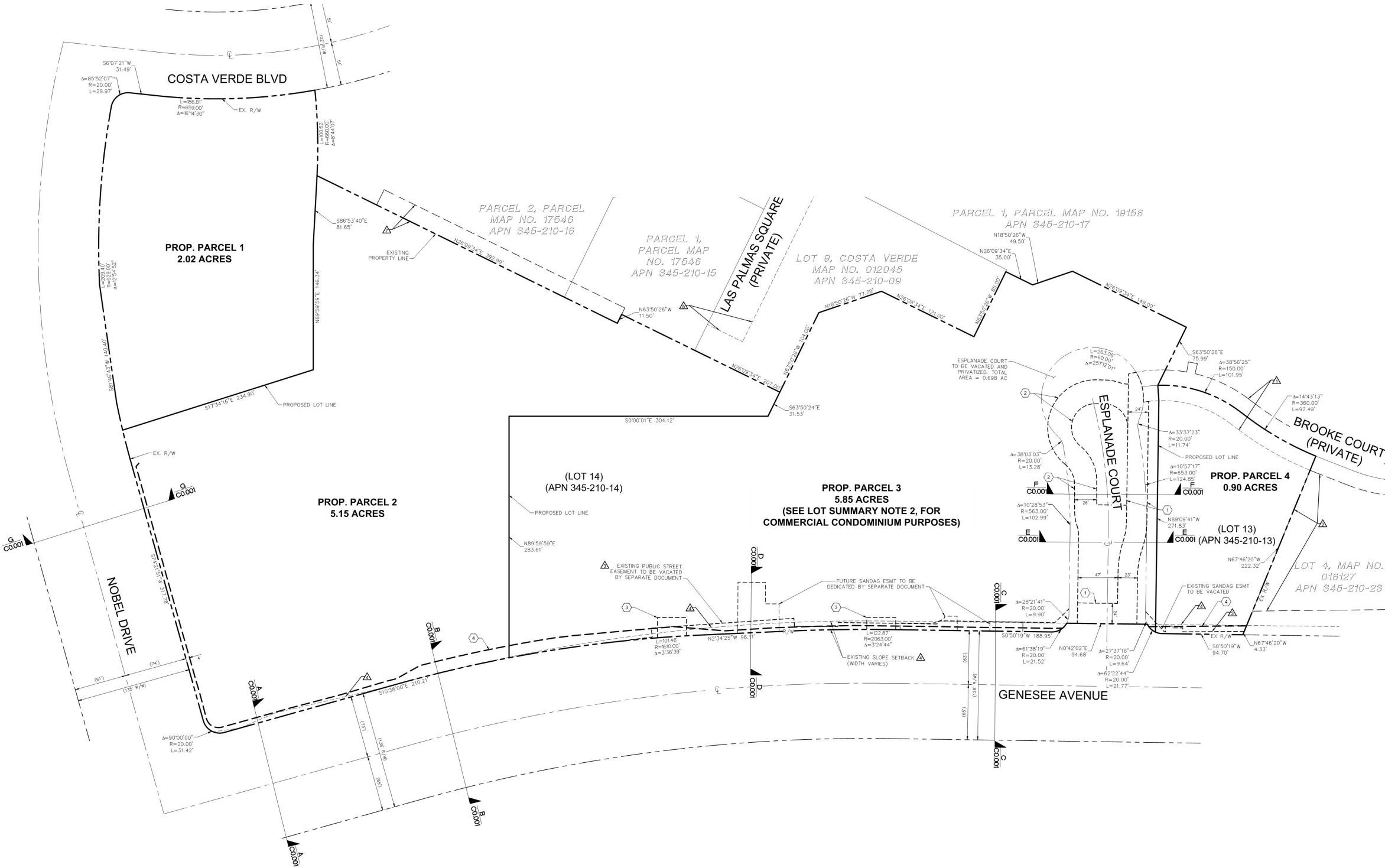
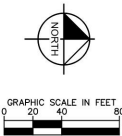
- TOTAL LOT ACREAGE INCREASED DUE TO VACATION OF ESPLANADE COURT (0.698 ACRES).
- LOT 3 TO BE CONDOMINIUMIZED IN THE FUTURE UP TO 20 UNITS

PROPOSED EASEMENTS

- 24' GENERAL UTILITY & EMERGENCY VEHICLE ACCESS EASEMENT DEDICATED HEREON
- EMERGENCY VEHICLE ACCESS EASEMENT DEDICATED HEREON
- FUTURE SDGE EASEMENT DEDICATED PER SEPARATE DOCUMENT
- FUTURE PUBLIC STREET DEDICATION

EXISTING EASEMENTS

- 36' GENERAL UTILITY EASEMENT PER DOC 87-500962 REC. 9/3/1987
- EASEMENT AGREEMENT FOR PARKING PER DOC 90-537240 REC. 10/2/1990
- PUBLIC STREET EASEMENT GRANTED TO SANDAG FOR LRT STATION INFRASTRUCTURE AND PUBLIC ACCESS PER DOC 2016-0538712 REC. 10/07/2016 TO BE VACATED
- SLOPE AND DRAINAGE EASEMENT PER DOC 76232 REC. 5/1/1969 AND DOC 76233 REC. 5/1/1969
- 46' GENERAL UTILITY EASEMENT PER 23300-D (OFFSITE)
- RECIPROCAL AGREEMENT FOR ACCESS RECORDED 10/2/1990 AS RECORD NO. 90-537242
- 20' SURFACE AND SUBSURFACE EASEMENT PER DOC 90-260802 REC. 5/11/1990



Source: Kimley Horn 2019

4.0 HISTORY OF PROJECT CHANGES

On March 26, 2015, the Planning Commission approved the initiation of amendments to the UCP and CVSP for a project that proposed to:

1. Add a maximum of approximately 125,000 SF of community and neighborhood commercial uses;
2. Re-designate approximately 1.0 acre from a Neighborhood Commercial to a Visitor Commercial land use designation to allow an approximately 200-room hotel and associated ancillary uses; and
3. Make technical implementing amendments to the CVSP that may be necessary to address permitted uses, zoning regulations, design guidelines, or policies.

As part of the approval of the CPA/SPA initiation, the Planning Commission requested that the Applicant evaluate the need for additional residential development in the vicinity of the project location and the ability to incorporate residential units on site.

The Project has been revised several times from the first submittal in March 2016 in response to input received from City staff and members of the University community, as well as market trends.

In response to the Planning Commission's request, the first project submittal included 120 "Mixed-Use Residential Dwelling Units" in two locations within Costa Verde Center as a "Future Phase." Subsequent submittals consolidated this use at a single location in the southwestern portion of the project site. During public review of the previous Draft EIR in 2018, a number of community members expressed concern regarding addition of residential units to the site. The revised Project, therefore, omits residential use.

The community also had expressed concern regarding the original proposal to construct a parking structure atop retail uses in the southwestern portion of the site. Initially, the height of the retail structure was reduced and a commitment was made to incorporate trellises to screen the view of the upper parking deck from adjacent residences. Rooftop parking also was removed from the structure in the southeastern corner of the site. Subsequently, a new project alternative, called the Reconfigured Parking and Increased Pedestrian Amenities Alternative, was prepared and included in the previously circulated Draft EIR. This alternative included reducing the size of the parking structure in the southwestern portion of the site and centralizing the majority of parking in the eastern portion of the site. With redesign of the Project in 2019, the parking structure in the southwestern portion of the site has been eliminated, with the majority of parking to be located below podium level. The surface parking lot in the southern portion of the site would include trees in raised planters and parking space murals to make the facility more attractive. Designated parking has been identified for carpool, low emission, and electric vehicles, as well as motorcycles.

Design of the central thoroughfare also has evolved over time. This area initially was planned for use by both pedestrians and vehicles, including parking. Initially, parking was removed. The Reconfigured Parking and Increased Pedestrian Amenities Alternative contained in the previously circulated Draft EIR proposed designation of the area for pedestrian and bicycle use only. The

revised Project designates it for pedestrian and bicycle use during retail business hours, and open to delivery vehicles during other hours through the use of retractable bollards. Other alterations to the Project's circulation system include revisions to the configuration of Esplanade Court and entry to the parking structure to its south, removal of a pedestrian crossing across Esplanade Court, and revisions to the configuration of Project driveways accessing public roadways.

The modified Project proposes a shift in commercial uses. Specifically, rather than proposing addition of 125,000 SF of additional commercial/retail uses (potentially including some office use), the modified Project proposes to retain the existing amount of commercial/retail uses, while adding 40,000 SF of office and 360,000 SF of research and development uses adjacent to Genesee Avenue and the Trolley Station. Visitors entering the site from the Trolley Station would gain access from pedestrian bridges, then descend between the two office buildings to the central plaza at the podium level of the site. West of the central plaza, a landscaped, publicly accessible area would connect to the existing private park on Las Palmas Square.

The Project's configuration near the intersection of Nobel Drive and Genesee Avenue has also been revised such that two structures would be located in a more rectilinear configuration along the street frontage. This would increase the interface between structures and streets, and would allow for an outdoor seating and dining plaza at the corner.

The setbacks of several structures have been increased to comply with Specific Plan and fire access requirements as well as to improve view corridors. Comprehensive signage and lighting plans also have been developed to help ensure that visual impacts associated with these Project features are minimized.

The Project has been revised to comply with the City's latest guidance regarding infiltration of stormwater. Because the infiltration rates on the site are extremely low, runoff is being addressed through best management practices (BMPs), including biofiltration systems and an underground detention basin.

5.0 ENVIRONMENTAL ANALYSIS

5.1 Land Use

The following section discusses land uses and policies that are applicable to the Project. It references planning and environmental information contained in other sections of this EIR, as applicable.

5.1.1 Existing Conditions

5.1.1.1 On-site Land Uses

The 13.9-acre site is entirely developed with the existing Costa Verde retail/shopping center and associated surface parking areas. The shopping center comprises a gross floor area of 178,000 SF of commercial/retail space with over 30 tenants. Tenants include retail businesses, restaurants, fitness and service facilities, a grocery store, a dry cleaner, banks, an optometrist's office, and a gas station. The site layout is designed with the majority of shops built in a linear fashion along the western edge of the site. Associated parking and multiple standalone buildings can be found to the east and south of the main shops. A pedestrian promenade connects the majority of the retail space within the center.

5.1.1.2 Surrounding Land Uses

The site is located within the developed University Community of San Diego. Immediately surrounding existing land uses include a high-rise continuing care retirement community (including a 60-bed licensed skilled nursing center) and high-rise multi-family residential uses to the west, multi-family residential uses to the south all along Nobel Drive, the Westfield UTC regional shopping center to the east, and surface parking and the Monte Verde residential project under construction to the north. Further north across La Jolla Village Drive are high-rise office buildings and hotels, and more multi-family residential uses. Nearby institutional uses include the UCSD campus and medical center to the northwest of the site, and La Jolla Country Day School and multiple churches and synagogues to the north. A San Diego Police Department (SDPD) substation and Mandell-Weiss Eastgate City Park also are located to the north.

The MCAS Miramar airfield is located approximately two miles to the southeast of the project site; the site is within the AIA for MCAS Miramar. The project site also is adjacent to the LRT extension of the Blue Line Trolley, known as the Mid-Coast LRT, which is currently under development. The trolley will extend service from Old Town Transit Center to the University community, including UCSD, UTC Westfield and Costa Verde Center. The project site is within the Urban Areas of the City's Multiple Species Conservation Program (MSCP) Subarea Plan and is not located within or adjacent to the Multi-Habitat Planning Area (MHPA), which is the MSCP preserve. The closest MHPA land is located approximately 1,350 feet to the south, within a small canyon that connects with Rose Canyon.

5.1.1.3 Regulatory Framework

Land use plans applicable to the Project are contained in elements and policies of the General Plan (including the City's Climate Action Plan [CAP]), UCP, CVSP, City LDC regulations, MCAS ALUCP, RAQS, Water Quality Control Plan for the San Diego Basin (Basin Plan), and the City's Urban Water Management Plan (UWMP). In addition, the regional planning context is provided in San Diego Forward: The Regional Plan. The Project also is subject to compliance with all other applicable local, state, and federal regulations. The applicable policies of these plans, ordinances, and regulations are described below.

Federal Regulations

Federal Aviation Administration Noticing Requirements

The FAA, under Code of Federal Regulations (CFR) Title 14, Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace, requires submittal of a Notice of Construction or Alteration for applicable projects within identified airport Noticing Surface Areas. Specific requirements for such notices include structures more than 200 feet above the ground surface, construction or alteration that extends within identified (theoretical) slopes projecting from airport runways (or other applicable locations), all airport projects, and certain other transportation projects. After submittal of the required notice, the FAA conducts an aeronautical review prepared under the provisions of 49 US Code Section 44718 and, if applicable, Title 14 of CFR, Part 77. Objects determined to be an obstruction or hazard by Part 77 or Terminal Instruction Procedures, or create change to flight operations, approach minimums, or departure routes would be considered incompatible. Proposed developments may be incompatible and would require evaluation if they would generate other obstructions, such as release of any substance that would impair visibility (e.g., dust, smoke, or steam); emit or reflect light that could interfere with air crew vision; produce emissions that would interfere with aircraft communication systems, navigation systems or other electrical systems; or attract birds or waterfowl. Upon completion of the aeronautical review, the FAA issues either a Determination of Hazard to Navigation (i.e., if a project would exceed an obstruction standard and result in a "substantial aeronautical impact") or a Determination of No Hazard to Navigation. In the latter case, the FAA may include site-specific conditions or limitations to ensure that potential hazards are avoided (e.g., noticing requirements or lighting restrictions). The project site is located within the FAA Noticing Area for MCAS Miramar.

State Regulations

Title 24 of the CCR requires that residential structures, other than detached single-family dwellings, be designed to prevent the intrusion of exterior noise on the interior, so that any habitable room with windows closed does not exceed 45 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) attributable to exterior sources. The California Building Code (CBC) Section 1208A.8.2 implements this standard by stating that "interior noise levels attributable to exterior sources shall not exceed 45 dBA CNEL in any habitable room."

Local Regulations

San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan (SANDAG 2015) is an update of the RCP for the San Diego Region and the 2050 RTP/SCS, combined into one document. The Regional Plan provides a blueprint for San Diego's regional transportation system in order to effectively serve existing and projected workers and residents within the San Diego region. In addition to long-term projections, the Regional Plan includes an SCS, in compliance with SB 375. The SCS aims to create sustainable, mixed-use communities conducive to public transit, walking, and biking by focusing future growth in the previously developed, western portion of the region along the major existing transit and transportation corridors. The purpose of the SCS is to help the San Diego region meet the GHG emissions reductions set by the CARB. The Regional Plan has a horizon year of 2050, and projects regional growth and the construction of transportation projects over this time period. The project site and vicinity are identified as being in a Smart Growth Area and Potential Transit Priority Area (TPA), and were later confirmed by the City as being within a TPA.

City of San Diego General Plan

The City approved its General Plan on March 10, 2008, after a comprehensive update. The General Plan is a comprehensive, long-term document that sets out a long-range vision and policy framework for how the City could grow and develop, provide public services, and maintain the qualities that define San Diego. Accordingly, the General Plan "provides policy guidance to balance the needs of a growing city while enhancing quality of life for current and future San Diegans" (City 2008a). The General Plan comprises a Strategic Framework section and the following 10 elements, each with its own Citywide policies: Land Use and Community Planning; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; Historic Preservation; Noise; and Housing, which was most recently updated in 2013. The plan's elements each contain a variety of goals and policies that address numerous environmental issues. The following discussion summarizes each element that is relevant to the Project. In addition, applicable goals within each element pertaining to the Project are evaluated in detail as presented in Table 5.1-1, *City of San Diego Land Use Goals, Objectives, and Policies Consistency Evaluation*. Because of its length, Table 5.1-1 is placed at the end of this section.

Strategic Framework

The Strategic Framework section of the current General Plan provides the overarching strategy for how the City will grow while maintaining the qualities that best define San Diego. Over the last two centuries, San Diego has grown by expanding outward onto land still in its natural state. The General Plan is the first in the City's history that addresses most future growth with limited expansion onto the City's remaining open spaces by directing new development away from undeveloped lands and toward existing urbanized areas and/or areas with conditions that allow the integration of housing, employment, civic uses, and transit uses. Since there is little remaining developable vacant land in the City, General Plan policies represent a shift in focus from how to develop vacant land to how to reinvest in existing communities through infill development and redevelopment. The strategy's smart growth principles promote mixed-use development areas and focus development in areas that already contain the necessary infrastructure to support such development. Therefore, General Plan policies support changes in development patterns to

emphasize combining housing, shopping, employment uses, schools, and civic uses, at different scales, in village centers. By directing growth primarily toward village centers, the strategy is intended to preserve established residential neighborhoods and manage the City's continued growth over time.

The General Plan incorporates the City of Villages strategy to focus growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system. A "village" is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. All villages are to be pedestrian-friendly and characterized by inviting, accessible, and attractive streets and public spaces. Public spaces will vary from village to village, consisting of well-designed public parks or plazas that bring people together. Implementation of the City of Villages strategy relies upon the designation and development of village sites, with the strategy identifying several village types and their characteristics. The project site is located in an area with a high village propensity, as identified in Figure LU-1 in the General Plan.

Land Use and Community Planning Element

The purpose of the Land Use and Community Planning Element (Land Use Element) is "to guide future growth and development into a sustainable Citywide development pattern, while maintaining or enhancing quality of life in our communities" (City 2008a). The Land Use Element addresses land use issues that apply to the City as a whole and identifies the community planning program as the mechanism to designate land uses, identify site-specific recommendations, and refine Citywide policies, as needed. The Land Use Element establishes a structure that respects the diversity of each community and includes policies that govern the preparation of community plans. The Land Use Element addresses zoning and policy consistency, the plan amendment process, airport-land use planning, annexation policies, balanced communities, equitable development, and environmental justice. The Land Use Map for the General Plan designates the project site as "Commercial Employment, Retail and Services" (City 2016b).

Mobility Element

The purpose of the Mobility Element is "to improve mobility through development of a balanced, multi-modal transportation network" (City 2008a). The element identifies the proposed transportation network and strategies needed to support the anticipated General Plan land uses. The Mobility Element's policies promote a balanced, multimodal transportation network that gets people where they want to go while minimizing environmental and neighborhood impacts. The Mobility Element contains policies that address walking, streets, transit, regional collaboration, bicycling, parking, the movement of goods, and other components of a transportation system. Together, these policies advance a strategy for relieving congestion and increasing transportation choices.

Urban Design Element

The purpose of the Urban Design Element is "to guide physical development toward a desired image that is consistent with the social, economic and aesthetic values of the City" (City 2008a). The Urban Design Element policies capitalize on San Diego's natural beauty and unique neighborhoods by calling for development that respects the natural setting, enhances the distinctiveness of its

neighborhoods, strengthens the natural and built linkages, and creates mixed-use, walkable villages throughout the City. Urban Design Element policies help support and implement land use and transportation decisions, encourage economic revitalization, and improve the quality of life in San Diego. Ultimately, the Urban Design Element influences the implementation of all of the General Plan's elements and community plans. It sets goals and policies for the pattern and scale of development as well as the character of the built environment.

Economic Prosperity Element

The purpose of the Economic Prosperity Element is "to increase wealth and the standard of living of all San Diegans with policies that support a diverse, innovative, competitive, entrepreneurial, and sustainable local economy" (City 2008a). The element links economic prosperity goals with land use distribution and employment land use policies. The Economic Prosperity Element includes economic development policies that have an indirect effect on land use. These policies are intended to support existing and new businesses that reflect the changing nature of industry, create the types of jobs most beneficial to the local economy, and prepare the workforce to compete for these jobs in the global marketplace. Additional policies encourage community revitalization through improving access to regional and national sources of public and private investment, target infrastructure development to support economic prosperity, and encourage using the leverage offered by the redevelopment process in certain communities.

Public Facilities, Services, and Safety Element

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

Recreation Element

The Recreation Element contains policies which "preserve, protect, acquire, develop, operate, maintain, and enhance public recreation opportunities and facilities throughout the City for all users" (City 2008a). The Recreation Element provides policies to guide the City's vision and goals for park and recreation facilities Citywide and within individual communities. It provides guidelines for the provision of population-based, resource-based, and open space parks and calls for the preparation of a comprehensive Parks Master Plan. Recreation Element policies also support joint use and cooperative agreements, protection and enjoyment of the City's canyon lands, creative methods of providing "equivalent" recreation facilities and infrastructure in constrained areas, and implementation of a financing strategy to better fund park facility development and maintenance.

Historic Preservation Element

The purpose of this element is to guide the preservation, protection, restoration, and rehabilitation of historical and cultural resources and maintain a sense of the City, improve the quality of the built environment, encourage appreciation for the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation.

Conservation Element

The purpose of the Conservation Element is for the City “to become an international model of sustainable development and conservation and to provide for the long-term conservation and sustainable management of the rich and natural resources that help define the City's identity, contribute to its economy, and improve its quality of life” (City 2008a). The Conservation Element contains policies to guide the conservation of resources that are fundamental components of San Diego's environment, that help define the City's identity, and that are relied upon for continued economic prosperity. San Diego's resources include, but are not limited to, water, land, air, biodiversity, minerals, natural materials, recyclables, topography, viewsheds, and energy. The Conservation Element contains policies for sustainable development; preservation of open space and wildlife; management of resources; and other initiatives to protect the public health, safety, and welfare.

Noise Element

The Noise Element provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment. It also establishes noise land use compatibility guidelines, as shown in Table 5.1-2, *City of San Diego Land Use Noise Compatibility Guidelines*. The conditionally compatible noise levels for Project land uses are 75 CNEL for hotels (visitor accommodations), research and development, offices, and commercial-retail. For outdoor uses at a conditionally compatible land use, feasible noise mitigation techniques should be analyzed and incorporated to reduce noise levels to make the outdoor activities acceptable. For indoor uses at a conditionally compatible land use, exterior noise must be attenuated to 45 CNEL for hotels and 50 CNEL for research and development, offices, and commercial-retail to be considered a compatible land use.

| Table 5.1-2 CITY OF SAN DIEGO LAND USE NOISE COMPATIBILITY GUIDELINES¹ | | | | | |
|---|------------------------------------|-------|-------|-------|-----|
| 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 | | 45 | 45 | | |
| Institutional | | | | | |
| Hospitals; Nursing Facilities; Intermediate Care Facilities; K-12 Educational 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; Groceries; Pets & Pet Supplies; Sundries, Pharmaceutical, & Convenience Sales; 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 | | | | | |
| Vehicle Repair & Maintenance; 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 | | | | | |

| Table 5.1-2 (cont.) CITY OF SAN DIEGO LAND USE NOISE COMPATIBILITY GUIDELINES ¹ | | | | | | | | |
|---|--------------------------|--------------|---|---------------------------------------|-------|-------|-------|-----|
| Land Use Category | | | | Exterior Noise Exposure (dBA CNEL) | | | | |
| | | | | <60 | 60-65 | 65-70 | 70-75 | 75+ |
| Research & Development | | | | | | | 50 | |
| | Compatible | Indoor Uses | Standard construction methods should attenuate exterior noise to an acceptable indoor noise level. | | | | | |
| | | Outdoor Uses | Activities associated with the land use may be carried out. | | | | | |
| | Conditionally Compatible | Indoor Uses | Building structure must attenuate exterior noise to the indoor noise level indicated by the number (45 or 50) for occupied areas. Conditionally indicated by the number for occupied areas. | | | | | |
| | | Outdoor Uses | Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable | | | | | |
| | 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 Noise Element 2008 (as amended in 2015)

¹ Compatible noise levels and land use definitions reflect amendments to the City's General Plan approved in 2015.

Refer to Issue 4 and Table 5.1-1 at the end of this section and Section 5.7, *Noise*, for more information pertaining to the specific goals and policies of the Noise Element that apply to the Project.

Housing Element

The Housing Element serves as a policy guide to address the comprehensive needs of the City and guide the City's commitment to provide for the housing needs of all economic segments of the community. The purpose of the Housing Element is "to create a comprehensive plan with specific measurable goals, policies, and programs to address the City's critical housing needs and foster the development of sustainable communities in support of the State's Greenhouse Gas Emission reduction targets, consistent with the region's sustainable communities strategy" (City 2013a). As with other elements of the General Plan, the Housing Element provides the policy framework for future planning decisions, and identifies a series of implementation steps to meet the City's goals, objectives, and policies. A relevant goal within the Housing Element pertains to the availability of adequate sites for the development of a variety of housing affordable for all income levels, consistent with a land use pattern that promotes infill development and socioeconomic equity and creates more transit-oriented, compact, and walkable communities. Furthermore, the Housing Element incorporates the City of Villages strategy as a key component of the City's housing strategy, with both strategies being key components in the City's efforts to reduce local GHG emissions by making it possible for larger numbers of people to make fewer and shorter automobile trips.

City of San Diego Climate Action Plan

The City adopted its CAP in December 2015 to outline the actions to be taken by the City to achieve its proportional share of State GHG emission reductions (City 2015a). The CAP serves as mitigation

for the City's 2008 General Plan (City 2015a). The General Plan calls for the City to reduce its carbon footprint through actions including adopting new or amended regulations, programs, and incentives. General Plan Policy CE-A.13 specifically identifies the need for an update of the City's 2005 Climate Protection Action Plan that identifies actions and programs to reduce GHG emissions of the community-at-large, and City operations. Additionally, the CAP serves as a "Qualified GHG Reduction Plan" for purposes of tiering under CEQA. The CAP quantifies baseline GHG emissions for 2010; provides emissions forecasts for 2020 and 2035; establishes reduction targets for 2020 and 2035; identifies strategies and measures to reduce GHG levels; and provides guidance for monitoring progress on an annual basis. The CAP specifically includes strategies and actions that encourage water and energy efficiency buildings; clean and renewable energy; bicycling, walking, transit, and land use; zero waste; and climate resiliency. Implementation of the CAP relies on compliance with various policies within the General Plan and consistency with the underlying land use assumptions in the CAP. In 2016, the City adopted a CAP Consistency Checklist to be contained within, and used in conjunction with, the CAP (City 2016d). The purpose of the checklist is "to provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the CEQA" (City 2016d).

The CAP Consistency Checklist contains measures to be implemented on a project-by-project basis to ensure that the CAP-specified emissions targets are achieved, thus simplifying project-level analysis within a CEQA document. Implementation of the identified measures would ensure that new development is consistent with the relevant CAP strategies meant to achieve identified GHG reduction targets. Projects that are consistent with the CAP as determined through the use of the CAP Consistency Checklist may rely on the CAP to analyze the cumulative impacts associated with the project's GHG emissions. Conversely, projects that are found to be not consistent with the CAP must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the measures in the CAP Consistency Checklist to the extent feasible. Finally, any project that is not consistent with the CAP would result in cumulatively significant GHG impacts.

University Community Plan

The UCP was adopted by the City Council in 1987 and amended as recently as 2018. The UCP area comprises approximately 8,500 acres distributed across four primary Subareas: Torrey Pines, Central, Miramar, and South University. The project site is located within the Urban Node of Subarea 2, the Central subarea, which is intended to be developed as a mixed-use core with a residential density of up to 75 dwelling units per acre. According to the UCP, the Central subarea is expected to be the most urban of the four subareas and is characterized by intense, multi-use urban development dominated by contemporary high-rise residential, commercial, and office structures. It is also expected to be one of the major residential, commercial, and office nodes in the City. As noted in the UCP, as the Central subarea builds out, its pedestrian orientation is expected to intensify due to the high-density and multi-use nature of development. The project site is designated for neighborhood and community commercial uses as illustrated on UCP Figure 5.1-1, *Existing University Community Plan Land Use Designations*. In conjunction with the General Plan, the UCP establishes planning and future development controls within the community and defers to precise development plans (e.g., the CVSP) for detailed planning and design considerations for the project site. The UCP includes 12 Elements that address plan policies specific to development within the

UCP area. Specific policy language that applies to the Project is listed in Table 5.1-1 at the end of this section.

The UCP identifies six overall goals to provide the general framework for development in the University Community, as follows:

1. Foster a sense of community identity by use of attractive entry monuments in private developments.
2. Create a physical, social, and economic environment complementary to UCSD and its environs and the entire San Diego metropolitan area.
3. Develop the University area as a self-sufficient community offering a balance of housing, employment, business, cultural, educational, and recreational opportunities.
4. Create an urban node with two relatively high-density, mixed-use core areas located in the University Towne Centre (now known as Westfield UTC) and La Jolla Village Square areas.
5. Develop an equitable allocation of development intensity among properties, based on the concept of the “urban node.”
6. Provide a workable circulation system which accommodates anticipated traffic without reducing the Level of Service below “D.”

Costa Verde Specific Plan

In 1986, the City Council adopted the CVSP, pertaining to an area of 57.6 acres bounded by Genesee Avenue and Westfield UTC on the east; Nobel Drive and multi-family residential development on the south; Regents Road and multi-family residential development on the west; and La Jolla Village Drive and commercial, office, hotel, and multi-family residential development on the north. The CVSP was amended in 2007. In conformance with the UCP, the site is envisioned in the CVSP as an “urban center comprising a mixture of high-density residential and neighborhood/community serving commercial uses, visitor accommodations, and mixed-use residential land uses.” The above-listed UCP goals also are included in the CVSP and are used as a tool in that plan and in Table 5.1-1 of this EIR for analyzing the CVSP’s consistency with the larger Community Plan.

Since the CVSP’s adoption, the Specific Plan area has been built out generally in accordance with the CVSP, as amended (including removal of hotel use that was originally intended for the site). The land use and development guidelines established in the Specific Plan have been implemented through the existing PDP for the site (formerly Planned Commercial Development; PDP No. 90-1109 and PCD 85-0783; the PDP process is further described below).

The project site is designated for Neighborhood and Community Commercial uses in the CVSP.

City Land Development Code Regulations

Zoning

The underlying base zone for the project site is the Residential-Single Unit zone (RS-1-14) (refer to Figure 2-5). The purpose of this zone is to provide regulations for development of single-family dwelling units. In 1986, the City adopted the CVSP, which establishes proposed land uses, development guidelines, and methods of project implementation. The CVSP states, "Should any inconsistency arise between the development regulations of the base zone and the development guidelines of the Costa Verde Specific Plan and/or any implementing Planned Development Permit, the guidelines of this Specific Plan and/or Planned Development Permit shall govern over those of the base zone." The project site also is located in the Airport Land Use Compatibility Overlay Zone, CPIOZ Overlay Zone-Type A, Parking Impact Overlay Zone (Campus Impact Area), and Residential Tandem Parking Overlay Zone, each of which is further described below.

Airport Land Use Compatibility Overlay Zone

The purpose of the Airport Land Use Compatibility Overlay Zone is to implement adopted ALUCPs, in accordance with state law, as applicable to property within the City. The intent of these supplemental regulations is to ensure that new development or expansion of existing development located within an AIA is compatible with respect to airport-related noise, public safety, airspace protection, and aircraft overflight areas. This overlay zone applies to properties such as the project site that are located within an AIA as identified in an adopted ALUCP for a public use or military airport (City 2013b).

Community Plan Implementation Overlay Zone (Type A)

The purpose of the CPIOZ is to provide supplemental development regulations that are tailored to specific sites within community plan areas of the City. The intent of these regulations is to ensure that development proposals are reviewed for consistency with the use and development criteria that have been adopted for specific sites as part of the community plan update process. The CPIOZ applies to properties such as the project site that are identified in a community plan as areas requiring supplemental development regulations or processing of a development permit and that have been incorporated by ordinance into this overlay zone (City 2013b).

Parking Impact Overlay Zone

The purpose of the Parking Impact Overlay Zone is to provide supplemental parking regulations for specified coastal beach and campus areas that have parking impacts. The intent of this overlay zone is to identify areas of high parking demand and increase the off-street parking requirements accordingly. This overlay zone applies to properties located within the Campus Impact Area for UCSD, including the project site (City 2013b).

Residential Tandem Parking Overlay Zone

The purpose of the Residential Tandem Parking Overlay Zone is to identify the conditions under which tandem parking may be counted as two parking spaces in the calculation of required parking. This overlay zone applies to properties (such as the project site) which are shown on Map No. C-922

filed in the office of the City Clerk (reproduced as Diagram 132-09A in Chapter 13, Article 2, Division 9 of the SDMC [City 2013b]).

Site Development Permit

The purpose of the SDP procedures is to establish a review process for proposed development that may have significant impacts on resources or on the surrounding area. An SDP may be required even if development is in conformance with all regulations. As stated in Section 126.0501 of the SDMC, "The intent of these procedures is to apply site-specific conditions as necessary to assure that the development does not adversely affect the applicable land use plan and to help ensure that all regulations are met." An SDP is required for the Project because the Project proposes development requiring a land use approval within the Airport Land Use Compatibility Overlay Zone. An SDP may be approved only if the following findings can be made relative to the ALUCP:

1. The proposed development will not adversely affect the applicable land use plan;
2. The proposed development will not be detrimental to the public health, safety, and welfare; and
3. The proposed development will comply with the applicable regulations of the *Land Development Code*.

Planned Development Permit

The existing Costa Verde Center operates under existing PDP No. 90-1109 and PCD 85-0783. Development that does not comply with all base zone regulations or all development regulations, or proposes to exceed limited deviations allowed by the development regulations contained in Chapter 14 of the SDMC, may apply for a PDP. The purpose of PDP procedures is to allow an applicant to request greater flexibility from the strict application of zoning regulations than would be allowed through a deviation process (see Section 143.0401 of the SDMC). As stated in Section 126.0601 of the SDMC, "The intent is to encourage imaginative and innovative planning and to assure that the development achieves the purpose and intent of the applicable land use plan and that it would be preferable to what would be achieved by strict conformance with the regulations." If a project complies with either the SDMC or a Specific Plan, then PDP deviations are not necessary. The following criteria are required to be incorporated into the design of all projects applying for a PDP:

1. The overall development design should be comprehensive and should demonstrate the relationships of the proposed development on site with existing development off site.
2. The scale of the project should be consistent with the neighborhood scale as represented by the dominant development pattern in the surrounding area or as otherwise specified in the applicable land use plan.
3. Buildings, structures, and facilities on the premises should be well integrated into, oriented towards, and related to, the topographic and natural features of the site.

4. Proposed developments should avoid repetitious development patterns that are inconsistent with the goals of the applicable land use plan.
5. Buildings should avoid an overwhelming or dominating appearance as compared to adjacent structures and development patterns. Abrupt differences in scale between large commercial buildings and adjacent residential areas should be avoided. Instead, gradual transitions in building scale should be incorporated.
6. Larger structures should be designed to reduce actual or apparent bulk. This can be achieved by using pitched roof designs, separating large surface masses through changes in exterior treatment, or other architectural techniques.
7. To the greatest extent possible, landscaping should be used to soften the appearance of blank walls and building edges and enhance the pedestrian scale of the development.
8. Elements such as curbside landscaping, varied setbacks, and enhanced paving should be used to enhance the visual appearance of the development.
9. Roof forms should be consistent in material, design, and appearance with existing structures in the surrounding neighborhood. Plant materials and other design features should be used to define and enhance the appearance of roof spaces, especially flat roofs that are visible from higher elevations.
10. Building material and color palettes should be consistent with the guidelines in the applicable land use plan.

Neighborhood Development Permit

The purpose of NDP procedures is to establish a review process for proposed development that may be desirable but may have some limited physical impacts on the surrounding properties. As stated in Section 126.0401 of the SDMC, "The intent of these procedures is to determine if the proposed development complies with the development regulations of the applicable one, as well as supplemental regulations for the type of development proposed, and to apply limited conditions if necessary to achieve conformance with these regulations." A NDP is required for the Project because the Project proposes tandem commercial parking spaces for valet parking in association with restaurant use and assigned employee parking. The findings necessary for a NDP are the same as those noted above for an SDP.

MCAS Miramar Airport Land Use Compatibility Plan

As discussed in Chapter 2, the ALUC is an agency that is required by state law to exist in counties in which there is a commercial and/or a general aviation airport. The purpose of the ALUC is to protect public health, safety, and welfare by ensuring the orderly development of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports, to the extent that these areas are not already devoted to incompatible uses. The San Diego County Regional Airport Authority (SDCRAA) serves as the ALUC for MCAS Miramar, the public aviation facility nearest the project site. The MCAS Miramar airfield is approximately two miles from the project site. The ALUC is responsible for preparation of ALUCPs

for each airport in the region. With limited exception, California law requires preparation of a compatibility plan for each public use and military airport in the state.

In addition to establishing land use compatibility policies, the ALUCPs establish development criteria for new development within the AIAs to protect the airports from incompatible land uses and provide the City with development criteria to support orderly growth surrounding the airports. The policies and criteria contained in the ALUCPs are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone within Chapter 13 of the SDMC.

The MCAS Miramar ALUCP is the fundamental tool used by the SDCRAA to promote land use compatibility between airports and the surrounding land uses in the air station vicinity. The MCAS Miramar ALUCP is intended to (1) provide for the orderly growth of the airport and area surrounding the airport; and (2) safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The ALUCP contains compatibility criteria, maps, and other policies to carry out these objectives (County of San Diego 2008). The project site is within the AIA for MCAS Miramar, as shown on Figure 5.1-2, *Airport Overlays—MCAS Miramar*. The AIA is defined as “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 as determined by an airport land use commission” (County of San Diego 2008). The AIA for MCAS Miramar serves as the planning boundary for the ALUCP for that airfield facility and is divided into two review areas: (1) Review Area 1 comprises the noise contours, safety zones, airspace protection surfaces, and overflight areas; and (2) Review Area 2 comprises the airspace protection surfaces and overflight areas. The project site is within Review Area 2 for MCAS Miramar.

To preclude incompatible development from intruding into areas of significant risk resulting from aircraft takeoff and landing patterns, the ALUCP identifies areas of significant risk as “Safety Zones.” The Safety Zones are used for evaluating safety compatibility for new development and are located adjacent to the ends of the runway’s primary surfaces, over which all aircraft using the airport must pass on either arrival or departure. The project site is not located within any Safety Zones for MCAS Miramar.

As described in Section 5.1.2.1, *Federal Regulations*, the project site is located within the FAA Part 77 Noticing Area for MCAS Miramar. Building height and obstruction restrictions apply around the installation to ensure that no object would interfere with the safe operation of aircraft or impact the air installation operations. The ALUCP contains criteria for determining airspace obstruction compatibility. Any proposed development that includes an object over 200 feet above the ground level or that penetrates the 100:1 slope extending 20,000 feet away from the nearest runway must be submitted to FAA for obstruction evaluation, as well as notifying SDCRAA and MCAS Miramar.

Regional Air Quality Strategy (RAQS)

The SDAPCD and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The San Diego County RAQS was updated most recently in 2016. The RAQS outlines SDAPCD’s plans and control measures designed to attain the state air quality standards for ozone. The SDAPCD has also developed the air basin’s input to the SIP, which is required under the federal CAA for areas that are

out of attainment of air quality standards. The SIP, approved by the USEPA in 1996, includes the SDAPCD's plans and control measures for attaining the ozone national standard.

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

Water Quality Control Plan for the San Diego Basin

The RWQCB adopted the Basin Plan in 1994 (updated in 2016) that recognizes and reflects regional differences in existing water quality, the beneficial uses of the region's ground and surface waters, and local water quality conditions and problems (RWQCB 1994). The Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters.

Urban Water Management Plan

In June 2016, the City issued its most recent Urban Water Management Plan (UWMP; City 2016f), which outlines current and future water supplies and demands in the City's service area. City Council Policy is "to support decisions that are aligned with the City's Urban Water Management Plan and the Conservation Element of the City's General Plan." City administration of the SB 610 Water Supply Assessments relies on the City's UWMP as a foundational document.

5.1.2 Impact 1: Potential Conflicts with Existing Plans

Issue 1: Would the Project result in an inconsistency/conflict with the environmental goals, objectives, or guidelines of the General/Community Plan in which it is located?

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

5.1.2.1 Impact Thresholds

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

- Inconsistent or conflict with the environmental goals and/or objectives of a community or general plan;
- Inconsistent or conflict with an adopted land use designation or intensity and result in indirect or secondary environmental impacts;
- Substantially incompatible with an adopted plan; and/or

- Cause the development or conversion of general plan or community plan designated open space or prime farmland to a more intensive use.

5.1.2.2 Impact Analysis

Consistency with San Diego Forward: The Regional Plan

The Project would increase the intensity of uses in a previously developed area identified in the Regional Plan as a Smart Growth Area and Potential Transit Priority Area (and later confirmed by the City as a Transit Priority Area). The site is located adjacent to the planned Blue Line Trolley Station, as well as in proximity to the UTC Transit Station. The proposed redesign of the center would provide enhanced pedestrian and bicycle connectivity with these transit facilities. The proposed hotel and office/research and development uses would intensify development and provide a mix of uses in this transit-oriented area, thus providing access to these facilities without reliance upon the automobile. This would be consistent with the intent of the SCS to create sustainable, mixed-use communities conducive to public transit, walking, and biking by focusing future growth in the previously developed, western portion of the region along the major existing transit and transportation corridors.

Consistency with Regional Air Quality Strategy

Although the SDAB is in non-attainment with the federal standard for ozone and the state standards for ozone and particulate matter, emissions associated with both Project construction and operation would be below the APCD significance criteria, as demonstrated in calculations completed for the Project contained in the Air Quality Technical Report (AQTR; HELIX 2019a), provided in Appendix C. The Project would also not affect the SDAB's ability to attain and maintain ambient air quality standards. Refer to Section 5.4, *Air Quality*.

Consistency with Water Quality Control Plan for the San Diego Basin

The Project would comply with all applicable City and related water quality standards and Hydromodification Management requirements. Conformance would be demonstrated through the use of appropriate low impact development (LID) site design, source control, and Priority Development Project storm water control BMPs. Refer to the *Hydrology/Water Quality* discussion in Section 5.9.

Consistency with General Plan, University Community Plan, and Costa Verde Specific Plan Designated Land Uses

The Project proposes a GPA/CPA/SPA to increase development intensity by 360,000 SF of research and development uses and 40,000 SF of office uses; re-designate approximately one acre from Neighborhood and Community Commercial to Visitor Commercial to allow a hotel use; and adopt incidental technical implementing amendments to address permitted uses, zoning regulations, and design guidelines and policies. These proposed amendments would concurrently take place through the Project approval process, which would result in future development being consistent with the revised land use designations. The proposed development intensification would be consistent with the Urban Node of the UCP and would not be incompatible with an adopted plan. The incorporation of Visitor Commercial use on the site would be consistent with the original vision of the CVSP, which

included plans for an on-site hotel (which was removed through subsequent plan amendments). The associated environmental impacts associated with the plan amendments are addressed throughout this EIR. The only significant impacts resulting from the density increase (as opposed to construction noise and paleontological resource impacts that would occur from redevelopment of the existing uses) would be traffic and noise impacts (see Sections 5.2 and 5.7, respectively). The Project would redevelop an already developed site and would not convert open space or prime farmland to a more intensive use.

Consistency with General Plan, University Community Plan, and Costa Verde Specific Plan Environmental Goals and/or Objectives

The Project would be consistent with applicable environmental goals and objectives contained in the General Plan, UCP, and CVSP as described below and outlined in Table 5.1-1.

The Project would consist of redevelopment in an identified Transit Priority Area and Smart Growth Area, consistent with the City of Villages Strategy. The proposed revitalization of commercial services would provide improved services to residents and businesses within the Urban Node. This, combined with the provision of additional employment opportunities, would help to reduce the number and distance of auto trips, which would in turn help reduce GHG emissions. Additionally, the proposed hotel would not only have access to the commercial uses on the site, but also be able to have direct access to transit via the Mid-Coast Trolley Station and UTC Transit Center, with connections to UCSD and employment centers. The Project also would include improvements to pedestrian and bicycle connections to transit for users of the site and residents of the surrounding area. These connections would incorporate a series of public spaces, including public plazas. Thus, the Project would contribute to the goal of focusing growth into mixed-use activity centers that are pedestrian-friendly, centers of the community, and linked to the regional transit system.

As shown in Table 5.1-1, the Project would be consistent with applicable policies from the General Plan Land Use and Community Planning Element; Mobility Element; Urban Design Element; Economic Prosperity Element; Public Facilities, Services and Safety Element; Recreation Element; Conservation Element; Noise Element (as discussed further under Issue 4); and Housing Element. Many of these policies are also cited in the City's CAP. The Project also would comply with applicable elements of the UCP, including the Housing/Residential Element, Commercial Element, Open Space and Recreation Element, Noise Element, Safety Element, Resource Management Element, Public Facilities Element, Development Intensity Element, Transportation Element, and Urban Design Element. Summary discussion of the Project's compliance with over-arching goals and policies are provided below for the General Plan, UCP and CVSP. Analytic detail is provided in Table 5.1-1. In addition, the Project would comply with the site development guidelines of the CVSP.

The Project would implement the City's General Plan mobility and conservation policies through a combination of vehicular, bicycle, and pedestrian circulation improvements that would enhance movement within the Project and encourage alternative methods of travel. The Project's incorporation of the future Trolley Station through a direct connection to the station would further City policies for sustainable methods of transportation to reduce energy use, GHG emissions, and traffic. In terms of the urban design, new structures, hardscape, and landscape elements would be designed in accordance with the City's policies and guidelines to revitalize an aging shopping center as a mixed-use neighborhood amenity for the University Community. The enhanced design would contribute to a cohesive urban environment, with less focus on the automobile and more focus on

provision of pedestrian-oriented features. The Project would support the Economic Prosperity element by providing a concentrated, mixed-use development that is located along a transit corridor and designed in a pedestrian-friendly manner. Adequate public facilities and services would be provided consistent with the General Plan policies. The commercial aspects of the Project would contribute to the economic prosperity of the University Community. Sustainability practices would be expanded, and features would be integrated into the Project to minimize its carbon dioxide footprint within the City and region. Noise within the community would be consistent with the noise limits in the General Plan and Noise Ordinance through implementation of mitigation measures identified in Section 5.7.

Implementation of the Project would redevelop an aging shopping center to provide the University Community with a mixed-use development that would provide commercial, hotel, office, research and development, and public space land uses within a UCP-designated Urban Node. The introduction of research and development uses to the site would support the UCP's goal of emphasizing the citywide importance of and encouraging the location of scientific uses in the North University area because of its proximity to UCSD. Reliance on the guidelines, goals, and objectives within the UCP would ensure the Project would be implemented with landscaping and a visual aesthetic compatible with the viewshed encompassing Genesee Avenue, Nobel Drive, and other developments in the area. The Project would be integrated with the future Trolley Station with a direct connection to contribute to the UCP's goal to optimize convenience for riders and encourage alternative modes of transportation. Compliance with City regulations pertaining to public facilities, recreation, noise, safety, and water quality would ensure the Project's compliance with the community's policies to protect such resources.

The Project would incorporate the site design guidelines from the CVSP through the proposed mixture of uses and unifying circulation systems for automobiles, bicycles, and pedestrians. Service areas would be appropriately screened and project design, including project edges and open areas, would be integrated with adjacent land uses. In accordance with the CVSP's architectural design guidelines, the Project would be consistent with the urban character of the area and would incorporate buildings with unifying yet varied design elements to create a sense of place while retaining visual interest (see detail in Section 5.3). CVSP landscape design guidelines that the Project would conform to include implementation of a unified landscape design concept; visual screening of loading, refuse, and utility areas; and complementary plantings of similar species that are related to the site's architectural elements.

Consistency with the Land Development Code

Although the site is located within the Residential-Single Unit zone (RS-1-14), land uses on site are governed by the CVSP. As the Project would conform to the applicable policies and standards of the CVSP (as amended) and SDMC, variances or deviations from the LDC would not be required. A PDP is required to implement the development standards contained in the proposed CVSP amendment.

Requirements associated with the Airport Land Use Compatibility Overlay Zone are addressed in Section 5.1.4.2.

The Project is within the CPIOZ Type A. Implementation of the Project would be consistent with the development regulations contained in the UCP related to Type A projects within the CPIOZ (refer to Table 5.1-1).

The Project also lies within the Parking Impact Overlay Zone. The intent of this overlay zone is to identify areas of high parking demand and increase the off-street parking requirements accordingly. The Project would provide parking spaces in accordance with the regulations in the CVSP and the Project's PDP. A NDP would be necessary as the Project proposes tandem commercial parking spaces for valet parking in association with restaurant use and assigned employee parking.

5.1.2.3 Significance of Impacts

The Project would include a GPA/CPA/SPA to increase the intensity of commercial development on site and re-instate a hotel use into Project design. These proposed uses would be consistent with the intention of The Regional Plan and the General Plan to focus growth into sustainable, mixed-use activity centers linked to the regional transit system. The Project would not result in an inconsistency or conflict with the environmental goals, objectives, or guidelines of the General Plan, UCP, CVSP, and other applicable plans. The Project would not require a deviation or variance from the SDMC because of conformance with the amended Specific Plan. Impacts would be less than significant.

5.1.2.4 Mitigation, Monitoring and Reporting

No mitigation measures would be required.

5.1.3 Impact 2: Land Uses Potentially Incompatible with an ALUCP

Issue 3: Would the Project result in land uses which are not compatible with an Airport Land Use Compatibility Plan (ALUCP)? Would the Project result in a safety hazard for people residing or working in a designated airport influence area?

5.1.3.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), a project would result in a significant land use policy impact if it would result in incompatible uses as defined in an airport land use plan.

5.1.3.2 Impact Analysis

MCAS Miramar is located approximately two miles from the project site. The project site is located within Review Area 2 of MCAS Miramar's AIA, which consists of locations that are within the airspace protection and/or overflight areas on the associated maps in the MCAS Miramar ALUCP (SDCRAA 2008). Since the site is within the overflight area for MCAS Miramar, the Project would be subject to review under FAA Part 77 Noticing Area requirements. Specifically, all projects that require notification to the FAA would be required to submit an FAA Determination of No Hazard to Air Navigation to the City prior to recommendation of discretionary approval of the project. Depending on the results of this review, the project may be required to implement appropriate measures to maintain compatibility with airport operations and ensure that potential hazards are avoided. Based on mandatory compliance with FAA regulatory criteria as described, potential impacts from aircraft-related hazards associated with the Project would be less than significant.

Issues in Review Area 2 requiring review include projects that create objects in a High Terrain Zone,¹ projects that create electrical or visual hazards to airplanes in flight, and projects that have the potential to cause an increase in birds or wildlife. The project site is not located within a High Terrain Zone. The Project also does not propose uses that would create electrical hazards to aircraft, and it does not propose the use of neon lights that could be mistaken for airport lighting or interfere with night vision goggles used by military pilots. The Project does not include large water features or propose uses that would attract wildlife such as birds that would interfere with aircraft operations.

The site is not located within the MCAS Miramar Safety Zone. In addition, the project site is located outside of the 60 CNEL noise contour as shown on the Compatibility Policy Map: Noise of the MCAS Miramar ALUCP. Noise levels from the airport were incorporated into transportation noise levels for on-site noise-sensitive land uses, as discussed below under Issue 4. A letter dated April 29, 2016, from the U. S. Marine Corps (USMC 2016) was received by the City. The MCAS Miramar Community Plans and Liaison Office staff determined that the Project is consistent with Air Installation Compatible Use Zone (AICUZ) noise and safety compatibility guidelines, and the proposed height of the new structure does not appear to penetrate the FAA Part 77 Outer Horizontal Surface and/or any Terminal Instrument Procedures surfaces. The Project also has been submitted to the ALUC for an official consistency determination. The Project would be compatible with the MCAS Miramar ALUCP, and no impacts would occur with respect to aircraft safety.

5.1.3.3 Significance of Impacts

As described above, the Project would be compatible with airport land uses plans and impacts would be less than significant.

5.1.3.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur, no mitigation measures would be required.

5.1.4 Impact 3: Potential Exposure to Excessive Noise Levels

Issue 4: Would the Project result in the exposure of people to current or future noise levels, which exceed standards established in the Noise Element of the General Plan or an adopted Airport Land Use Compatibility Plan (ALUCP)?

5.1.4.1 Impact Thresholds

A significant land use impact would occur if a project would expose new development to noise levels at exterior use areas or interior areas in excess of the noise compatibility guidelines established in the City General Plan Noise Element. The conditionally compatible exterior noise level for Project land uses is 75 CNEL for hotels, research and development, offices, and commercial-retail. For outdoor uses at a conditionally compatible land use, feasible noise mitigation techniques should be analyzed and incorporated to reduce noise levels to make the outdoor activities acceptable. For indoor uses at a conditionally compatible land use, exterior noise must be attenuated to 45 CNEL for

¹ This zone is an area of land that penetrates a specific elevation defined by the FAA that radiates from an airport.

hotels and 50 CNEL for research and development, offices, and commercial-retail to be considered a compatible land use.

5.1.4.2 Impact Analysis

The planning of future uses in conjunction with the City's Land Use – Noise Compatibility Guidelines is intended to ensure compatibility with the noise environment (as necessary) through spatial separation, site design, and construction techniques. The Project is, therefore, evaluated relative to its own production of noise as well as potential exposure of proposed on-site uses to excessive noise levels.

Exterior Noise Levels

Noise sources that may affect the exterior noise levels of the Project include off-site traffic from Genesee Avenue and Nobel Drive, aircraft noise from MCAS Miramar, noise generated by the Trolley, and on-site operational noise sources including heating, ventilation, and air conditioning (HVAC) units, delivery trucks, a trash compactor, and live music. Noise levels were modeled at the Project's on-site exterior use areas, including the event plaza, retail terrace, and office balconies, as well as the facades of the retail, office, and hotel buildings, to determine noise level standard compliance for these uses. Receiver locations can be seen on Figure 6 of the Project's Acoustical Analysis Report (HELIX 2019c), provided in Appendix E.

Modeling for on-site operational noise impacts assumed a conservative peak hour condition with all operational noise sources generating noise at the same time, measured in dBA one-hour average sound level (L_{EQ}). For example, the outdoor live music was assumed to occur at the same time as the delivery trucks, when in practice events with musicians would likely occur in the afternoon or later, whereas delivery trucks typically unload cargo during morning hours. In addition, the values presented in peak hour dBA L_{EQ} are more conservative when compared to thresholds in CNEL, as the peak hour dBA L_{EQ} assumes all operational equipment running for all hours of the night, when in practice most of the operational noise sources typically would not be in operation during the nighttime hours when dBA penalties are assigned to CNEL (7:00 p.m. to 7:00 a.m.).

Future traffic noise levels presented in this analysis are based on forecasted traffic volumes provided in the TIA (LLG 2020a), aircraft noise levels are based upon the contours presented in the MCAS Miramar ALUCP, and the Trolley noise levels are based upon horn noise information presented in the Mid-Coast Trolley EIR and Noise Technical Report. The aircraft and Trolley noise levels are conservative estimates that do not account for buildings or topographical attenuation. Noise levels at the Project's exterior use areas and building facades were modeled to range from 59.3 to 74.9 dBA L_{EQ} . The highest noise levels would occur at the first floor of the hotel, facing east. Noise levels throughout the project site would not exceed the City's Noise Element exterior noise level conditionally compatible standard of 75 CNEL for hotels, offices, or commercial-retail uses. Impacts to project outdoor use areas would be less than significant.

Interior Noise Levels

As traditional architectural materials are expected to attenuate noise levels by 15 CNEL, if noise levels exceed 60 CNEL at the Project's hotel façades or 65 CNEL at the commercial-retail, office, or

research and development building façades, interior noise levels may exceed the City Noise Element interior noise standards for each type of land use.

Building façade noise levels were modeled to exceed 60 CNEL at the hotel facades and exceed 65 CNEL at commercial-retail, office, and research and development uses in Buildings T1, T2, E, F, H, and J. Therefore, interior noise levels would likely exceed City Noise Element interior noise standards without additional architectural attenuation.

The following condition of approval, which is further detailed in Appendix E under NOI-5, would be required to ensure Project consistency with the City Noise Element for interior noise levels:

For hotel rooms where exterior noise levels exceed 60 CNEL and for commercial-retail, research and development, and office uses where exterior noise levels exceed 65 CNEL, the Project applicant shall coordinate with the Project architects and other contractors to ensure compliance with the 45 CNEL interior noise level standard for hotels and 50 CNEL for commercial-retail, research and development, and office uses.

This will be achieved through additional exterior-to-interior noise analysis once specific building plan information is available. This analysis shall be conducted for the proposed hotel, commercial-retail, research and development, and office areas where exterior noise levels are expected to exceed the applicable limits. If predicted noise levels are found to be in excess of the applicable limit, the report shall identify architectural materials or techniques that could be included to reduce noise levels to the applicable limit.

5.1.4.3 Significance of Impacts

On-site exterior noise levels would be below City Noise Element exterior noise land use conditionally compatible standards, and impacts would be less than significant.

With implementation of the condition of approval, noise at the Project's interior areas would not exceed the 45 CNEL interior noise level standard for hotels or the 50 CNEL interior noise level standard for commercial-retail, research and development, and office uses and would be consistent with the City Noise Element. Noise land use compatibility impacts to interior areas of the Project would be less than significant.

5.1.4.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur, no mitigation measures would be required.

5.1.5 Impact 4: Physically Divide an Established Community

Issue 5: Would the Project physically divide an established community?

5.1.5.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), land use policy impacts may be significant if a project would physically divide an established community.

5.1.5.2 Impact Analysis

The project site is currently developed with an existing shopping center open to the public. The Project would facilitate public movement to and through the site by providing a connection to the Trolley Station to the east, enhancing connectivity between the site and uses to the west, and enhancing bicycle and pedestrian mobility within and adjacent to the site. Therefore, rather than dividing an established community, the Project would enhance connectivity within the community.

5.1.5.3 Significance of Impact

The project would not divide an established community; therefore, impacts would not occur.

5.1.5.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur, no mitigation measures would be required.

5.1.6 Impact 5: Consistency with City's Multiple Species Conservation Program Subarea Plan or Other State Habitat Conservation Plan

Issue 6: Would the Project conflict with the provisions of the City's Multiple Species Conservation Program Subarea Plan or other approved local, regional, or state habitat conservation plan?

5.1.6.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), land use policy impacts may be significant if a project would be inconsistent or conflict with adopted environmental plans for an area.

5.1.6.2 Impact Analysis

The project site is entirely developed and surrounded by urban development and infrastructure, such as major roads. The project site is within the Urban Areas of the City's MSCP Subarea Plan. It is located outside the MHPA and no MHPA exists in the project vicinity. The site does not support any covered vegetation communities or covered species. Therefore, the Project would not be inconsistent or conflict with adopted conservation plans for the area.

5.1.6.3 Significance of Impact

The project would not result in inconsistency with the MSCP or other approved local, regional, or state habitat conservation plan; therefore, impacts would not occur.

5.1.6.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur, no mitigation measures would be required.

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Table 5.1-1
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
|--|---|---------------------|
| CITY OF SAN DIEGO GENERAL PLAN | | |
| Land Use and Community Planning Element | | |
| <p><i>City of Villages Strategy Goal:</i> Mixed-use villages throughout the City connected by high-quality transit.</p> | <p>Although it would not formally be designated as a village, the Project entails a mixed-use development consistent with the City of Villages Strategy in that it would include retail, office/research and development, and hotel land uses and public spaces in a high-density area with existing residential development and connections to transit. Existing bus service is provided in the Project area and a direct connection to the approved Blue Line Trolley would be provided. Furthermore, the Project site is identified in the General Plan as exhibiting a high village propensity.</p> | <p>Yes</p> |
| <p><i>Policy LU-A.1:</i> Designate a hierarchy of village sites for citywide implementation.</p> <p>b. Encourage further intensification of employment uses throughout Subregional Employment Districts. Where appropriate, consider collocating medium- to high-density residential uses with employment uses (see also Economic Prosperity Element).</p> <p>d. Revitalize transit corridors through the application of plan designations and zoning that permits a higher intensity of mixed-use development. Include some combination of: residential above commercial development, employment uses, commercial uses, and higher density-residential development.</p> | <p>The Project site is located in an area with a high village propensity, as identified in General Plan Figure LU-1. The Project entails a mixed-use development that would include retail, office/research and development, and hotel land uses as well as public spaces in a high-density area with existing residential development and connections to transit.</p> | <p>Yes</p> |
| <p><i>Policy LU-A.2:</i> Identify sites suitable for mixed-use village development that will complement the existing community fabric or help achieve desired community character, with input from recognized community planning groups and the general public.</p> | <p>The Project incorporates mixed-use development characteristic of a village (as identified in the City of Villages Strategy) that would be compatible with the existing neighborhood character and consistent with the goals and visions identified for the Urban Node of the University Community Plan and the CVSP area. Ongoing coordination with community planning groups and community</p> | <p>Yes</p> |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|---|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Land Use and Community Planning Element (cont.) | | |
| <i>Policy LU-A.2 (cont.)</i> | residents has occurred through community planning group presentations, workshops, and public meetings. The intent of these public outreach efforts is to solicit input from key stakeholders. Additional opportunities for community input will be provided during the plan review and environmental review processes. | |
| <i>Policy LU-A.3:</i> Identify and evaluate potential village sites considering the following physical characteristics: <ul style="list-style-type: none"> • Shopping centers, districts, or corridors that could be enhanced or expanded; • Community or mixed-use centers that may have adjacent existing or planned residential neighborhoods; • Vacant or underutilized sites that are outside of open space or community-plan designated single-family residential areas; • Areas that have significant remaining development capacity based upon the adopted community plan; and • Areas that are not subject to major development limitations due to topographic, environmental, or other physical constraints. | The Project captures the underutilized capacity of the aging shopping center to create a mixed-use center consistent with the characteristics of a village with retail, office/research and development, and hotel land uses, as well as public spaces located adjacent to several bus routes and the future Trolley Station. Extensive multi-family residential development is present in the immediate vicinity of the site. The Project has no topographic, environmental, or other physical limitations to development. | Yes |
| <i>Policy LU-A.4:</i> Locate village sites where they can be served by existing or planned public facilities and services, including transit services. | The Project is currently served by public facilities and public services, and is located adjacent to several bus routes and the future Trolley Station, which is immediately adjacent and linked to the Project. | Yes |
| <i>Policy LU-A.9:</i> Integrate public gathering spaces and civic uses into village design (see also Urban Design Element, Policies UD-C.5 and UD-E.1). | The Project would provide public spaces, including a plaza for public gatherings and social interaction, a community room, as well as a number of smaller public outdoor spaces for use by employees, customers, and the community. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Land Use and Community Planning Element (cont.) | | |
| <i>Policy LU-A.10:</i> Design infill projects along transit corridors to enhance or maintain a “Main Street” character through attention to site and building design, land use mix, housing opportunities, and streetscape improvements. | The Project would include a ground-level plaza that would connect to the future Trolley Station, and would integrate pedestrian and bicycle connections to the station and existing bus routes. In addition, the northern portion of the site would be organized along a central promenade lined with retail shops, restaurants, and other neighborhood services. This central promenade would be a vibrant, active, pedestrian-oriented feature that would be connected to the southern portion of the center. The addition of office/research and development uses would increase activity in this area. The architecture of proposed buildings would provide articulation and various design elements to provide visual diversity and interest. Outdoor seating/dining areas both within the center and along the street frontage would contribute to the “Main Street” character. The streetscape along Genesee Avenue would be improved with features such as benches and additional trees. | Yes |
| <i>Policy LU-A.11:</i> Design and evaluate mixed-use village projects based on the design goals and policies contained in the Urban Design Element. | The Project design considers and integrates the goals and policies of the Urban Design Element, as addressed in discussion of that Element, below. | Yes |
| <i>General Plan Land Use Categories Goal:</i> Land use categories and designations that remain consistent with the General Plan Land Use categories as community plans are updated and/or amended. | The Project proposes to change the UCP designation of one acre of the site from Neighborhood Commercial/Community Commercial to Visitor Commercial. | Yes |
| <i>Policy LU-B.3:</i> Plan for and develop mixed-use projects where a site or sites are developed in an integrated, compatible, and comprehensively planned manner involving two or more land uses. | The Project incorporates retail, office/research and development, and hotel uses and public spaces in an integrated and comprehensively planned manner. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|---|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Land Use and Community Planning Element (cont.) | | |
| <i>Plan Amendment Process Goal:</i> Approve plan amendments that better implement the General Plan and community plan goals and policies. | The Project proposes to change the Community Plan designation of one acre of the site from Neighborhood Commercial/Community Commercial to Visitor Commercial. The resulting land use designations are commercial land use designations in Table LU-4 in the Land Use and Community Planning Element of the General Plan. These designations allow for retail and office/research and development uses, and Visitor Commercial allows for hotel uses. Promoting mixed-use developments near transit is a focus of the City of Villages Strategy of the General Plan. As shown in this table, the Project would be consistent with applicable General Plan and Community Plan goals and policies with City approval of the proposed GPA/CPA/SPA. | Yes |
| <i>Plan Amendment Process Goal:</i> Allow for changes that will assist in enhancing and implementing the community's vision. | As discussed under the UCP in this table, the Project would be consistent with the framework goals identified in the UCP related to the physical, social, and economic balance of planned land uses in the University community. The Project would provide the community with redevelopment of an aging shopping center into a mixed-use development adjacent to public transit. The Project would provide neighborhood- and community-serving commercial services needed to support the adjacent and nearby population and would include employment uses and public spaces for gathering. It also would provide an opportunity to improve pedestrian connections, pedestrian and vehicular circulation within and through the site, off-street parking, and streetscapes. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|---|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Land Use and Community Planning Element (cont.) | | |
| <p><i>Policy LU-D.1:</i> Require a General Plan and community plan amendment for proposals that involve: a change in community plan adopted land use or density/intensity range; a change in the adopted community plan development phasing schedule; or a change in plan policies, maps, and diagrams.</p> | <p>Because the Project proposes a mix and intensity of land uses different from the existing Community Plan land use designation, a GPA/CPA is required and proposed as part of the Project. An amendment to the CVSP is also proposed to increase the development intensity by approximately 40,000 SF of commercial/office and 360,000 SF of research and development space; re-designate approximately one acre from Neighborhood and Community Commercial to Visitor Commercial to allow a hotel use; and adopt incidental technical implementing amendments to address permitted uses, zoning regulations, and design guidelines and policies.</p> | Yes |
| <p><i>Policy LU-D.2:</i> Require an amendment to the public facilities financing plan concurrently with an amendment to the General Plan and community plan when a proposal results in a demand for public facilities that is different from the adopted community plan and public facilities financing plan.</p> | <p>As discussed in Section 5.12, <i>Public Utilities</i>, impacts related to potable water supplies or sewer facilities would be less than significant. This means that the City would be able to provide the Project with water and sewer services. The Project would include construction of on-site water and sewer pipelines and drainage facilities. With regard to solid waste, a WMP (Appendix H3) was prepared for the Project. Implementation of the approved WMP would be made a condition of Project approval to ensure that impacts related to solid waste would be less than significant. The Project would be required to implement applicable roadway improvements as detailed in Section 5.2.2.4.</p> <p>The City will evaluate the proposed Project for consistency with the “North University City Public Facilities Financing Plan and Facilities Benefit Assessment” (Financing Plan/FBA). The City will ensure that adequate improvements are currently available and/or will be provided to serve the Project; that new development will not burden existing infrastructure; and that fair share contributions (if required) are made prior to permit issuance.</p> | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|---|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Land Use and Community Planning Element (cont.) | | |
| <i>Policy LU-D.12:</i> Evaluate specific issues that were identified through the initiation process, whether the proposed amendment helps achieve the long-term community goals, as well as any additional community-specific amendment evaluation factors. | The CPA initiation process resulted in the identification of four issues identified by staff, as well as five issues identified by the Planning Commission. This EIR addresses these environmental issues and potential environmental impacts of the Project. In addition, review by the University Community Planning Group (UCPG), an advisory group, will occur prior to review by the Planning Commission and City Council. | Yes |
| <i>Policy LU-D.13:</i> Address the following standard plan amendment issues prior to the Planning Commission decision at public hearing related to level and diversity of community support; appropriate size and boundary for the amendment site; provision of additional benefit to the community; implementation of major General Plan and community plan goals, especially as related to the vision, values, and City of Villages Strategy; and provision of public facilities. | <p>These issues will be fully addressed prior to the Planning Commission decision and will be presented in the staff report. Ongoing coordination with the UCPG and community residents has occurred through presentations, workshops, and public meetings. The intent of these public outreach efforts is to solicit input from key stakeholders. Additional opportunities for community input will be provided during the plan review and environmental review processes.</p> <p>As shown in this table, the Project would be consistent with applicable goals, policies, and guidelines presented in the General Plan and UCP. The Project would be consistent with the General Plan City of Villages strategy because it implements a mixed-use development in an area served by public transit, including several bus routes and the future Trolley Station.</p> <p>Impacts to public services are discussed in Section 5.13, <i>Public Services and Facilities</i>. As stated in that section, the Project may result in a minimal increase in calls to the police and fire departments; however, no new facilities or improvements to existing facilities would be necessary as impacts would be less than significant. No impacts would occur to schools, libraries, and parks and recreational facilities.</p> | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Land Use and Community Planning Element (cont.) | | |
| <i>Airport Land Use Compatibility Goal:</i> Protect the health, safety, and welfare of persons within an airport influence area by minimizing the public's exposure to high levels of noise and risk of aircraft accidents. | The Project is located outside of MCAS Miramar's 60 CNEL noise contour and is not located within the airport's Safety Zones, as identified in the MCAS Miramar ALUCP. Therefore, the public would not be exposed to high levels of aircraft noise or accidents on the site. | Yes |
| <i>Airport Land Use Compatibility Goal:</i> Protection of public use airports and military air installations from the encroachment of incompatible land uses within an airport influence area that could unduly constrain airport operations. | The Project site is located within Review Area 2 of the AIA for MCAS Miramar as identified in the airport's ALUCP. The Project would be subject to FAA Part 77 Noticing Area requirements, which includes the Project submitting an FAA Determination of No Hazard to Air Navigation to the City prior to recommendation of discretionary approval of the Project. With compliance with FAA regulations, the Project would be a compatible land use within the AIA of MCAS Miramar. | Yes |
| <i>Policy LU-G.2:</i> Submit all amendments and updates to the General Plan, community plans, specific plans, airport plans, development regulations and zoning ordinances affected by an airport influence area to the ALUC to ensure that they are consistent with the Airport Land Use Compatibility Plan or have the City Council take steps to overrule the ALUC. | The Project site is located within Review Area 2 of the AIA for MCAS Miramar as identified in the airport's ALUCP. The Project would be a compatible land use within the AIA of MCAS Miramar, and would be subject to review and approval by the FAA and the ALUC. | Yes |
| <i>Policy LU-G.5:</i> Implement the height standards used by the FAA as defined by Code of Federal Regulations Title 14, Part 77 through development regulations and zoning ordinances. | The Project site is located within Review Area 2 of the AIA for MCAS Miramar as identified in the airport's ALUCP. The Project would be subject to FAA Part 77 Noticing Area requirements, which includes the Project submitting an FAA Determination of No Hazard to Air Navigation to the City prior to recommendation of discretionary approval of the Project. The Project would not exceed the height standards used by the FAA. | Yes |

| <p>Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</p> | | |
|---|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Land Use and Community Planning Element (cont.) | | |
| <p><i>Policy LU-G.6:</i> Require that all proposed development projects (ministerial and discretionary actions) notify the FAA in areas where the proposed development meets the notification criteria as defined by Code of Federal Regulation Title 14, Part 77.</p> <ul style="list-style-type: none"> a. Require that all proposed development projects that are subject to FAA notification requirement provide documentation that FAA has determined that the project is not a Hazard to Air Navigation prior to project approval. b. Require that the Planning Commission and City Council approve any proposed development that the FAA has determined to be a Hazard to Air Navigation once state and ALUC requirements are satisfied. | <p>The Project site is located within Review Area 2 of the AIA for MCAS Miramar as identified in the airport's ALUCP. The Project would be subject to FAA Part 77 Noticing Area requirements, which includes the Project submitting an FAA Determination of No Hazard to Air Navigation to the City prior to recommendation of discretionary approval of the Project.</p> <p>The Project would be subject to FAA Part 77 Noticing Area requirements, which includes the Project submitting an FAA Determination of No Hazard to Air Navigation. The proposed Project would not result in structures that pose an airspace obstruction, land uses that create wildlife hazards, particularly related to birds, or land use characteristics that create visual or electronic interference with air navigation.</p> | Yes |
| <p><i>Policy LU-H.1:</i> Promote development of balanced communities that take into account community-wide involvement, participation, and needs.</p> <ul style="list-style-type: none"> a. Plan village development with the involvement of a broad range of neighborhood, business, and recognized community planning groups and consideration of the needs of individual neighborhoods, available resources, and willing partners. | <p>The Project proposes a mix of land uses that would serve multiple community functions, including retail uses, office/research and development uses, a hotel, and public spaces within proximity to existing community amenities and transit.</p> <p>Ongoing coordination with the UCPG and the community has occurred through presentations, workshops, and public meetings.</p> | Yes |
| <p><i>Policy LU-H.4:</i> Strive for balanced commercial development (see also Economic Prosperity Element, Section B).</p> | <p>The Project would provide various commercial uses on site, possibly including retail, restaurants, and a hotel, grocery store, health club, pharmacy, bank/financial institution, and other community/ neighborhood uses and services, as well as office/research and development uses. These proposed commercial uses (including the hotel) would provide a balanced hub of diverse commercial activity incorporating public spaces. This proposed mix of synergistic uses would also be consistent with the General Plan "City of Villages" strategy.</p> | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Land Use and Community Planning Element (cont.) | | |
| <i>Policy LU-H.6:</i> Provide linkages among employment sites, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle network. | The Project is a mixed-use development integrating retail, office/ research and development, and hotel land uses with enhanced pedestrian and bicycle connections to surrounding residential areas and adjacent facilities, including to several bus routes and the future Trolley Station. | Yes |
| <i>Policy LU-H.7:</i> Provide a variety of different types of land uses within a community in order to offer opportunities for a diverse mix of uses and to help create a balance of land uses within a community (see also LU-A.7). | The Project proposes a mixed-use development within the University Community that would provide a variety of land uses on site, including retail, office/research and development, hotel, and public spaces, adjacent to existing residential development. The Project would be consistent with community goals of providing a balance of planned land uses within the University Community (refer to the section in this table addressing consistency with the UCP). | Yes |
| <i>Environmental Justice Goal:</i> Improve mobility options and accessibility in every community. | All aspects of Project development, including structures, roadways, and pedestrian walkways, would be designed and constructed in compliance with Americans with Disabilities Act (ADA) requirements. The Project would provide internal roadways and pedestrian paths, as well as bicycle facilities that would link internally as well as to surrounding areas, which include a private park to the west, several bus routes, and the future Trolley Station. | Yes |
| <i>Environmental Justice Goal:</i> Promote and ensure environmental protection that will emphasize the importance of safe and healthy communities. | Potential public health risks that may be associated with hazardous substances and toxic air emissions from the proposed Project are addressed in Sections 5.4, <i>Air Quality</i> , and 5.11, <i>Health and Safety</i> , of this EIR. Impacts related to these concerns would be less than significant. In addition, the incorporation of a public gathering spaces and improved bicycle/pedestrian/transit connections would help contribute to the goal of safe and healthy communities. | Yes |

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
|--|---|------------------------|
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Land Use and Community Planning Element (cont.) | | |
| <p><i>Policy LU-I.1:</i> Ensure environmental justice in the planning process through meaningful public involvement.</p> <ul style="list-style-type: none"> a. Assure potentially affected community residents that they have opportunities to participate in decisions that affect their environment and health, and that the concerns of all participants involved will be considered in the decision-making process. b. Increase public outreach to all segments of the community so that it is informative and detailed in terms of process and options available to the community. c. Consult with California Native American tribes to provide them with an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to cultural places. | <p>Ongoing coordination with UCPG and the community has occurred through presentations, workshops, and public meetings. As part of the public outreach and environmental process for the Project, the City prepared a NOP, dated July 12, 2016 and distributed it to the public including all responsible and trustee agencies, members of the general public, community groups, and governmental agencies. A scoping meeting was held on July 28, 2016 to inform the public about the Project and receive comments. Copies of the NOP and comment letters, as well as a summary of issues raised at the scoping meeting, are contained in Appendix A of this document. A previous version of the EIR was circulated for public review. Additional opportunities for community input will be provided during the environmental review process and associated Planning Commission and City Council hearings. The City also provided the required notice to Native American tribes in accordance with the requirements of Assembly Bill 52.</p> | Yes |
| <p><i>LU-I-11.</i> Implement the City of Villages concept for mixed-use, transit-oriented development as a way to minimize the need to drive by increasing opportunities for individuals to live near where they work, offering a convenient mix of local goods and services and providing access to high quality transit services.</p> | <p>The Project is a mixed-use development that includes retail, office/research and development, and hotel land uses and public spaces, which would have a direct connection to the future Trolley Station and several existing bus routes. The Project would provide the opportunity for shoppers, employees, and hotel guests to access goods, services, work, and their nearby homes without driving.</p> | Yes |

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
|--|--|------------------------|
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Mobility Element | | |
| <i>Walkable Community Goal:</i> A city where walking is a viable travel choice, particularly for trips of less than one-half mile. | The Project includes a pedestrian network of sidewalks and walkways that links to surrounding areas. Also, the Project includes public spaces, landscaping, and seating areas to promote pedestrian activity. In providing a diversity of uses in a localized area, the Project would allow opportunities for pedestrians to reach multiple destinations within walking distance. It also would improve pedestrian connectivity to transit for longer trips. | Yes |
| <i>Walkable Community Goal:</i> A safe and comfortable pedestrian environment. | Walkways and plazas would be landscaped and lighted and would include trash receptacles and seating areas to create safe and accessible pedestrian spaces. | Yes |
| <i>Walkable Community Goal:</i> A complete, functional, and interconnected pedestrian network, that is accessible to pedestrians of all abilities. | The Project includes a pedestrian network, which would provide safe and attractive internal pedestrian walkways and sidewalks that would also connect to the off-site network. Walkways would be landscaped and lighted and would include trash receptacles and seating areas to create safe and accessible pedestrian spaces. All aspects of Project development, including structures, roadways, and pedestrian walkways, would be designed and constructed in compliance with ADA requirements. | Yes |
| <i>Walkable Community Goal:</i> Greater walkability achieved through pedestrian-friendly street, site and building design. | The Project concept, in its provision of a variety of uses, promotes walkability by facilitating access to a variety of destinations in one geographic area. Sidewalks along Genesee Avenue and Nobel Drive would be improved to urban parkway configurations, with a 12-foot wide sidewalk, tree grates, and 2 feet of private landscaping within the parkway. Benches would also be provided along Genesee Avenue to enhance pedestrian comfort. High-visibility crosswalk striping would be included at the intersection of Genesee Avenue and Esplanade Court. Additionally, the Project includes street level retail and restaurants, walkways, and public spaces to promote the walkability within the development and connectivity to the surrounding area. | Yes |

| <p>Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</p> | | |
|--|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Mobility Element (cont.) | | |
| <p><i>Policy ME-A.1:</i> Design and operate sidewalks, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions, including but not limited to those described in the Pedestrian Improvements Toolbox, Table ME-1.</p> | <p>Walkways would be landscaped and lighted and would include trash receptacles and seating areas to create safe and accessible pedestrian spaces. Several of the pedestrian improvements in Table ME-1 would be provided by the Project, such as curb extensions, crosswalks, sidewalks, landscaping, street furnishings, canopy trees, and traffic controls. Sidewalks along Genesee Avenue and Nobel Drive would be improved to urban parkway configurations, with a 12-foot wide sidewalk, tree grates, and 2 feet of private landscaping within the parkway. Benches would also be provided along Genesee Avenue to enhance pedestrian comfort. High-visibility crosswalk striping would be included at the intersection of Genesee Avenue and Esplanade Court.</p> | Yes |
| <p><i>Policy ME-A.2:</i> Design and implement safe pedestrian routes.</p> <ul style="list-style-type: none"> a. Collaborate with appropriate community groups, and other interested private and public sector groups or individuals to design and implement safe pedestrian routes to schools, transit, and other highly frequented destinations. Implement needed improvements and programs such as wider and non-contiguous sidewalks, more visible pedestrian crossings, traffic enforcement, traffic calming, street and pedestrian lighting, pedestrian trails, and educating children on traffic and bicycle safety. d. Implement Crime Prevention Through Environmental Design (CPTED) measures to reduce the threat and incidence of crime in the pedestrian environment (see also Urban Design Element, Policy UD-A.17). e. Ensure that there are adequate law enforcement, code enforcement, and litter and graffiti control to maintain safe and attractive neighborhoods. | <p>The Project includes pedestrian-oriented Project design features, such as street level retail and restaurants, walkways, lighting, and public spaces lighting and connectivity of walkways to implement safe pedestrian routes. Sidewalks along Genesee Avenue and Nobel Drive would be improved to urban parkway configurations, with a 12-foot wide sidewalk, tree grates, and 2 feet of private landscaping within the parkway. Benches would also be provided along Genesee Avenue to enhance pedestrian comfort. High-visibility crosswalk striping would be included at the intersection of Genesee Avenue and Esplanade Court.</p> <p>The Project includes a variety of uses which would encourage activity in various locations throughout the development and throughout the day. Design features including materials, lighting, and structures would be utilized to define and differentiate public, semi-public/private, and private spaces. The presence of users with various degrees of ownership in these public and private spaces would contribute “eyes on the street” to discourage crime.</p> | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|---|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Mobility Element (cont.) | | |
| <i>Policy ME-A.2 (cont.)</i> f. Provide adequate levels of lighting for pedestrian safety and comfort. | As detailed in Section 5.12, <i>Public Services and Facilities/Recreation</i> , the area has adequate law enforcement to maintain safety. | |
| <i>Policy ME-A.4:</i> Make sidewalks and street crossings accessible to pedestrians of all abilities. a. Meet or exceed all federal and state requirements. b. Provide special attention to the needs of children, the elderly, and people with disabilities. c. Maintain pedestrian facilities to be free of damage or trip hazards. | The Project would include a pedestrian network, which would provide safe and attractive internal pedestrian walkways and sidewalks that would also connect to the off-site network. Walkways would be lighted to create safe and accessible pedestrian spaces. All aspects of Project development, including structures, roadways, and pedestrian walkways, would be designed and constructed in compliance with ADA requirements, and therefore pedestrian facilities would be accessible to pedestrian of all abilities. | Yes |
| <i>Policy ME-A.7:</i> Improve walkability through the pedestrian-oriented design of public and private projects in areas where higher levels of pedestrian activity are present or desired. a. Enhance streets and other public rights-of-way with amenities such as street trees, benches. b. Design site plans and structures with pedestrian-oriented features (see also Urban Design Element, Policies UD-A.6, UD-B.4, and UD-C.6). c. Encourage the use of non-contiguous sidewalk design where appropriate to help separate pedestrians from auto traffic. In some areas, contiguous sidewalks with trees planted in grates adjacent to the street may be a preferable design. d. Enhance alleys as secure pathways to provide additional pedestrian connections. | A survey conducted of current customers indicated that currently 20 percent of customers access the center by walking. The Project concept, in its provision of a variety of uses, further promotes walkability by facilitating access to a variety of destinations in one geographic area. Additionally, the Project specifically includes pedestrian features, such as street furnishings, lighting, landscaping, street-level retail, and public spaces to promote the walkability within the development and connectivity to the surrounding area. Sidewalks along Genesee Avenue and Nobel Drive would be improved to urban parkway configurations, with a 12-foot wide sidewalk, tree grates, and 2 feet of private landscaping within the parkway. Benches would also be provided along Genesee Avenue to enhance pedestrian comfort. High-visibility crosswalk striping would be included at the intersection of Genesee Avenue and Esplanade Court. The Project site does not include alleys or historic sidewalks. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Mobility Element (cont.) | | |
| <i>Policy ME-A.7 (cont.)</i> e. Implement traffic calming measures to improve walkability in accordance with Policy ME-C.5. f. When existing sidewalks are repaired or replaced, take care to retain sidewalk stamps and imprints that are indicators of the age of a particular neighborhood, or that contribute to the historic character of a neighborhood. | | |
| <i>Policy ME-A.8:</i> Encourage a mix of uses in villages, commercial centers, transit corridors, employment centers and other areas as identified in community plans so that it is possible for a greater number of short trips to be made by walking. | The Project proposes a mixed-use development that would provide a variety of land uses on site, including retail, office/ research and development, hotel, and public spaces in an area with dense residential development. In providing a diversity of uses in a localized area and enhancing connectivity between various modes of travel, the Project would allow opportunities for pedestrians to reach multiple destinations and could encourage this mode of travel. | Yes |
| <i>Policy ME-B.2:</i> Support the provision of higher-frequency transit service and capital investments to benefit higher-density residential or mixed-use areas; higher-intensity employment areas and activity centers; and community plan-identified neighborhood, community, and urban villages; and transit-oriented development areas. | The Project proposes to construct a mixed-use development in the University Community. Several bus routes currently serve the area. In addition, a high-frequency trolley line, the Blue Line Trolley, is under construction directly adjacent to the site. The retail, office/research and development, hotel, and public space uses of the Project site will be connected to theses modes of transit to further serve the transit-oriented development goals of the Mobility Element. The Project also would enhance connectivity of surrounding residential development to these transit opportunities. | Yes |

| <p>Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</p> | | |
|--|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Mobility Element (cont.) | | |
| <i>Policy ME-B.3:</i> Design and locate transit stops/stations to provide convenient access to high activity/density areas, respect neighborhood and activity center character, implement community plan recommendations, enhance the users' personal experience of each neighborhood/center, and contain comfortable walk and wait environments for customers (see also Urban Design Element, Policy UD-A.9). | The Project would provide easy access to the future Trolley Station and the existing bus routes adjacent to the Project site. The Project would include a central plaza adjacent to the trolley station, and provide convenient connections through the center to the trolley station. | Yes |
| <i>Street and Freeway System Goal:</i> A street and freeway system that balances the needs of multiple users of the public right-of-way. | A Transportation Impact Analysis (TIA) prepared by Linscott, Law & Greenspan Engineers (LLG 2020a) analyzed site-specific traffic conditions and evaluated potential transportation impacts and mitigation measures. Section 5.2, <i>Transportation/Circulation</i> , lists the mitigation for direct and cumulative traffic impacts to intersections and roadways. With implementation of the mitigation, the Project would be consistent with a street and freeway system that balances the needs of multiple users in the form of improvements to the existing street system while also reflecting the desire of the community to not continue to widen key roadways. The Project would connect to existing bike lanes and sidewalks along its frontage with Genesee Avenue and Nobel Drive, and would provide enhanced landscaping to provide a more pleasant experience for users. Sidewalks along Genesee Avenue and Nobel Drive would be improved to urban parkway configurations, with a 12-foot wide sidewalk, tree grates, and 2 feet of private landscaping within the parkway. High-visibility crosswalk striping would be included at the intersection of Genesee Avenue and Esplanade Court. Street sections along the project frontage would provide a one-way Class IV cycle track (striped lane with a vertical barrier) along the northern edge of Nobel Drive. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Mobility Element (cont.) | | |
| <i>Policy ME-C.2:</i> Provide adequate capacity and reduce congestion for all modes of transportation on the street and freeway system. | The TIA (LLG 2020a) analyzed site-specific traffic conditions and evaluated potential transportation impacts and mitigation measures. Section 5.2, <i>Transportation/Circulation</i> , lists the mitigation for traffic impacts to intersections and roadways, consistent with the adopted Community Plan transportation network. The Project was identified as not adversely affecting alternative transportation modes and would implement a variety of measures to enhance these transportation modes as well as reduce the demand for individual automobile use. | Yes |
| <i>Policy ME-C.3:</i> Design an interconnected street network within and between communities, which includes pedestrian and bicycle access, while minimizing landform and community character impacts. | <p>The Project would include an internal circulation system that includes pedestrian and bicycle features that that would connect internally on-site and to adjacent areas. The site has already been modified, and the Project would be designed to place the majority of uses at a single level to enhance accessibility between all site uses. Accordingly, provision of the proposed circulation network would largely retain existing topographic relationships to surrounding properties. Sidewalks along Genesee Avenue and Nobel Drive would be improved to urban parkway configurations, with a 12-foot wide sidewalk, tree grates, and 2 feet of private landscaping within the parkway. High-visibility crosswalk striping would be included at the intersection of Genesee Avenue and Esplanade Court.</p> <p>Additionally, the Project was designed to blend with the character of the community. The proposed uses of the Project site are similar to surrounding uses, as detailed in Section 5.3, <i>Visual Effects/ Neighborhood Character</i>.</p> | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Mobility Element (cont.) | | |
| <p><i>Policy ME-C.8:</i> Implement Traffic Impact Study Guidelines that address site and community specific issues.</p> <ul style="list-style-type: none"> a. Give consideration to the role of alternative modes of transportation and transportation demand management (TDM) plans in addressing development project traffic impacts. b. Consider the results of site-specific studies or reports that justify vehicle trip reductions (see also ME-E.7). c. Implement best practices for multi-modal quality/level of service analysis guidelines to evaluate potential transportation impacts and determine appropriate mitigation measures from a multi-modal perspective. | <p>The TIA (LLG 2020a) analyzed site-specific traffic conditions and evaluated potential transportation impacts and mitigation measures. Measures identified in the report include discussion of improvements to transportation facilities to accommodate the Project (see Section 5.2, <i>Transportation/Circulation</i>). The Project also would integrate TDM plans, which would minimize associated traffic generation.</p> <p>In addition, the Project's provision of additional bicycle, transit, and pedestrian facilities/programs to enhance and expand connections with existing facilities would be consistent with adopted plans supporting alternative transportation modes. Specifically, the Project would be consistent with the goal of supporting multi-modal transportation, as well as goals to integrate transit facilities into Project design.</p> | Yes |
| <p><i>Policy ME-E.3:</i> Emphasize the movement of people rather than vehicles.</p> | <p>The Project entails a mixed-use development that would provide various land uses and feature pedestrian walkways and public spaces within close proximity to transit. Improved connectivity between bicycle, pedestrian, and transit modes would emphasize and facilitate the movement of people rather than vehicles.</p> | Yes |
| <p><i>Policy ME-E.6:</i> Require new development to have site designs and on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, and provision of amenities that are supportive and conducive to implementing TDM strategies such as car sharing vehicles and parking spaces, bike lockers, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate.</p> | <p>The Project's provision of additional bicycle, transit, and pedestrian facilities/programs to enhance and expand connections with existing facilities would be consistent with adopted plans supporting alternative transportation modes. The Project would provide employees and patrons, as well as residents of the adjacent community, with easy access to the Trolley Station, located in the center of Genesee Ave. The Project would also include enhanced pedestrian and bicycle connectivity, bike racks and bike lockers, showers, on-site food service, and public spaces. Project parking areas would include designated parking for a combination of</p> | Yes |

| <p>Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</p> | | |
|---|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Mobility Element (cont.) | | |
| <i>Policy ME-E.6 (cont.)</i> | low-emitting, fuel-efficient, and carpool/vanpool vehicles. It also would make a commitment to maintaining an employer network in the SANDAG iCommute program, as well as providing on-site carsharing vehicle(s) and/or bikesharing. | |
| <i>Bicycling Goal:</i> A city where bicycling is a viable travel choice, particularly for trips of less than five miles. | The Project promotes bicycle transportation by providing safe bicycle routes through the site, which also connect to existing off-site bicycle routes. Additionally, bicycle racks and lockers would be provided on site. | Yes |
| <i>Bicycling Goal:</i> A safe and comprehensive local and regional bikeway network. | The Project promotes bicycle transportation by providing bicycle routes that connect to off-site routes. The Project would implement a proposed one-way cycle track along the Nobel Drive frontage. | Yes |
| <i>Bicycling Goal:</i> Environmental quality, public health and mobility benefits through increased bicycling. | The Project promotes bicycle transportation by providing safe bicycle routes through the site, connections to existing off-site bicycle routes, and bicycle parking facilities throughout the Project site. The provision of these amenities, combined with the mixed-use nature of the Project, would serve to encourage area residents and employees to choose bicycling as an efficient and healthy means of accessing the site's proposed amenities. | Yes |
| <i>Policy ME-F.4:</i> Provide safe, convenient, and adequate short- and long-term bicycle parking facilities and other bicycle amenities for employment, retail, multifamily housing, schools and colleges, and transit facility uses. <ul style="list-style-type: none"> a. Continue to require bicycle parking in commercial and multiple unit residential zones. b. Provide bicycle facilities and amenities to help reduce the number of vehicle trips. | Short-term bicycle parking would be provided via bike racks throughout the Project site to accommodate cyclists accessing the site as their trip destination or utilizing the bicycle routes as part of the larger bikeway network. Long-term bicycle parking and storage, as well as showers, would also be provided to encourage bicycle use as an alternative transportation mode for commuting. Bicycle and micro-mobility parking areas would be dispersed into several portions of the site. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Mobility Element (cont.) | | |
| <i>Policy ME-F.5:</i> Increase the number of bicycle-transit trips by coordinating with transit agencies to provide safe routes to transit stops and station, to provide secure bicycle parking facilities, and to accommodate bicycles on transit vehicles. | Elevators sized to accommodate bicycles and stairway runnels would connect the Trolley Station to the Project's central plaza. Secure bicycle parking facilities also would be provided. | Yes |
| <i>Parking Management Goal:</i> New development with adequate parking through the application of innovative citywide parking regulations. | The proposed Project would provide a total of up to 2,076 parking spaces throughout the site upon buildout of the Project, in accordance with SDMC requirements. Parking facilities would include surface lots in the southern portion of the site, with the majority of the parking below podium level. The Project would implement a parking demand management plan. | Yes |
| <i>Policy ME-G.2:</i> Implement innovative and up-to-date parking regulations that address the vehicular and bicycle parking needs generated by development. <ul style="list-style-type: none"> a. Adjust parking rates for development projects to take into consideration access to existing and funded transit with a base mid-day service frequency of ten to fifteen minutes, affordable housing parking needs, shared parking opportunities for mixed-use development, provision of on-site car sharing vehicles and parking spaces and implementation of TDM plans. b. Strive to reduce the amount of land devoted to parking through measures such as parking structures, shared parking, mixed-use developments, and managed public parking (see also ME-G.3), while still providing appropriate levels of parking. | While the Project would meet estimated parking requirements, the land devoted to parking would be reduced through the provision of parking structures below the podium level. Parking would be provided not only for vehicles, but also for bicycles to encourage the use of this mode of transportation. The proposed mixed-use nature of the proposed Project provides potential for nearby residents to obtain on-site employment, as well as for nearby residents and office/research and development employees to satisfy their retail needs. The Project also would implement on-site carsharing and/or bikesharing, iCommute, and a parking management plan. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Mobility Element (cont.) | | |
| <i>Policy ME-G.5:</i> Implement parking strategies that are designed to help reduce the number and length of automobile trips. Reduced automobile trips would lessen traffic and air quality impacts, including greenhouse gas emissions (see also Conservation Element, Section A). Potential strategies include, but are not limited to those described on Table ME-3. | The Project type has the potential to reduce automobile trips because it consists of a mixed-use development that would provide various uses adjacent to several bus routes and the future Trolley Station. Specific parking strategies that would be incorporated into the Project that are listed in Table ME-3 include bicycle parking, provision of transit facilities (transit stop), pedestrian and bicycle facilities, carsharing, TDM strategies, and a parking management plan. | Yes |
| Urban Design Element | | |
| <i>General Urban Design Goal:</i> An improved quality of life through safe and secure neighborhoods and public places. | The Project includes a variety of uses which would encourage activity in various locations throughout the development and throughout the day. The presence of users with various degrees of ownership in these public and private spaces would contribute “eyes on the street” to provide security. As detailed in Section 5.13, <i>Public Services and Facilities</i> , the area has adequate law enforcement to maintain safety. | Yes |
| <i>General Urban Design Goal:</i> A pattern and scale of development that provides visual diversity, choice of lifestyle, and opportunities for social interaction, and that respects desirable community character and context. | The Project would construct a mixed-use development in the University Community that would provide a variety of uses within an integrated development. The Project would include street-level retail and restaurants, street furnishings, lighting, and public spaces, including a public plaza that would foster social interaction. The mixture of land uses (retail, office/research and development, hotel, public spaces) would provide for visual diversity. The redesigned Costa Verde Center would be compatible with the existing neighborhood character; it would not contrast with existing surrounding development through excessive height, bulk, signage, or architectural projections. | Yes |

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
|--|---|------------------------|
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Urban Design Element (cont.) | | |
| <i>General Urban Design Goal:</i> A city with distinctive districts, communities, neighborhoods, and village centers where people gather and interact. | The Project would construct a mixed-use development in an existing retail center. The Project would incorporate a connected system of streets and paths; a variety of pedestrian-friendly public and private spaces; smart growth principles; sustainability principles; relationships with the surrounding community; and new opportunities for social interaction and community cohesiveness. | Yes |
| <i>General Urban Design Goal:</i> Utilization of landscape as an important aesthetic and unifying element throughout the City. | The Project would include extensive landscaping in public spaces and along transportation routes that is connected and continuous throughout the development. | Yes |
| <i>Policy UD-A.4:</i> Use sustainable building methods in accordance with the sustainable development policies in the Conservation Element. | Sustainable building methods would be utilized as discussed below under the Conservation Element policies in this table. The Project would incorporate sustainable design features, which are identified in Section 3.2.12 in this EIR. | Yes |
| <i>Policy UD-A.5:</i> Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context. | The Project would revitalize an aging shopping center as a mixed-use neighborhood amenity for the University community and bring together walkable and bikeable streets with pedestrian scale and retail design in a way that creates a sense of character and neighborhood context consistent with the City of Villages strategy. | Yes |
| <i>Policy UD-A.6:</i> Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience. <ul style="list-style-type: none"> a. Locate buildings on the site so that they reinforce street frontages. b. Relate buildings to existing and planned adjacent uses. c. Ensure that building entries are prominent, visible, and well-located. | The Project would construct a distinctive mixed-use development with a variety of uses that are compatible with existing adjacent uses and the neighborhood character of the Urban Node. The Project would have street-level retail and restaurants, landscaping, and connections to public spaces. Setback requirements would be established by the CVSP. Parking would largely be provided in parking garages below the podium level to minimize visual impact. Surface level parking would largely be screened from adjacent streets by retail buildings located along the street frontages. | Yes |

| <p>Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</p> | | |
|---|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Urban Design Element (cont.) | | |
| <p><i>Policy UD-A.6 (cont.)</i></p> <ul style="list-style-type: none"> d. Maintain existing setback patterns, except where community plans call for a change to the existing pattern. e. Minimize the visual impact of garages, parking and parking portals to the pedestrian and street façades. | | |
| <p><i>Policy UD-A.8:</i> Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.</p> <ul style="list-style-type: none"> a. Maximize the planting of new trees, street trees and other plants for their shading, air quality, and livability benefits (see also Conservation Element, Policies CE-A.11, CE-A.12, and Section J). b. Use water conservation through the use of drought-tolerant landscape, porous materials, and reclaimed water where available. c. Use landscape to support storm water management goals for filtration, percolation and erosion control. d. Use landscape to provide unique identities within neighborhoods, villages and other developed areas. e. Landscape materials and design should complement and build upon the existing character of the neighborhood. f. Design landscape bordering the pedestrian network with new elements, such as a new plant form or material, at a scale and intervals appropriate to the site. This is not intended to discourage a uniform street tree or landscape theme, but to add interest to the streetscape and enhance the pedestrian experience. | <p>Landscape design would be in accordance with sustainable landscaping practices and techniques promoting water conservation and energy efficiency. Extensive landscaping is proposed as part of the Project and would be designed to enhance structures and public spaces, including outdoor plaza space, pedestrian walkways, and bicycle routes and would be designed, installed, and maintained in accordance with Policy UD-A.8.</p> <p>Proposed landscaping is discussed in Section 3.2.8. Landscaping would be provided throughout the Project site, including along the proposed roadways, plazas, courtyards, pedestrian walkways, and the site perimeter. The conceptual landscape plan for the proposed Project is shown in Figure 3-6, <i>Landscape Plan</i>.</p> <p>Landscaping would use a drought-tolerant plant palette appropriate for U.S. Department of Agriculture Plant Hardiness Zone 10a. The landscaping would be hydrozoned and irrigated with weather-based irrigation systems to comply with the California Model Water Efficient Landscape Ordinance. Tree canopy would be increased, which would be supportive of the City's Climate Action Plan by providing additional carbon sequestration, offsetting the heat island effect by providing increased shade, and reducing the flow rate of stormwater. Landscaped biofiltration facilities also would be used for stormwater management.</p> | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|---|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Urban Design Element (cont.) | | |
| <p><i>Policy UD-A.8 (cont.)</i></p> <ul style="list-style-type: none"> g. Establish or maintain tree-lined residential and commercial streets. Neighborhoods and commercial corridors in the City that contain tree-lined streets present a streetscape that creates a distinctive character. <ul style="list-style-type: none"> 1. Identify and plant trees that complement and expand on the surrounding street tree fabric. 2. Unify communities by using street trees to link residential areas. 3. Locate street trees in a manner that does not obstruct ground illumination from streetlights. h. Shade paved areas, especially parking lots. i. Demarcate public, semi-public/private, and private spaces clearly through the use of landscape, walls, fences, gates, pavement treatment, signs, and other methods to denote boundaries and/or buffers. j. Use landscaped walkways to direct people to proper entrances and away from private areas. k. Reduce barriers to views or light by selecting appropriate tree types, pruning thick hedges, and large overhanging tree canopies. l. Utilize landscape adjacent to natural features to soften the visual appearance of a development and provide a natural buffer between the development and open space areas. | <p>The landscaping would create a “sense of place” by using a combination of specimen, shade, and accent trees to frame views and define entrances, private drives, walkways, and streetscape.</p> | |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Urban Design Element (cont.) | | |
| <p><i>Policy UD-A.9:</i> Incorporate existing and proposed transit stops or stations into project design (see also Mobility Element, Policies ME-B.3 and ME-B.9).</p> <ul style="list-style-type: none"> a. Provide attractively designed transit stops and stations that are adjacent to active uses, recognizable by the public, and reflect desired neighborhood character (see also Land Use Element, Policy LU-I.11). b. Design safe, attractive, accessible, lighted, and convenient pedestrian connections from transit stops and stations to building entrances and street network (see also Land Use Element, Policy LU-I.10) | <p>The Project would incorporate the future Trolley Station with a direct pedestrian connection to the trolley. A central public plaza would be located at the base of the elevators/stairways connecting to the Trolley Station. The transit stop would be accessible for future on-site employees and patrons, as well as transit users in the community.</p> | Yes |
| <p><i>Policy UD-A.10:</i> Design or retrofit streets to improve walkability, bicycling, and transit integration; to strengthen connectivity; and to enhance community identity. Streets are an important aspect of Urban Design as referenced in the Mobility Element, Sections A, B, C, and F.</p> | <p>The Project would provide increased connectivity to existing sidewalks and bike lanes along Nobel Drive and Genesee Avenue. Generous landscaping would be incorporated along these roadways. Two pedestrian overcrossings would connect from the Project site to the future Mid-Coast Trolley Station and UTC beyond. Sidewalks along Genesee Avenue and Nobel Drive would be improved to urban parkway configurations, with a 12-foot wide sidewalk, tree grates, and 2 feet of private landscaping within the parkway. Benches would also be provided along Genesee Avenue to enhance pedestrian comfort. High-visibility crosswalk striping would be included at the intersection of Genesee Avenue and Esplanade Court.</p> | Yes |
| <p><i>Policy UD-A.11:</i> Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking (see also Mobility Element, Section G).</p> <ul style="list-style-type: none"> a. Design safe, functional, and aesthetically pleasing parking structures. | <p>The Project would reduce the amount of land dedicated to parking through the provision of the majority of parking below the podium level. Parking for the hotel uses would be subterranean. The proposed surface parking lots would be largely screened by adjacent buildings and/or landscaping. A security office would be provided in the parking structure.</p> | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|---|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Urban Design Element (cont.) | | |
| <i>Policy UD-A.11 (cont.)</i> b. Design structures to be of a height and mass that are compatible with the surrounding area. c. Use building materials, detailing, and landscape that complement the surrounding neighborhood. d. Provide well-defined, dedicated pedestrian entrances. e. Use appropriate screening mechanisms to screen views of parked vehicles from pedestrian areas, and headlights from adjacent buildings. f. Pursue development of parking structures that are wrapped on their exterior with other uses to conceal the parking structure and create an active streetscape. Where ground floor commercial is proposed, provide a tall, largely transparent ground floor along pedestrian active streets. g. Encourage the use of attendants, gates, natural lighting, or surveillance equipment in parking structures to promote safety and security. | | |
| <i>Policy UD-A.12:</i> Reduce the amount and visual impact of surface parking lots. | The Project would reduce the amount of land dedicated to parking through the provision of structured parking below the podium level in place of surface lots, as described above. The surface parking lots would incorporate extensive landscaping to minimize their visual impact. | Yes |
| <i>Policy UD-A.14:</i> Design project signage to effectively utilize sign area and complement the character of the structure and setting. | Proposed signage would include a hierarchy of signage types placed throughout the site to provide a unified signage program in accordance with SDMC requirements. | Yes |

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
|--|---|---------------------|
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Urban Design Element (cont.) | | |
| <i>Distinctive Neighborhood/Residential Design Goal:</i> A city of distinctive neighborhoods. | The Project proposes to construct a mixed-use development within the University Community in a high-activity area within the Urban Node in an area with high village propensity. The Project, together with surrounding uses and facilities, would contribute to a distinctive urban core neighborhood. | Yes |
| <i>Distinctive Neighborhood/Residential Design Goal:</i> Pedestrian connections linking residential areas, commercial areas, parks and open spaces. | The Project would include a pedestrian network that would provide defined connections among the proposed mixed uses via internal pedestrian walkways and sidewalks. These pedestrian facilities would also connect to the off-site network providing access to nearby residential, commercial, and office areas. | Yes |
| <p><i>Residential Design Policies</i></p> <p><i>Policy UD-B.1:</i> Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Projects should not be viewed singularly, but viewed as part of the larger neighborhood or community plan area in which they are located for design continuity and compatibility.</p> <p>a. Integrate new construction with the existing fabric and scale of development in surrounding neighborhoods. Taller or denser development is not necessarily inconsistent with older, lower-density neighborhoods but must be designed with sensitivity to existing development. For example, new development should not cast shadows or create wind tunnels that will significantly impact existing development and should not restrict vehicular or pedestrian movements from existing development.</p> | The Project would be visually compatible with surrounding uses. Proposed uses would be compatible with existing adjacent uses. Project buildings would be a lesser height than other existing buildings in the surrounding area. Project design would include articulation and various design elements to provide visual diversity and reduce massing. The ground-level uses would include awnings, store windows, and other building articulation. These architectural features, combined with the proposed landscaping, would create a pedestrian-scaled environment that would connect to sidewalks and roadways to integrate the site with the surrounding community. The Project has been designed to enhance connectivity to and through the center from existing residences to the west. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|---|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Urban Design Element (cont.) | | |
| <i>Mixed-Use Villages/Commercial Areas Goal:</i> Mixed-use villages that achieve an integration of uses and serve as focal points for public gathering as a result of their outstanding public spaces. | The Project consists of a mixed-use development with a central plaza for public gatherings, as well as dining terraces and other public spaces. | Yes |
| <i>Mixed-Use Villages/Commercial Areas Goal:</i> Vibrant, mixed-use main streets that serve as neighborhood destinations, community resources, and conduits to the regional transit system. | The Project would construct a mixed-use development with ground-level retail, restaurants, and public spaces. A direct connection to the future Trolley Station would be included, providing easy access for employees and patrons to the regional transit system. | Yes |
| <i>Mixed-Use Villages/Commercial Areas Goal:</i> Attractive and functional commercial corridors which link communities and provide goods and services. | The Project would include neighborhood/community commercial uses that would provide various goods and services to the community, and would enhance connections to the surrounding community. | Yes |
| <i>Policy UD-C.1:</i> In villages and transit corridors identified in community plans, provide a mix of uses that create vibrant, active places in villages. | The Project integrates a mix of public spaces, commercial, office/research and development, and hotel uses on the Project site and the Project site is adjacent to the future Trolley Station. | Yes |
| <i>Policy UD-C.2:</i> Design village centers to be integrated into existing neighborhoods through pedestrian-friendly site design and building orientation, and the provision of multiple pedestrian access points. | The Project proposes to construct a mixed-use development to replace an aging shopping center. Proposed uses would be compatible with existing off-site uses. The Project would include connections throughout the site and to surrounding sidewalks, roadways, bicycle routes, and activity centers. | Yes |
| <i>Policy UD-C.3:</i> Develop and apply building design guidelines and regulations that create diversity rather than homogeneity, and improve the quality of infill development. <ul style="list-style-type: none"> a. Encourage distinctive architectural features to differentiate residential, commercial and mixed-use buildings and promote a sense of identity to village centers. | As an infill development, Project design would include distinctive architectural features to differentiate retail, office, and hotel buildings and promote a sense of identity within the Urban Node in which the Project occurs. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|---|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Urban Design Element (cont.) | | |
| <i>Policy UD-C.4:</i> Create pedestrian-friendly village centers. | The Project would construct a mixed-use development in the University Community with ground-level retail, restaurants, a hotel, and public spaces. Pedestrian pathways, landscaping, street furnishings, and lighting would be provided along and within the Project. The Project would integrate with the future Trolley Station and existing bus routes to provide easy access for pedestrians to transit. | Yes |
| <i>Policy UD-C.5:</i> Design village centers as civic focal points for public gatherings with public spaces. | The Project consists of a mixed-use development with internal public plazas for public gatherings. Other public spaces would be provided throughout the Project site. | Yes |
| <i>Policy UD-C.6:</i> Design project circulation systems for walkability. <ul style="list-style-type: none"> b. Design a grid or modified-grid internal project street system, with sidewalks and curbs, as the organizing framework for development in village centers. e. Use pedestrian amenities, such as curb extensions and textured paving, to delineate key pedestrian crossings. f. Design new connections, and remove any barriers to pedestrian and bicycle circulation in order to enable people to walk or bike, rather than drive, to neighboring destinations (see also Mobility Element, Sections A and F). h. Share and manage commercial, residential, and public parking facilities where possible to manage parking for greater efficiency (see also Mobility Element, Section G). i. Incorporate design features that facilitate transit service along existing or proposed routes, such as bus pullout areas, covered transit stops, and multi-modal pathways through projects to transit stops. | <p>The Project includes pedestrian walkways through the Project site, lined with ground-level retail, restaurants, landscaping, and public spaces. Curb extension, enhanced paving, and crosswalks would be provided at internal intersections. The Project also would include an internal bicycle network that would connect proposed uses with off-site facilities and uses. A parking management plan would be implemented.</p> <p>The Project would provide a direct connection to the future Trolley Stop and to several existing bus routes. It has been specifically designed to enhance connectivity through the center to transit by cyclists and pedestrians. Sidewalks along Genesee Avenue and Nobel Drive would be improved to urban parkway configurations, with a 12-foot wide sidewalk, tree grates, and 2 feet of private landscaping within the parkway. Benches would also be provided along Genesee Avenue to enhance pedestrian comfort. High-visibility crosswalk striping would be included at the intersection of Genesee Avenue and Esplanade Court.</p> | Yes |

| <p>Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</p> | | |
|--|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Urban Design Element (cont.) | | |
| <i>Office and Business Park Development Goal:</i> Promote the enhanced visual quality of office and industrial development. | The Project proposes a mixed-use development designed to provide a vibrant experience. It would include public plazas to provide community gathering spaces, which incorporate landscaping, decorative paving, lighting, shade features, and other amenities including seating areas. The architecture of proposed buildings would provide articulation and various design elements to provide visual diversity and interest. | Yes |
| <i>Office and Business Park Development Goal:</i> Provide increased pedestrian- and transit-orientation within office and industrial developments. | The Project includes pedestrian walkways through the Project site, lined with ground-level retail, restaurants, landscaping, and public spaces. The Project would provide a direct connection to the future Trolley Stop and to several existing bus routes. It has been specifically designed to enhance connectivity through the center to transit by cyclists and pedestrians. | Yes |
| <i>Policy UD-D.1:</i> Provide expanded opportunities for local access and address the circulation needs of pedestrians within and among office and business park developments. | <p>The Project includes pedestrian features, such as street furnishings, lighting, landscaping, street-level retail, and public spaces to promote the walkability within the development and connectivity to the surrounding area.</p> <p>Sidewalks along Genesee Avenue and Nobel Drive would be improved to urban parkway configurations, with a 12-foot wide sidewalk, tree grates, and 2 feet of private landscaping within the parkway. Benches would also be provided along Genesee Avenue to enhance pedestrian comfort. High-visibility crosswalk striping would be included at the intersection of Genesee Avenue and Esplanade Court.</p> | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|---|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Urban Design Element (cont.) | | |
| <p><i>Policy UD-D.2:</i> Assure high quality design of buildings and structures. The design and orientation of buildings within projects affect the pedestrian- and transit-orientation.</p> <ul style="list-style-type: none"> a. Design buildings to have shadow-relief where pop-outs, offsetting planes, overhangs, and recessed doorways are used to provide visual interest, particularly at the street level. b. Design rooftops and rear elevations of buildings to be as well detailed and visually interesting as the front elevation, if it will be visible from a public street. <p>Locate outdoor storage areas, refuse collection areas, and loading areas in interior rear or side yards and screen with a similar material and color as the primary building.</p> | <p>The architecture of proposed buildings would provide articulation and various design elements to provide visual diversity and interest and enhanced landscaping would be provided along the public street frontages. Art, landscaping, wayfinding, and seating would help to create a sense of place and a destination. Rear elevations of buildings that face public streets would have architecture similar to the front elevations. Outdoor storage areas, refuse collection areas, and loading areas would be located beneath the podium level, or would be located in side/rear yards and screened.</p> | Yes |
| <p><i>Policy UD-D.3:</i> Assure high-quality design in parking areas, which often provide the first impression and identification of a project to a client, employee, or resident.</p> <ul style="list-style-type: none"> a. Utilize a combination of trees and shrubs at the edge of parking areas to screen parking lots and structures from the street. b. Distribute landscape areas between the periphery and interior landscaped islands. c. Design landscape to break up large paved areas. | <p>Parking would largely be provided in parking garages below the podium level to minimize visual impact. Surface level parking would largely be screened from adjacent streets by retail buildings located along the street frontages. Landscaping also would be provided throughout the surface parking lots, and murals would be painted within the new parking stalls (refer to Figure 3-6).</p> | Yes |
| <p><i>Public Spaces and Civic Architecture Goal:</i> Significant public gathering spaces in every community.</p> | <p>The Project consists of a mixed-use development with internal public plazas for public gatherings as well as other public spaces.</p> | Yes |

| <p>Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</p> | | |
|--|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Urban Design Element (cont.) | | |
| <p><i>Policy UD-E.1:</i> Include public plazas, squares or other gathering spaces in each neighborhood and village center (see also UD-C.1 and UD-C.5 for additional public space requirements in village centers, and UD-F.3 for policy direction on public art and cultural activities in public spaces).</p> <ol style="list-style-type: none"> Locate public spaces in prominent, recognizable, and accessible locations. Design outdoor open areas as “outdoor rooms,” developing a hierarchy of usable spaces that create a sense of enclosure using landscape, paving, walls, lighting, and structures. Develop each public space with a unique character, specific to its site and use. Design public spaces to accommodate a variety of artistic, social, cultural, and recreational opportunities including civic gatherings such as festivals, markets, performances, and exhibits. e. Consider artistic, cultural, and social activities unique to the neighborhood and designed for varying age groups that can be incorporated into the space. Use landscape, hardscape, and public art to improve the quality of public spaces. Encourage the active management and programming of public spaces. Design outdoor spaces to allow for both shade and the penetration of sunlight. Frame parks and plazas with buildings which visually contain and provide natural surveillance into the open space. Address maintenance and programming. | <p>The Project proposes public plazas to provide community gathering spaces, which incorporate landscaping, paving, lighting, shade features, and other amenities including seating areas. The plazas would be framed by buildings and easily accessed from the parking areas, elevators/stairs from the Trolley Station, and pedestrian and bicycle facilities. The public spaces would be designed to define them as public and to accommodate multiple public activities.</p> | <p>Yes</p> |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Economic Prosperity Element | | |
| <i>Commercial Land Use Goal:</i> Commercial development which uses land efficiently, offers flexibility to changing resident and business shopping needs, and assures maximum feasible environmental quality. | The proposed commercial uses have been designed to use land efficiently and in a pedestrian-friendly manner by mixing commercial/retail developments with office/research and development and hotel uses. | Yes |
| <i>Commercial Land Use Goal:</i> New commercial development that contributes positively to the economic vitality of the community and provides opportunities for new business development. | The Project includes retail and office/research and development uses that would contribute to the economic vitality of the community and provide opportunities for new business development. | Yes |
| <i>Policy EP-B.2:</i> Encourage development of unique shopping districts that help strengthen community identity and contribute to overall neighborhood revitalization. | The commercial elements of the Project would provide a concentrated hub of commercial/retail uses intermixed with other uses, including hotel, office/research and development uses, and public spaces to create a unique and distinctive neighborhood shopping center within the community. | Yes |
| <i>Policy EP-B.3:</i> Concentrate commercial development in Neighborhood, Community, and Urban Villages, and in Transit Corridors. | The Project proposes to revitalize retail development, provide for new office/research and development uses along a transit corridor. | Yes |
| <i>Policy EP-B.4:</i> Concentrate commercial service sector office development in Subregional Employment Areas around transit stations, and in Neighborhood, Community, and Urban Villages. | The Project proposes to add office uses to a mixed-use, densely developed area, immediately adjacent to a planned Trolley Station and existing bus stations. | Yes |
| <i>Policy EP-B.9:</i> Design new community commercial centers with consideration for: traffic patterns; compatibility with surrounding land uses; site planning that reinforces pedestrian movement to and through the site; superior architecture and landscape design; and sustainable design. | The Project proposes a mixed-use development with commercial/retail and office/research and development uses that would be compatible with existing commercial development in the surrounding neighborhood. The Project would be connected to on- and off-site uses via enhanced pedestrian, bicycle, transit, and roadway facilities. The Project would incorporate architectural and landscaping styles, features, and treatments that would be compatible with and enhance the existing visual environment. The Project would incorporate several sustainable design features, which are identified in Section 3.2.12 in this EIR. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|---|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Economic Prosperity Element (cont.) | | |
| <i>Policy EP-B.11:</i> Consider mixed-use development to revitalize existing community commercial shopping centers. | The Project proposes a mixed-use development with revitalized retail, as well as office/research and development, hotel, and public spaces that would provide for a more active, vibrant environment. | Yes |
| <i>Regional Center and Subregional Employment Areas Goal:</i> A City where new employment growth is encouraged in the existing regional center and subregional employment areas connected by transit to minimize the economic, social, and environmental costs of growth. | The Project proposes the addition of office/research and development uses within the University/Sorrento Mesa Subregional Employment Area, on a site adjacent to a planned Trolley Station and existing bus stops. | Yes |
| <i>Policy EP-C.1:</i> Guide the development of the areas in the City identified on Figure EP-2 as regional and citywide employment notes as described in Appendix C, EP-3, guidelines for the Regional Center and the Subregional Employment Areas. | The Project proposes the addition of office/research and development uses within the University/Sorrento Mesa Subregional Employment Area identified on General Plan Figure EP-2. | Yes |
| Public Facilities, Services, and Safety Element | | |
| <i>Evaluation of Growth, Facilities, and Services Goal:</i> Adequate public facilities that are available at the time of need. | Sections 5.12, <i>Public Utilities</i> , and 5.13, <i>Public Services and Facilities</i> , identify the demand generated by the Project for utilities and services and confirm that adequate public facilities would be available to serve the Project. | Yes |
| <i>Policy PF-C.1:</i> Require development proposals to fully address impacts to public facilities and services. <ul style="list-style-type: none"> a. Identify the demand for public facilities and services resulting from discretionary projects. b. Identify specific improvements and financing which would be provided by the project, including but not limited to sewer, water, storm drain, solid waste, fire, police, libraries, parks, open space, and transportation projects. | Sections 5.12, <i>Public Utilities</i> , and 5.13, <i>Public Services and Facilities</i> , identify the demand generated by the Project for utilities and services. The Project would pay applicable fees, including fair-share contributions to necessary roadway improvements, to ensure that adequate public facilities would be available to serve the Project. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Public Facilities, Services, and Safety Element (cont.) | | |
| <i>Policy PF-C.1 (cont.)</i> c. Subject projects, as a condition of approval, to exactions that are reasonably related and in rough proportionality to the impacts resulting from the proposed development. d. Provide public facilities and services to assure that current levels of service are maintained or improved by new development within a reasonable time period. | | |
| <i>Policy PF-C.3:</i> Satisfy a portion of the requirements of PF-C.1 through physical improvements, when a nexus exists, that will benefit the affected community planning area when projects necessitate a community plan amendment due to increased densities. | Based on the analysis contained in Sections 5.12, <i>Public Utilities</i> , and 5.13, <i>Public Services and Facilities</i> , of this EIR, Project-related needs would be appropriately addressed through provision of fees, and no nexus exists for requiring physical improvements. | Yes |
| <i>Fire-Rescue Goal:</i> Protection of life, property, and environment by delivering the highest level of emergency and fire-rescue services, hazard prevention, and safety education. | The Project site is located within the City Fire-Rescue Department service area. The closest fire station to the Project site is Station 35, located at 4285 Eastgate Mall, less than a mile north of the Project site. The San Diego Fire-Rescue Department currently considers its facilities and staffing in the Project area sufficient to serve the needs of the City, including the Project. | Yes |
| <i>Policy PF-D.1:</i> Locate, staff, and equip fire stations to meet established response times. Response time objectives are based on national standards. Add one minute for turnout time to all response time objectives on all incidents. <ul style="list-style-type: none"> Total response time for deployment and arrival of the first-in engine company for fire suppression incidents should be within four minutes 90 percent of the time. | As indicated above, the San Diego Fire-Rescue Department currently considers its facilities and staffing in the Project area sufficient to serve the needs of the City, including the Project. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Public Facilities, Services, and Safety Element (cont.) | | |
| <i>Policy PF-D.1 (cont.)</i> <ul style="list-style-type: none"> • Total response time for deployment and arrival of the full first alarm assignment for fire suppression incidents should be within eight minutes 90 percent of the time. • Total response time for the deployment and arrival of first responder or higher-level capability at emergency medical incidents should be within four minutes 90 percent of the time. • Total response time for deployment and arrival of a unit with advanced life support capability at emergency medical incidents, where this service is provided by the City, should be within eight minutes 90 percent of the time. | | |
| <i>Police Goal:</i> Safe, peaceful, and orderly communities. | The San Diego Police Department's current facilities and staffing are considered to be sufficient to handle demand for police services to the Project area. | Yes |
| <i>Police Goal:</i> Police services that respond to community needs, respect individuals, develop partnerships, manage emergencies, and apprehend criminals with the highest quality of service. | The San Diego Police Department's current facilities and staffing are considered to be sufficient to handle demand for police services to the Project area. | Yes |
| <i>Wastewater Goal:</i> Environmentally sound collection, treatment, reuse, disposal, and monitoring of wastewater. | The Project would tie into the adjacent wastewater system and would be comply with all applicable City standards concerning wastewater collection. As discussed in Section 5.12, <i>Public Utilities</i> , the existing collection system has capacity to accommodate the Project. | Yes |
| <i>Wastewater Goal:</i> A storm water conveyance system that effectively reduces pollutants in urban runoff and storm water to the maximum extent practicable. | As discussed in Section 5.9, <i>Hydrology and Water Quality</i> , the Project would include infrastructure and Best Management Practices (BMPs) to reduce runoff pollutants in compliance with storm water regulations. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Public Facilities, Services, and Safety Element (cont.) | | |
| <i>Policy PF-F.6:</i> Coordinate land use planning and wastewater infrastructure planning to provide for future development and maintain adequate service levels. | The Project would tie into the adjacent wastewater system and would be comply with all applicable City standards concerning wastewater collection. As discussed in Section 5.12, <i>Public Utilities</i> , the existing collection system has capacity to accommodate the Project. | Yes |
| <i>Stormwater Infrastructure Goal:</i> Protection of beneficial water resources through pollution prevention and interception efforts. | All storm water conveyance systems, structures, and maintenance practices would be consistent with the Clean Water Act and California Regional Water Quality Control Board NPDES Permit standards and all other regulatory mandates to protect water quality. | Yes |
| <i>Policy PF-G.1:</i> Ensure that all storm water conveyance systems, structures, and maintenance practices are consistent with federal Clean Water Act and California Regional Water Quality Control Board NPDES Permit standards. | All storm water conveyance systems, structures and maintenance practices would be consistent with the Clean Water Act and California Regional Water Quality Control Board NPDES Permit standards and all other regulatory mandates to protect water quality. | Yes |
| <i>Policy PF-G.2:</i> Install infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching receiving waters and potable water supplies. | As discussed in Section 5.9, <i>Hydrology and Water Quality</i> , the Project would include infrastructure and BMPs to reduce runoff pollutants in compliance with storm water regulations. | Yes |
| <i>Policy PF-G.3:</i> Meet and preferably exceed regulatory mandates to protect water quality in a cost-effective manner monitored through performance measures. | All storm water conveyance systems, structures and maintenance practices would be consistent with the Clean Water Act and California Regional Water Quality Control Board NPDES Permit standards and all other regulatory mandates to protect water quality. | Yes |
| <i>Policy PF-G.5:</i> Identify and implement BMPs for projects that repair, replace, extend or otherwise affect the storm water conveyance system. These projects should also include design considerations for maintenance, inspection, and, as applicable, water quality monitoring. | As discussed in Section 5.9, <i>Hydrology and Water Quality</i> , the Project would include infrastructure and BMPs to reduce runoff pollutants in compliance with storm water regulations. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Public Facilities, Services, and Safety Element (cont.) | | |
| <i>Policy PF-H.2:</i> Provide and maintain essential water storage, treatment, supply facilities, and infrastructure to serve existing and future development. | As discussed in Section 5.12, <i>Public Utilities</i> , the Project would be consistent with water supply/demand projections and applicable water supply regulations. The Project would tie into existing water lines. | Yes |
| <i>Waste Management Goal:</i> Maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use. | The Project would implement the Waste Management Plan (WMP) prepared for the Project (Appendix H3) to reduce waste deposited in landfills. Section 5.12, <i>Public Utilities</i> , contains additional waste management details. | Yes |
| <i>Policy PF-I.2:</i> Maximize waste reduction and diversion (see also Conservation Element, Policy CE.A.9). d. Maximize the separation of recyclable and compostable materials. f. Reduce and recycle Construction and Demolition (C&D) debris. Strive for recycling of 100 percent of inert C&D materials and a minimum of 50 percent by weight of all other material. g. Use recycled, composted, and post-consumer materials in manufacturing, construction, public facilities and in other identified uses whenever appropriate. l. Encourage the private sector to build a mixed construction and demolition waste materials recycling facility. | The Project would implement the Project WMP (Appendix H3) to reduce waste deposited in landfills. Section 5.12, <i>Public Utilities</i> , contains additional waste management details. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Recreation Element | | |
| <i>Seismic Safety Goal:</i> Development that avoids inappropriate land uses in identified seismic risk areas. | No faults or seismic ruptures exist on site or in the immediate Project vicinity. Project development would be designed and constructed in accordance with the CBC. | Yes |
| <i>Policy PF-Q.1:</i> Protect public health and safety through the application of effective seismic, geologic and structural considerations. <ul style="list-style-type: none"> a. Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be disclosed, when applicable, in the California Environmental Quality Act (CEQA) document accompanying a discretionary action. c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected. g. Adhere to state laws pertaining to seismic and geologic hazards. | As discussed in Section 5.10, <i>Geology and Soils</i> , seismic and landslide risks would be less than significant with Project compliance with CBC and other applicable City building standards. | Yes |
| <i>Policy RE-A.8:</i> Provide population-based parks at a minimum ratio of 2.8 useable acres per 1,000 residents (see also Table RE-2, Parks Guidelines). <ul style="list-style-type: none"> a. All park types within the Population-based Park Category could satisfy population-based park requirements (see also Table RE-2, Parks Guidelines). b. The allowable amount of useable acres exceeding two percent grade at any given park site would be determined on a case-by-case basis by the City. | The Project would not result in additional demand for recreational facilities. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Conservation Element | | |
| <i>Climate Change and Sustainable Development Goals:</i> <ul style="list-style-type: none"> To reduce the City's overall carbon dioxide footprint by promoting energy efficiency, alternative modes of transportation, sustainable planning and design, and waste management. To be prepared for, and able to adapt to adverse climate change impacts. To become a city that is an international model of sustainable development and conservation. | The Project would incorporate sustainable design features, which are identified in Section 3.2.12 in this EIR, to reduce the Project's carbon footprint. Additionally, the Project promotes alternative transportation modes, including walking, bicycling, and transit through its mix of uses, provision of an internal pedestrian/bicycle network, and direct connection to the future Trolley Station. Use of these alternative transportation modes and development of transit-supportive land uses would reduce the carbon footprint from driving. The amount of trees on site would be increased, which would increase carbon sequestration. | Yes |
| <i>Policy CE-A.5:</i> Employ sustainable or "green" building techniques for the construction and operation of buildings. | As discussed above, the Project would incorporate sustainable design features, which are identified in Section 3.2.12 in this EIR. | Yes |
| <i>Policy CE-A.8:</i> Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I.2, or by renovating or adding on to existing buildings, rather than constructing new buildings. | As specified in Section 5.12, <i>Public Utilities</i> , the Project would implement a WMP which would effectively reduce construction waste. | Yes |
| <i>Policy CE-A.8:</i> Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I.2, or by renovating or adding on to existing buildings, rather than constructing new buildings. | As specified in Section 5.12, <i>Public Utilities</i> , the Project would implement a WMP which would effectively reduce construction waste. | Yes |
| <i>Policy CE-A.9:</i> Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible, through factors including: <ul style="list-style-type: none"> Scheduling time for deconstruction and recycling activities to take place during project demolition and construction phases; | <p>The Project would implement a WMP which would effectively reduce the construction and demolition waste.</p> <p>The Project would use a minimum of 5 percent post-consumer construction materials, with a goal of 10 percent or more.</p> | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Conservation Element (cont.) | | |
| <i>Policy CE-A.9 (cont.)</i> <ul style="list-style-type: none"> Using life cycle costing in decision-making for materials and construction techniques. Life cycle costing analyzes the costs and benefits over the life of a particular product, technology, or system; Removing code obstacles to using recycled materials in buildings and for construction; Removing code obstacles to using recycled materials in buildings and for construction; and Implementing effective economic incentives to recycle construction and demolition debris (see also Public Facilities Element, Policy PF-I.2). | | |
| <i>Policy CE-A.10:</i> Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas. <ol style="list-style-type: none"> Provide permanent, adequate, and convenient space for individual building occupants to collect refuse and recyclable material. Provide a recyclables collection area that serves the entire building or project. The space should allow for the separation, collection and storage of paper, glass, plastic, metals, yard waste and other materials as needed. | In compliance with the City's Recycling Ordinance, the Project would provide dedicated areas for the collection of refuse and recyclable materials and would ensure that a collection service would be provided for Project operation. | Yes |
| <i>Policy CE-A.11:</i> Implement sustainable landscape design and maintenance. <ol style="list-style-type: none"> Use integrated pest management techniques, where feasible, to delay, reduce, or eliminate dependence on the use of pesticides, herbicides, and synthetic fertilizers. | All landscape and irrigation would conform to the standards set forth in the City Land Development Manual and other applicable City and regional standards. Additionally, drought-tolerant plant materials would be incorporated into the landscape plan. Other design features related to sustainable landscape design are as follows: | Yes |

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
|---|---|------------------------|
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Conservation Element (cont.) | | |
| <p><i>Policy CE-A.11 (cont.)</i></p> <ul style="list-style-type: none"> b. Encourage composting efforts through education, incentives, and other activities. c. Decrease the amount of impervious surfaces in developments, especially where public places, plazas and amenities are proposed to serve as recreation opportunities (see also Recreation Element, Policy RE-A.6 and A.7). d. Strategically plant deciduous shade trees, evergreen trees, and drought tolerant native vegetation, as appropriate, to contribute to sustainable development goals. e. Reduce use of lawn types that require high levels of irrigation. f. Strive to incorporate existing mature trees and native vegetation into site designs. g. Minimize the use of landscape equipment powered by fossil fuels. h. Implement water conservation measures in site/building design and landscaping. i. Encourage the use of high efficiency irrigation technology, and recycled site water to reduce the use of potable water for irrigation. Use recycled water to meet the needs of development projects to the maximum extent feasible (see Policy CE-A.12). | <ul style="list-style-type: none"> • Utilize shade trees that reduce the urban heat island effect; • Utilize low water use plant palette; • Create a “walkable” design that will encourage users to stay on-site, instead of making car trips to come and go; • Incorporate convenient bicycle parking that will encourage less vehicular trips; and • Utilize irrigation water-conserving state-of-the-art devices, such as master valve/flow sensing devices and high-flow shut-off devices; “smart” irrigation controllers that are tied to real-time weather station data. | |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Conservation Element (cont.) | | |
| <p><i>Policy CE-A.12:</i> Reduce the San Diego Urban Heat Island, through actions such as:</p> <ul style="list-style-type: none"> • Using cool roofing materials, such as reflective, low heat retention tiles, membranes and coatings, or vegetated eco-roofs to reduce heat build-up; • Planting trees and other vegetation, to provide shade and cool air temperatures. In particular, properly position trees to shade buildings, air conditioning units, and parking lots; and • Reducing heat build-up in parking lots through increased shading or use of cool paving materials as feasible (see also Urban Design Element, Policy UD-A.12). | <p>The Project includes Project design features to minimize potential "Urban Heat Island Effects," including provision of tree-lined, shaded circulation routes and cool roofs.</p> | Yes |
| <p><i>Policy CE-D.5:</i> Integrate water and land use planning into local decision-making, including using water supply and land use studies in the development review process.</p> | <p>A Water Supply Assessment (WSA) and Addendum have been prepared for the Project as part of the development review process to evaluate if there is sufficient water supply to serve existing demands, projected demands of the Project, and future water demands within the PUD's service area in normal and dry year forecasts during a 20-year projection. The Project is expected to be consistent with water supply/demand projections and applicable water supply regulations. There is expected to be sufficient water supply over a 20-year planning horizon to meet the projected demands of the Project, as well as other existing and planned development projects.</p> | Yes |
| <p><i>Policy CE-E.2:</i> Apply water quality protection measures to land development projects early in the process-during project design, permitting, construction, and operations-in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff.</p> | <p>Section 5.9, <i>Hydrology and Water Quality</i>, details BMPs that would be implemented during Project construction and operation to minimize impacts to water flows and storm water.</p> | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|-------------------------------|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Conservation Element (cont.) | | |
| <i>Policy CE-E.2 (cont.)</i> <ul style="list-style-type: none"> a. Increase on-site infiltration, and preserve, restore or incorporate natural drainage systems into site design. b. Direct concentrated drainage flows away from the MHPA and open space areas. If not possible, drainage should be directed into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA or open space areas. c. Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible. d. Increase the use of vegetation in drainage design. e. Maintain landscape design standards that minimize the use of pesticides and herbicides. f. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where impacts are unavoidable, enforce regulations that minimize their impacts. g. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies. h. Enforce maintenance requirements in development permit conditions. | | |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Conservation Element (cont.) | | |
| <i>Policy CE-E.3:</i> Require contractors to comply with accepted storm water pollution prevention planning practices for all projects. <ul style="list-style-type: none"> a. Minimize the amount of graded land surface exposed to erosion and enforce erosion control ordinances. b. Continue routine inspection practices to check for proper erosion control methods and housekeeping practices during construction. | Section 5.9, <i>Hydrology and Water Quality</i> , details BMPs that would be implemented during Project construction and operation to minimize impacts to water flows and storm water. | Yes |
| <i>Policy CE-E.6:</i> Continue to encourage “Pollution Control” measures to promote the proper collection and disposal of pollutants at the source, rather than allowing them to enter the storm drain system. <ul style="list-style-type: none"> a. Promote the provision of used oil recycling and/or hazardous waste recycling facilities and drop-off locations. b. Review plans for new development and redevelopment for connections to the storm drain system. c. Follow up on complaints of illegal discharges and accidental spills to storm drains, waterways, and canyons. | Section 5.9, <i>Hydrology and Water Quality</i> , details BMPs that would be implemented during Project construction and operation to minimize impacts to water flows and storm water. | Yes |
| <i>Policy CE-F.4:</i> Preserve and plant trees, and vegetation that are consistent with habitat and water conservation policies and that absorb carbon dioxide and pollutants. | The Project would provide extensive landscaping interspersed with the developed areas that would contribute visual interest while providing absorption of carbon dioxide and other air pollutants. | Yes |
| <i>Policy CE-F.6:</i> Encourage and provide incentives for the use of alternatives to single-occupancy vehicle use, including using public transit, carpooling, vanpooling, teleworking, bicycling, and walking. | The Project would provide a walkable, mixed-use development that would provide alternatives to single-occupancy vehicle use through opportunities to reach multiple destinations with public transit or one vehicle trip, offering retail, hotel, and work spaces near the future Trolley Station and bus routes and the provision of pedestrian and bicycle facilities connected to public space. The Project would also include carsharing vehicles and/or bikesharing, micromobility parking and services, and designated parking for carpools/vanpools. | Yes |

| <p>Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</p> | | |
|--|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Conservation Element (cont.) | | |
| <i>Policy CE-I.4:</i> Maintain and promote water conservation and waste diversion programs to conserve energy. | The Project would adhere to CALGreen requirements for water-conserving plumbing. All landscape and irrigation would conform to the standards set forth in the City Land Development Manual and other applicable City and regional standards. Drought-tolerant plant materials would be incorporated into the landscape plan. Irrigation systems for all landscaped areas would utilize controllers that respond to local climactic conditions and monitor potential breakages to prevent wasted water. | Yes |
| <i>Policy CE-I.7:</i> Pursue investments in energy efficiency and direct sustained efforts towards eliminating inefficient energy use. | <p>The Project would integrate various sustainable building techniques for the construction and operation of the buildings which would decrease energy use, as feasible.</p> <p>Energy efficiency is incorporated into the Project design through Project design features such as the following:</p> <ul style="list-style-type: none"> • Cool roofs; • Installation of electrical vehicle charging stations; • Micromobility parking and services; • On-site carsharing vehicles and/or bikesharing; • Location within walking distance of retail, restaurants, and other services; • Bicycle, pedestrian, and transit-friendly design; • Tree-lined circulation routes to provide shade and reduce the carbon footprint of the site; • Inclusion of comprehensive recycling plan; and • Use of energy-efficient lighting fixtures and building systems. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Conservation Element (cont.) | | |
| <i>Urban Forestry Goal:</i> Protection and expansion of a sustainable urban forest. | The Project would provide landscaping throughout the Project site to expand the urban forest in the Project vicinity. | Yes |
| Noise Element | | |
| <i>Noise and Land Use Compatibility Goal:</i> Consider existing and future noise levels when making land use planning decisions to minimize people's exposure to excessive noise. | An Acoustical Analysis Report (Appendix E) was prepared for the Project to assess potential noise-land use compatibility impacts resulting from the Project. | Yes |
| <i>Policy NE-A.2:</i> Assure the appropriateness of proposed developments relative to existing and future noise levels by consulting the guidelines for noise-compatible land use (shown on Table NE-3) to minimize the effects on noise-sensitive land uses. | The Acoustical Analysis Report was completed for the Project to analyze potential impacts and identify mitigation measures to minimize those impacts. The report determined that transportation noise sources from the Project would not adversely impact nearby sensitive receptors. Potential construction and operational noise impacts to adjacent sensitive receptors would be minimized through mitigation measures as outlined in Section 5.7, <i>Noise</i> . Potential exceedances of the City Noise Element at on-site uses, and conditions of approval to be consistent with the Noise Element, are discussed further in this section under Issue 4. | Yes |
| <i>Policy NE-A.3:</i> Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise. | Potential exceedances of the City Noise Element at on-site uses, and conditions of approval to be consistent with the Noise Element, are discussed further in this section under Issue 4. | Yes |
| <i>Policy NE-A.4:</i> 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. | Potential exceedances of the City Noise Element at on-site uses, and conditions of approval to be consistent with the Noise Element, are discussed further in this section under Issue 4. | Yes |

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
|--|--|---------------------|
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Noise Element (cont.) | | |
| <i>Motor Vehicle Traffic Noise Goal:</i> Minimal excessive motor vehicle traffic noise on residential and other noise-sensitive land uses. | As discussed in Section 5.7, <i>Noise</i> , traffic noise impacts to off-site uses (including existing residences) resulting from the proposed Project would be less than significant. | Yes |
| <i>Policy NE-B.3:</i> Require noise reducing site design, and/or traffic control measures for new development in areas of high noise to ensure that the mitigated levels meet acceptable decibel limits. | Where appropriate and feasible, the Project would utilize setbacks and architectural design to minimize noise impacts. Potential exceedances of the City Noise Element at on-site uses, and conditions of approval to be consistent with the Noise Element, are discussed further in this section under Issue 4. | Yes |
| <i>Policy NE-B.4:</i> Require new development to provide facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling and, where applicable, transit to reduce peak-hour traffic. | The Project would provide pedestrian and bicycle facilities and a direct connection to the future Trolley Station to encourage the use of alternative modes of transportation. It also would provide dedicated parking for carpools/vanpools. | Yes |
| <i>Policy NE-B.7:</i> Promote the use of berms, landscaping, setbacks, and architectural design where appropriate and effective, rather than conventional wall barriers to enhance aesthetics. | Where appropriate and feasible, the Project would utilize setbacks, landscaping, and architectural design to minimize noise impacts. | Yes |
| <i>Commercial and Mixed-Use Activity Noise Goal:</i> Minimal exposure of residential and other noise-sensitive land uses to excessive commercial and mixed-use related noise. | As discussed in Section 5.7, <i>Noise</i> , the proposed commercial uses would not generate noise exposing the proposed on-site noise-sensitive land use (hotel) to levels above noise thresholds. In addition, noise impacts to off-site uses (including existing residences) resulting from the Project's commercial operations would be less than significant with implementation of mitigation measures. | Yes |
| <i>Policy NE-E.1:</i> Encourage the design and construction of commercial and mixed-use structures with noise attenuation methods to minimize excessive noise to residential and other noise-sensitive land uses. | As discussed in Section 5.7, <i>Noise</i> , the proposed commercial uses would not generate noise exposing the proposed on-site noise-sensitive land use (hotel) to levels above noise thresholds. In addition, noise impacts to off-site uses (including existing residences) resulting from the Project's commercial operations would be less than significant with implementation of mitigation | Yes |

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
|--|---|------------------------|
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Noise Element (cont.) | | |
| <i>Policy NE-E.1 (cont.)</i> | measures involving noise attenuation methods. As discussed in Issue 4 of this section, an exterior-to-interior analysis is identified as a condition of approval for uses that may be exposed to interior noise above City Noise Element standards. Standard measures to minimize noise levels for interior noise are included in the condition of approval. | |
| <i>Policy NE-E.2:</i> Encourage mixed-use developments to locate loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noisier components away from the residential component of the development. | The Project does not include a residential component. Where appropriate and feasible, the Project has located loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noisier components away from adjacent residential development. | Yes |
| <i>Policy NE-E.3:</i> Encourage daytime truck deliveries to commercial uses abutting residential uses and other noise-sensitive land uses to minimize excessive nighttime noise unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at other hours. | As identified in Section 5.7, <i>Noise</i> , the operational noise from the Project's truck deliveries would not create noise levels in exceedance of City Noise Ordinance standards for the off-site residential uses or the proposed on-site noise-sensitive land use (hotel). | Yes |
| <i>Policy NE-E.5:</i> 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. | As identified in Section 5.7, <i>Noise</i> , the proposed commercial uses would not generate noise exposing the proposed on-site noise-sensitive land use (hotel) to levels above noise thresholds. In addition, noise impacts to off-site uses (including existing residences) resulting from the Project's commercial operations would be less than significant with implementation of mitigation measures. | Yes |
| <i>Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise Goal:</i> Minimal exposure of residential and other noise-sensitive land uses to excessive construction, refuse vehicles, parking lot sweeper-related, and public noise. | The Project would be required to comply with the City's Noise Ordinance, which regulates and limits excessive noise from these sources. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|---|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| CITY OF SAN DIEGO GENERAL PLAN (cont.) | | |
| Noise Element (cont.) | | |
| <i>Policy NE-G.2:</i> Implement limits on excessive public noises that a person could reasonably consider disturbing and/or annoying in residential areas and areas abutting residential areas. | During Project operation, on-site uses would comply with the City's Noise Ordinance through implementation of mitigation measures, which would prevent excessive public noises, particularly in areas adjacent to residences and hotels. | Yes |
| <i>Policy NE-H.1:</i> Coordinate special events with event promoters and organizers to minimize the effects of noise on adjacent residential uses to the degree feasible. | Special events scheduled to occur at the Project site would be subject to allowable noise levels in the City's Special Event Ordinance, particularly adjacent to noise-sensitive land uses. | Yes |
| <i>Typical Noise Attenuation Methods Goal:</i> Attenuate the effect of noise on future residential and other noise-sensitive land uses by applying feasible noise mitigation measures. | As discussed in Issue 4 of this section, as a condition of approval, an exterior-to-interior analysis is identified for hotel uses that may be exposed to interior noise above City Noise Element standards. Standard measures to minimize noise levels for interior noise are included in the condition of approval. | Yes |
| <i>Policy NE-I.1:</i> 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 Compatibility Plans. | As discussed in Issue 4 of this section, a condition of approval, an exterior-to-interior analysis, is identified for hotel, commercial-retail, and office/research and development uses that may be exposed to interior noise above City Noise Element standards. Standard measures to minimize noise levels for interior noise are included in the condition of approval. | Yes |
| UNIVERSITY COMMUNITY PLAN | | |
| Overall Goals | | |
| <i>Goal 1:</i> To foster a sense of community identity by use of attractive entry monuments in private developments. | Entry signage would be provided at the southeastern corner of the site at the Genesee Avenue/Nobel Drive intersection, the Nobel Drive/Costa Verde Boulevard intersection, and the gateway entry at Genesee Avenue/Esplanade Court. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| UNIVERSITY COMMUNITY PLAN (cont.) | | |
| Overall Goals (cont.) | | |
| <i>Goal 2:</i> To create a physical, social, and economic environment complementary to UCSD and its environs and the entire San Diego metropolitan area. | The Project would redevelop an aging shopping center into a mixed-use development, with retail, office/research and development, hotel, and public space uses. A direct connection would be built to the future Trolley Station, which would connect to the UCSD campus. Therefore, the Project would provide UCSD students, employees, and visitors with employment, shopping, lodging, and public gathering spaces that can be accessed easily with public transit. | Yes |
| <i>Goal 3:</i> To develop the University area as a self-sufficient community offering a balance of housing, employment, business, cultural, educational, and recreational opportunities. | The Project would provide the University area with employment, shopping, lodging, and public gathering spaces in a central area that can be accessed easily with public transit. | Yes |
| <i>Goal 4:</i> To create an urban node with two relatively high-density, mixed-use core areas located in the University Towne Center (Westfield UTC) and La Jolla Village Square areas. | The Project is in the University Towne Center core area. The Project would redevelop an aging commercial use into a mixed-use development with increased density that includes retail, office/research and development, hotel, and public space uses. | Yes |
| <i>Goal 5:</i> To develop an equitable allocation of development intensity among properties, based on the concept of an “urban node.” | The Project would add mixed uses to a shopping center by amending Table 3 Land Use and Development Intensity of the UCP. The addition of office/research and development, hotel, and public space uses and commercial space would be consistent with the University Towne Center urban node. | Yes |
| Urban Design Element | | |
| <i>Urban Design Goal:</i> Improve accessibility and use relationships within the community by establishing well-defined, multi-modal linkage systems. | The Project would include an internal circulation system that includes pedestrian paths and bikeways that that would connect to off-site networks, including sidewalks along public roadways, the adjacent off-site private park, and a direct connection to the future Trolley Station elevated above Genesee Avenue. | Yes |

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
|--|---|------------------------|
| UNIVERSITY COMMUNITY PLAN (cont.) | | |
| Urban Design Element (cont.) | | |
| <i>Urban Design Goal:</i> Provide for the needs of pedestrians in all future design and development decisions. | Pedestrian circulation would be provided throughout the site by a network of sidewalks, pathways, plazas, and public spaces that would connect to the off-site pedestrian network. On-site pedestrian circulation would provide safe paths of travel, adequate shade, lighting, and wayfinding. Sidewalks along Genesee Avenue and Nobel Drive would be improved to urban parkway configurations, with a 12-foot wide sidewalk, tree grates, and 2 feet of private landscaping within the parkway. Benches would also be provided along Genesee Avenue to enhance pedestrian comfort. High-visibility crosswalk striping would be included at the intersection of Genesee Avenue and Esplanade Court. | Yes |
| <i>Urban Design Goal:</i> Ensure that San Diego's climate and the community's unique topography and vegetation influence the planning and design of new projects. | Proposed plant material for the site contains a mix of local and drought-tolerant species that allude to the local landscape and coastal influences that make San Diego unique. | Yes |
| <i>Urban Design Goal:</i> Ensure that every new development contributes to the public realm and street livability by providing visual amenities and a sense of place. | The Project would construct a distinctive redesigned neighborhood/ community-serving shopping center to create a local hub that provides community gathering spaces, revitalized retail shops and restaurants, and neighborhood services, as well as a hotel and office/research and development uses. It would include public spaces, a central promenade, and connections to off-site facilities. The architecture of proposed buildings would provide articulation and various design elements to provide visual diversity and interest and enhanced landscaping would be provided along the public street frontages. Art, landscaping, wayfinding, and seating would help to create a sense of place and a destination. | Yes |
| <i>Auto Traffic Objective:</i> Ensure that the street yards of private developments bordering La Jolla Village Drive and Genesee Avenue support the desired image and monumental quality of these roads. | The Project would implement landscaping consistent with the UCP along Genesee Avenue (see Figure 3-6, <i>Landscape Plan</i>). This would include maximizing landscaping investments with drought tolerant plants, planting mature street yard trees, and conforming to the City's Landscape Ordinance. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| UNIVERSITY COMMUNITY PLAN (cont.) | | |
| Urban Design Element (cont.) | | |
| <i>Pedestrian Linkages Objective 1:</i> Designate and clearly define a primary pedestrian network linking superblocks, major activity centers and resource areas utilizing the public sidewalk, street level crossings, overpasses, meandering paths through private developments and trails through natural open space areas. | The Project includes a pedestrian network of sidewalks and walkways that links to surrounding areas. The sidewalks along Nobel Drive and Genesee Avenue would be generously landscaped and would be over six feet in width, consistent with the UCP. Two pedestrian overcrossings would connect from the Project site to the future Trolley Station and UTC beyond. | Yes |
| <i>Pedestrian Linkages Objective 3:</i> Retrofit development bordering the Urban Node Pedestrian Network with pedestrian-oriented uses and amenities which contribute to street vitality. | The Project would redevelop an aging shopping center that is located on the Urban Node Pedestrian Network into a mixed-use development, with retail, office/research and development, hotel, and public space uses. The Project would include multiple entrances from the pedestrian network into the Project site. In addition, landscaping, benches, building façade treatments, and visual breaks would create a visually appealing addition to the existing pedestrian network. | Yes |
| <i>Transit Objective 2:</i> Ensure that retrofitted and future transit stops optimize convenience and safety of riders and contribute to the functional and aesthetic quality of the community. | The Project design and visual character would integrate the future Trolley Station with direct connections from the trolley platform to the project site, including the central plaza. In addition, the Project would provide access to existing bus routes on Genesee Avenue and Nobel Drive. | Yes |
| <i>Subarea 2—Central Objective:</i> Improve the central community's urban form and cohesiveness as new construction activity continues. | The Project would be consistent with this objective through the following: appropriate building setbacks would be implemented and street yards would be similar to the street yards of nearby developments; the scale and height of buildings would be transitioned between adjacent buildings; building masses would be articulated with offsets, stepped terraces, and irregular architectural edges; building elements, colors, and materials would be used that are not disturbing to the eye; internal circulation would be coordinated with existing circulation to form a continuous network; and the public would have access to areas that include seating and sunny plazas. | Yes |

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
|--|---|---------------------|
| UNIVERSITY COMMUNITY PLAN (cont.) | | |
| Transportation Element | | |
| <i>Goal 3:</i> Provide pedestrian paths and bikeways to accommodate the community and complement the citywide systems. | The Project would include an internal circulation system that includes pedestrian paths and bikeways that that would connect to off-site networks. | Yes |
| <i>Goal 4:</i> Encourage alternative modes of transportation by requiring developer participation in transit facility improvements, the Intra-Community Shuttle Loop and the LRT line. | The project applicant has provided space on the site for access to and from the Trolley Station and has carefully coordinated with SANDAG to integrate the future Trolley Station with direct connections from the Project to the trolley platform. In addition, the Project would provide access to existing bus routes on Genesee Avenue and Nobel Drive. | Yes |
| Development Intensity Element | | |
| <i>Goal 1:</i> Create an urban node with two relatively high-density, mixed-use core areas located at the University Towne Centre and La Jolla Village Square areas. | The Project is in the University Towne Center core area. The Project would redevelop an aging commercial use into a mixed-use development with increased density that includes retail, office/research and development, hotel, and public space uses. | Yes |
| <i>Goal 2:</i> Develop an equitable allocation of development intensity among properties, based on the concept of the urban node. | The Project would add mixed uses to a shopping center. The addition of office/research and development, hotel, and public space uses to revitalized retail space would increase development intensity in the University Towne Center urban node. | Yes |
| Commercial Element | | |
| <i>Goal:</i> To develop an integrated system of commercial facilities that effectively meets the needs of community residents and visitors as well as assuring that each new development does not impede the economic vitality of other existing commercial areas. | The Project includes commercial and office/research and development uses that would contribute to the economic vitality of the community and provide opportunities for new businesses. It would not compete with adjacent regional commercial uses, which are intended to serve a broader market. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|---|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| UNIVERSITY COMMUNITY PLAN (cont.) | | |
| Public Facilities Element | | |
| <i>Goal 2:</i> Provide a high level of service in police and fire protection. | Impacts to public services are discussed in Section 5.13, <i>Public Services and Facilities</i> . As stated in that section, the Project may result in a minimal increase in calls to the police and fire departments; however, no new facilities or improvements to existing facilities would be necessary. | Yes |
| Noise Element | | |
| <i>Goal 1:</i> Minimize and avoid adverse noise impacts by planning for the appropriate placement and intensity of land uses relative to noise sources. | The Acoustical Analysis Report was completed for the Project to analyze potential impacts and identify mitigation measures to minimize those impacts. The report determined that transportation noise sources from the Project would not adversely impact nearby sensitive receptors. Potential construction and operational noise impacts to adjacent sensitive receptors would be minimized through mitigation measures as outlined in Section 5.7, <i>Noise</i> . Potential exceedances of the City Noise Element at on-site uses, and conditions of approval to be consistent with the Noise Element, are discussed further in this section under Issue 4. | Yes |
| <i>Goal 2:</i> Provide guidelines for the mitigation of noise impacts where incompatible land uses are located in a high noise environment. | The Acoustical Analysis Report was completed for the Project to analyze potential impacts and identify mitigation measures to minimize those impacts. The report determined that transportation noise sources from the Project would not adversely impact nearby sensitive receptors. Potential construction and operational noise impacts to adjacent sensitive receptors would be minimized through mitigation measures as outlined in Section 5.7, <i>Noise</i> . Potential exceedances of the City Noise Element at on-site uses, and conditions of approval to be consistent with the Noise Element, are discussed further in this section under Issue 4. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|---|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| UNIVERSITY COMMUNITY PLAN (cont.) | | |
| Safety Element | | |
| <i>Goal 1:</i> Protect the public health and safety by guiding future development so that land use is compatible with identified geologic risks, including seismic and landslide hazards. | As discussed in Section 5.10, <i>Geology and Soils</i> , seismic and landslide risks would be less than significant with Project compliance with CBC and other applicable City building standards. | Yes |
| <i>Goal 2:</i> Ensure that proposed development does not create or increase geologic hazards either on or off site. | As discussed in Section 5.10, <i>Geology and Soils</i> , the Project would not create or increase geologic hazards. | Yes |
| <i>Goal 3:</i> Promote public safety by taking into account aircraft accident potential in the placement of structures and activities. | The Project is not located within the airport's Safety Zones, as identified in the MCAS Miramar ALUCP. The Project would be subject to FAA Part 77 Noticing Area requirements, which includes the Project submitting an FAA Determination of No Hazard to Air Navigation to the City prior to recommendation of discretionary approval of the Project. With compliance with FAA regulations, the Project would be a compatible land use within the AIA of MCAS Miramar. | Yes |
| <i>Goal 4:</i> Provide for the safe operation of MCAS Miramar through the preservation of appropriate departure corridors. | The Project would be subject to FAA Part 77 Noticing Area requirements, which includes the Project submitting an FAA Determination of No Hazard to Air Navigation to the City prior to recommendation of discretionary approval of the Project. With compliance with FAA regulations, the Project would be a compatible land use within the AIA of MCAS Miramar. | Yes |
| Resource Management Element | | |
| <i>Goal 4:</i> Contribute to the maintenance or improvement of regional water quality by controlling siltation and urban pollutants in runoff. | As discussed in Section 5.9, <i>Hydrology and Water Quality</i> , the Project would include infrastructure and BMPs to reduce runoff pollutants in compliance with storm water regulations. | Yes |
| <i>Goal 5:</i> Encourage the conservation of water in the design and construction of buildings and in landscaping. | The Project would adhere to CALGreen requirements for water-conserving plumbing. All landscape and irrigation would conform to the standards set forth in the City of San Diego Land Development Manual and other applicable City and regional standards. Drought-tolerant plant materials would be incorporated into the landscape | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| UNIVERSITY COMMUNITY PLAN (cont.) | | |
| Resource Management Element (cont.) | | |
| <i>Goal 5 (cont.)</i> | plan. Irrigation systems for all landscaped areas would utilize controllers that respond to local climactic conditions and monitor potential breakages to prevent wasted water. | |
| <i>Goal 6:</i> Reduce energy consumption by requiring energy efficiency in building design and landscaping and by planning for a self-contained community and energy-efficient transportation. | <p>The Project would integrate various sustainable building techniques for the construction and operation of the buildings which would decrease energy use, as feasible. Energy efficiency is incorporated into the Project design through Project design features such as the following:</p> <ul style="list-style-type: none"> • Cool roofs; • Installation of electrical vehicle charging stations; • Micromobility parking and services; • On-site carsharing vehicles and/or bikesharing; • Location within walking distance of retail, restaurants, and other services; • Bicycle, pedestrian and transit-friendly design; • Tree-lined circulation to provide shade and reduce the carbon footprint of the site; • Inclusion of comprehensive recycling plan; • Reuse of collected rainwater for irrigation; and • Use of energy-efficient lighting fixtures and building systems. | Yes |

| <p>Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</p> | | |
|--|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| COSTA VERDE SPECIFIC PLAN | | |
| Overall Site Development Guidelines – Site Design | | |
| <p><i>Site Design Guideline 1:</i> Primary land uses will be located to capitalize on the urbanized character of the development, i.e., the proposed mixture of uses; ease and safety of site access; and strong, unifying on-site auto, bicycle, and pedestrian circulation systems, and connections to the future trolley stop.</p> <p>Site plan design will maximize off-site view opportunities and, where practical, on-site views will be created.</p> | <p>The Project would redevelop an aging shopping center into a mixed-use development, with retail, office/research and development, hotel, and public space uses, that would capitalize on the urban character of the area. The Project would include an internal circulation system that includes auto, pedestrian, and bicycle features that that would connect internally on-site and to adjacent off-site areas. The Project would integrate the future Trolley Station with direct connections from the Project to the trolley platform. The Project would be designed consistent with the visual character of the area. On-site views would be provided for employees, patrons, and guests of the site, while views from off-site would be improved through enhanced landscaping.</p> | Yes |
| <p><i>Site Design Guideline 2:</i> On-site streetscape design will focus on integration of building masses, landforms, landscape, and pedestrian and vehicular circulation. The urban character of the project will be reinforced through the use of various trees and plant materials, streetlights and furniture, enriched paving materials, and a conscious definition of pathways, courtyards and open space.</p> | <p>The Project would internal vehicular and pedestrian networks with landscaping and building masses that would be articulated with offsets, stepped terraces, and irregular architectural edges. Curb extensions, enhanced paving, and crosswalks would be provided at internal intersections. Public plazas would include enhanced paving and furnishings. In addition, visual breaks would create a visually appealing addition to the existing pedestrian network. Project lighting would be provided in parking areas, on buildings, and along internal circulation routes.</p> | Yes |
| <p><i>Site Design Guideline 3:</i> Where appropriate, pedestrian sidewalks will be separated from street traffic by means of landscape plantings and/or meandering walkway configuration.</p> | <p>Primary internal pedestrian pathways would be separated from vehicular traffic by buildings and landscaping. In addition, plazas and other gathering spaces would provide areas away from vehicular traffic. Sidewalks along Genesee Avenue and Nobel Drive would be improved to urban parkway configurations, with a 12-foot wide sidewalk, tree grates, and 2 feet of private landscaping within the parkway.</p> | Yes |

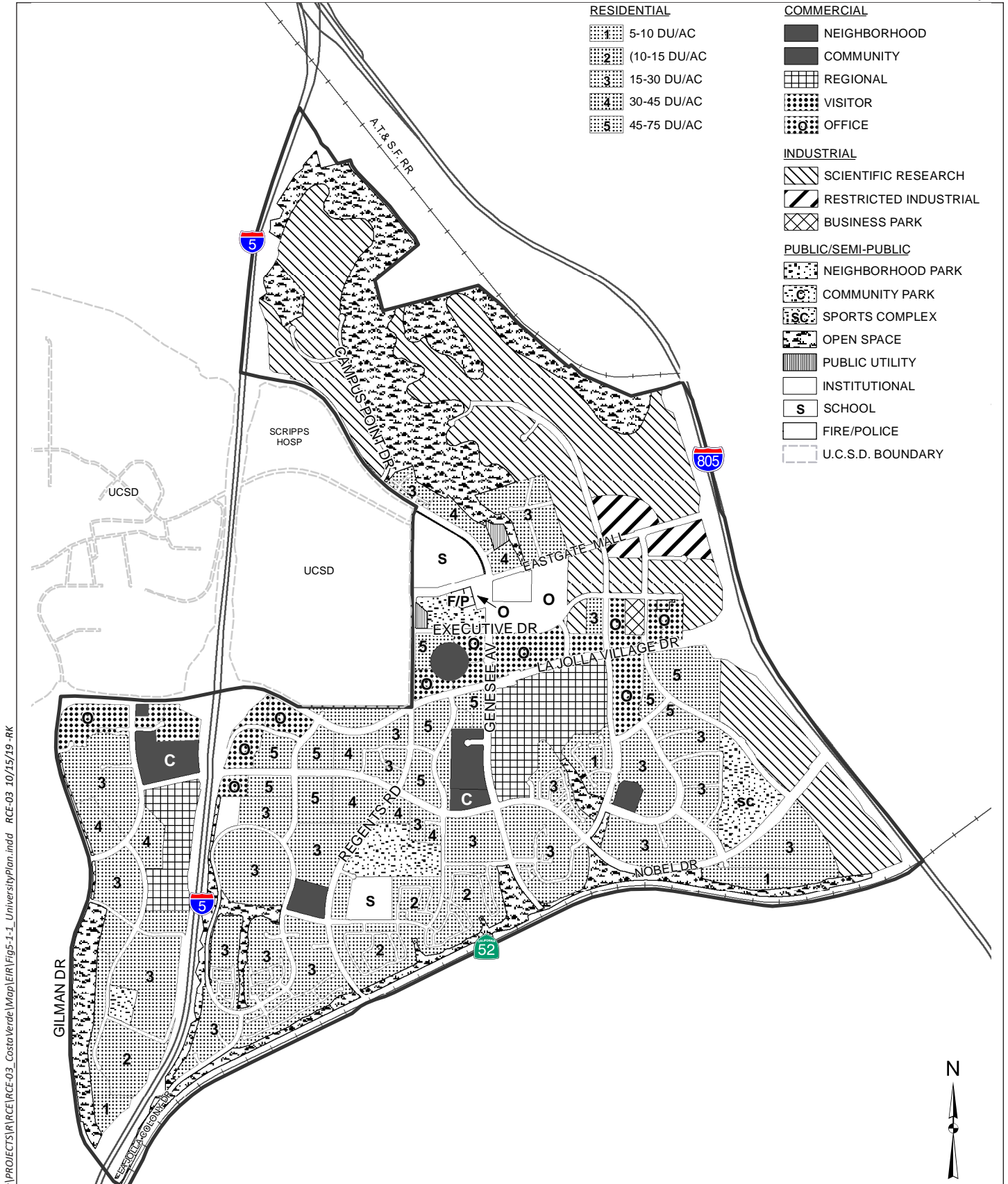
| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| COSTA VERDE SPECIFIC PLAN (cont.) | | |
| Overall Site Development Guidelines – Site Design (cont.) | | |
| <i>Site Design Guideline 4:</i> Proposed building masses, street design and open space will consider solar access to major use areas of the site. | Project design, including building mass, street design, and open spaces, has considered solar access to major use areas of the site. | Yes |
| <i>Site Design Guideline 5:</i> Utility systems serving the project will be located below grade. Visual screening will be provided for all utility structures required to be above grade (i.e., transformers, TV and cable riser boxes, etc.). | Utility systems would be located below grade to the extent feasible. In addition, rooftop mechanical equipment would be screened. | Yes |
| <i>Site Design Guideline 6:</i> The project edges and open spaces will be designed to complement and integrate adjacent land uses within the project as well as create project identity and continuity. The project edge and open space landscaping will relate to the regional context. | The Project has been designed to integrate with adjacent land uses. The Project would provide direct connections to the future Trolley Station, located adjacent to the east. Roadway/ pedestrian connections to the future Monte Verde residential towers and to Las Palmas Square (and the adjacent retirement and residential towers) will be maintained and enhanced. Landscaping has been designed along the Project's public edges to soften the transition from the street to the buildings. The Project would be compatible with the visual character of the area. | Yes |
| <i>Site Design Guideline 7:</i> All service areas shall be visually and acoustically screened through the use of building forms, walls, earth berms, and landscaping. | Service areas would be visually screened to the extent feasible. As identified in Section 5.7, <i>Noise</i> , the proposed commercial uses, including service areas, would not generate noise exposing the proposed on-site noise-sensitive land use (hotel) to levels above noise thresholds. In addition, noise impacts to off-site uses (including existing residences) resulting from the Project's commercial operations would be less than significant with implementation of mitigation measures involving noise attenuation methods. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| COSTA VERDE SPECIFIC PLAN (cont.) | | |
| Overall Site Development Guidelines – Site Design (cont.) | | |
| <i>Site Design Guideline 8:</i> All vision, security and sound attenuation screen walls shall be constructed of a material and architectural style that is consistent and compatible with the perimeter building. The maximum uninterrupted length of a screen wall is 24 feet, adjacent to pedestrians, 350 feet adjacent to parking. The required interruption in the surface plane may take the form of a 2-foot minimum offset or other means, as approved by the planning director. This interruption and offset shall be in both the horizontal and vertical dimensions. | All vision, security and sound attenuation screen walls will be constructed of a material and architectural style that is consistent and compatible with the perimeter building. | Yes |
| Overall Site Development Guidelines – Architectural Design | | |
| <i>Architectural Design Guideline 1:</i> The design of all structures within the project will exemplify the contemporary, urban character of the development. Buildings will be designed to integrate with adjacent development areas, preserve view opportunities and provide attractive pedestrian/open space environments. The interface between residential and commercial uses should be reinforced through the use of similar exterior materials, colors and details. | The Project would redevelop an aging shopping center into a mixed-use development, with retail, office/research and development, hotel, and public space uses, that would capitalize on the urban character of the area. The Project has been designed to integrate with adjacent land uses through its visual character and quality. Pedestrian walkways and public gathering spaces would provide visual breaks and a visually attractive area for community members to visit. Residential and commercial uses of the Project have been visually designed to be visually compatible with each other. Equipment would be shielded. | Yes |
| <i>Architectural Design Guideline 2:</i> The buildings will incorporate elements of variety in design such as massing, and wall offsets, variations of scale, materials, colors and textures, etc. Building forms and details should be designed to create visual interest. Residential buildings should make extensive use of balconies, decks and terraces. Building masses and materials should be integrated with the open space and landscaped areas. Residential buildings should be clustered around courtyards (except “Mixed-use Residential”). | While designed to present a harmonious and visually unified Project, the mixture of land uses would provide a variety of building forms with different sizes, shapes, and heights that would create a diverse visual environment. The architectural style of the proposed buildings would provide articulation and various design elements to provide visual diversity and interest, including offsetting planes, articulations, setbacks, and varied roof lines on ground levels of structures. The architectural offsets, varied window use and incorporation of architectural details would provide visual interest. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|--|--|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| COSTA VERDE SPECIFIC PLAN (cont.) | | |
| Overall Site Development Guidelines – Architectural Design (cont.) | | |
| <p><i>Architectural Design Guideline 2 (cont.)</i> Low-rise commercial buildings shall pay special attention to roof area treatment and materials. For example, pitched roofs or other special roof forms should be designed to reduce visual exposure to mid and high rise buildings and may be used to accentuate entries or screen rooftop equipment.</p> <p>All equipment, vents, fans and appurtenances over 2' x 2' shall be shielded from view when visible from adjacent buildings. Equipment and appurtenances not requiring such shielding shall be grouped and organized on building roofs when visible and when possible, shielded from view by parapets and other roof forms.</p> | Landscape elements would unify the Project through consistency of plant types and presentation of “green” elements trending through the site. Rooftop equipment would be shielded from view to the extent feasible. | |
| <p><i>Architectural Design Guideline 5:</i> At the interface of commercial and residential uses, buildings shall be designed with variation in building height, massing, wall offsets and roof forms. Pedestrian walkways adjoining these uses should incorporate paving and special landscaping to accentuate building entries and pedestrian gathering areas, while screening service and utility areas.</p> | Project buildings are designed with variation in building height, massing, wall offsets and roof forms. Pedestrian walkways adjoining these uses incorporate paving and landscaping to accentuate building entries and pedestrian gathering areas such as plazas. Service and utility areas would be screened to the extent feasible. | Yes |
| <p><i>Architectural Design Guideline 6:</i> Commercial service areas shall be located such that delivery, trash pick-up, and storage activities create minimal disruption to the residential areas.</p> <p>The interface between commercial and residential uses shall be designed to include a variety of open spaces and courtyards for the use of residents. The primary focus of this interface will occur in the central urban park, a landscaped open space linking residential site areas with the commercial atrium/food court.</p> <p>The area between the market and the residences shall be sensitively designed to create an aesthetic, functional pedestrian way while allowing service access.</p> | Commercial service areas would be located to cause minimal disruption to adjacent residential uses. The Project would include a variety of public spaces for residents of nearby areas to use, including centrally located plazas. Pedestrian walkways would incorporate paving and landscaping for an aesthetically appealing appearance. | Yes |

| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|---|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| COSTA VERDE SPECIFIC PLAN (cont.) | | |
| Overall Site Development Guidelines – Landscape Design | | |
| <i>Landscape Design Guideline 1:</i> The integrity of the development will be ensured through the implementation of a unified landscape design concept. | Project landscape design would be consistent with the unified landscape design concept elements outlined in the CVSP. The Project would include landscaping throughout the Project site, including along the proposed circulation, plazas, community facilities, parking lots, and streetscapes. The proposed landscape palette includes a variety of canopy and accent trees, accent and ornamental shrubs, and groundcovers to provide a unified theme throughout the site. | Yes |
| <i>Landscape Design Guideline 2:</i> Architectural elements of the site will be related with complementary plantings of similar species, and thematic color or texture schemes will be utilized in developing project identity. Vehicular entrances will be identified and accented with groupings of trees, shrubs and ground covers. | Project architectural design would be consistent with the architectural elements outlined in the CVSP. As shown in Figure 3-6, <i>Landscape Plan</i> , vehicular entrances would contain signage and be accented with a variety of landscaping. | Yes |
| <i>Landscape Design Guideline 3:</i> All outdoor storage, loading, refuse and utility areas will be visually screened on all sides except at access points. | Outdoor storage, loading, refuse and utility areas would be visually screened except at access points. | Yes |
| <i>Landscape Design Guideline 4:</i> Landscape finish grading will ensure that the site will surface drain and that no ponding areas are created. All soils will be fertilized, amended and tilled conform to recommendations made by a soil testing laboratory and/or landscape architect in order to promote healthy and vigorous plant growth. All plant material selected for use should be of a type known to be successful in the area or in similar climatic and soil conditions. | Landscaping has been designed so that no ponding areas would be created and the landscaping would surface drain. Plant materials have been selected to be successful at the site, and appropriate soil treatments would be undertaken to help ensure healthy and vigorous growth. | Yes |

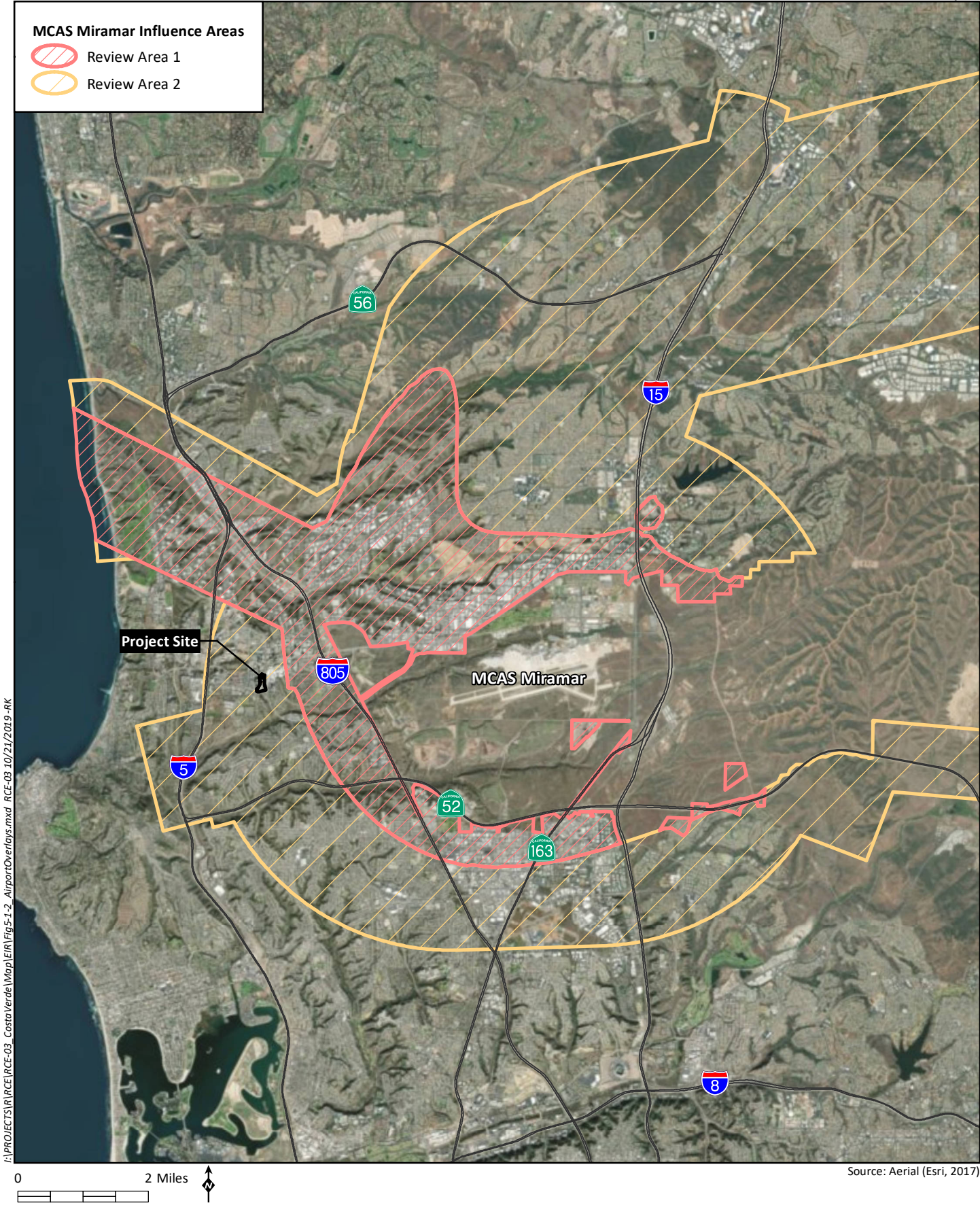
| Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION | | |
|---|---|----------------------------|
| Applicable Elements, Goals, and Policies | Consistency Evaluation | Consistent (Yes/No) |
| COSTA VERDE SPECIFIC PLAN (cont.) | | |
| Overall Site Development Guidelines – Landscape Design (cont.) | | |
| <i>Landscape Design Guideline 5:</i> Irrigation systems will be permanent automated systems, adequate for the establishment of all plant material and will be installed as soon as practical after grading and prior to plant material installation. | Irrigation systems would be implemented in accordance with CVSP's landscape design guidelines and the Landscape Regulations of the Land Development Code. | Yes |
| <i>Landscape Design Guideline 6:</i> Undeveloped site areas designated for future use and expansion will be maintained in a weed and debris free condition. Maintenance of landscaped common areas will be provided for by the establishment of management associations and project covenants, conditions and restrictions (CC&Rs). | The Project site would be entirely developed or landscaped. Maintenance would be provided for through the management entity. | Yes |



Source: The University Community Planning Group and City of San Diego Planning Department 2014

Existing University Community Plan Land Use Designations

Figure 5.1-1



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5.2 Transportation / Circulation

This section evaluates potential traffic-related impacts associated with the Project under Existing (2018), Near-Term (Opening Day 2023), and Year 2035 (Community Buildout) conditions. The Year 2035 represents the Community Buildout for the proposed project, per the 2016 University Community Plan Amendment (UCPA), which analyzed the community plan land use buildout. The following discussion is based on the Traffic Impact Analysis (TIA) prepared for the Project by Linscott, Law & Greenspan Engineers (LLG 2020a). Applicable portions of the TIA are summarized below, with the complete report included as Appendix B.

5.2.1 Existing Conditions

5.2.1.1 Environmental Setting

Traffic Study Area

Identification of the traffic study area was based on the criteria identified in the City *Traffic Impact Study Manual* (1998) and regional guidelines. Specifically, these criteria require that a traffic study include the following:

- All street segments where the Project would add 50 or more peak hour trips in either direction;
- Mainline freeway locations where the Project would add 50 or more peak hour trips in either direction; and
- Metered freeway ramps where the Project would add 20 or more peak hour trips.

In addition, the study area locations reflect the project trip distribution analysis provided in the TIA (and summarized below in Section 5.2.2) and represent the most likely locations to be impacted by Project traffic. As a result, the Project study area includes the following major roadways: La Jolla Village Drive, Nobel Drive, Genesee Avenue, Regents Road, Lebon Drive, and Esplanade Court. In all, 34 intersections, 28 street segments, seven freeway mainline segments, and six metered freeway on ramps were examined, as shown on Figure 5.2-1, *Existing Traffic Volumes*.

Study Area Roadways

The principal roadways in the project study area are described briefly below, followed by a summary of their current operational status. Ultimate classifications for roadways are based on designations in the University Community Plan (UCP).

La Jolla Village Drive is an east-west six-lane divided roadway between I-5 and Towne Centre Drive, and an eight-lane divided roadway between Towne Centre Drive and I-805. Per the adopted UCP, La Jolla Village Drive is classified as a six-lane Primary Arterial between I-5 and Towne Centre Drive, and an eight-lane Primary Arterial between Towne Centre Drive and I-805. Bike lanes are not provided along La Jolla Village Drive. On-street parking is allowed on both sides of the roadway intermittently between I-5 and Executive Way. Bus stops are provided at Lebon Drive, Regents Road,

Genesee Avenue, Executive Way, and Towne Centre Drive. A contiguous sidewalk is provided on both the north and south sides of La Jolla Village Drive between the I-5 and I-805 freeways with the exception of the portion fronting the UTC mall, which is mostly noncontiguous. A pedestrian bridge currently exists east of the La Jolla Village Drive/Genesee Avenue intersection connecting the office uses on the north side with the UTC mall on the south side. The posted speed limit is 45 miles per hour (mph).

Nobel Drive is an east-west roadway that forms the southern boundary of the project site between Costa Verde Boulevard and Genesee Avenue. Nobel Drive is currently constructed as a six-lane divided roadway between I-5 and Genesee Avenue, as a four-lane divided roadway between Genesee Avenue and Towne Centre Drive, as a six-lane divided roadway between Towne Centre Drive and Judicial Drive, and as a five-lane divided roadway between Judicial Drive and I-805. Per the adopted UCP, Nobel Drive is classified as a six-lane Major Street between I-5 and Genesee Avenue, and as a six-lane Primary Arterial between Genesee Avenue and I-805. Bike lanes are provided intermittently between Lebon Drive and Danica Mae Drive, between Regents Road and Genesee Avenue, and between Towne Centre Drive and I-805. On-street parking is allowed on both sides of the roadway between I-5 and Regents Road. Bus stops are provided at Lebon Drive, Regents Road, Genesee Avenue, and Towne Centre Drive. A contiguous sidewalk is provided on both the north and south side of Nobel Drive between the I-5 and I-805 freeways with the exception of portions between Lebon Drive and Regents Road where noncontiguous sidewalks are provided intermittently, and the north side between Towne Centre Drive and Shoreline Drive, where sidewalks are mostly noncontiguous. The posted speed limit is 40 mph between I-5 and Genesee Avenue, 35 mph between Genesee Avenue and Towne Centre Drive, and 45 mph between Towne Centre Drive and I-805.

Genesee Avenue is a north-south roadway that forms the eastern boundary of the project site between La Jolla Village Drive and Nobel Drive. Genesee Avenue was a six-lane divided roadway between Eastgate Mall and Nobel Drive, but with the construction of the Mid-Coast Trolley, Genesee Avenue is currently a four-lane divided roadway between Campus Point Drive and Decoro Street. Genesee Avenue between La Jolla Village Drive and Esplanade Court is expected to revert back to six lanes upon completion of Trolley construction. Per the adopted UCP, Genesee Avenue has the ultimate classification of a six-lane Major Street between I-5 and La Jolla Village Drive, a six-lane Prime Arterial between La Jolla Village Drive and Esplanade Court, a six-lane Major Arterial between Esplanade Court and Nobel Drive, and a four-lane Major Street south of Nobel Drive. Bike lanes are provided along Genesee Avenue, except south of Nobel Drive, which includes a Class III bike route. During Trolley construction, however, a Class III bike route is provided throughout the study area south of Genesee Avenue. On-street parking is prohibited, except on southbound Genesee Avenue from Nobel Drive to Decoro Street. The posted speed limit is 45 mph.

Regents Road is a four-lane roadway with a continuous left-turn lane between Executive Drive and La Jolla Village Drive, a five-lane divided roadway (three lanes northbound, two lanes southbound) between La Jolla Village Drive and Nobel Drive, and a four-lane divided roadway south of Nobel Drive. The third northbound lane between La Jolla Village Drive and Nobel Drive traps into a right-turn only lane at the La Jolla Village Drive intersection. Per the adopted UCP, Regents Road is classified as a four-lane Major Street throughout the study area. Bike lanes are not provided along Regents Road, except north of La Jolla Village Drive. On-street parking is allowed only from Plaza De Palmas to south of Nobel Drive. Bus stops are provided at La Jolla Village Drive and Nobel Drive.

A contiguous sidewalk is provided on both the east and west sides of Regents Road between Eastgate Mall and just south of Nobel Drive. The posted speed limit is 40 mph.

Lebon Drive is currently constructed as a five-lane divided roadway (two lanes northbound, three lanes southbound) between La Jolla Village Drive and Nobel Drive. Per the adopted UCP, Lebon Drive is classified as a four-lane Major Street throughout the study area. Bike lanes are not provided along Lebon Drive. On-street parking is generally prohibited. Currently no bus facilities exist on Lebon Drive. A contiguous sidewalk is provided on both the east and west side of Lebon Drive between La Jolla Village Drive and Nobel Drive. The posted speed limit is 35 mph.

Esplanade Court is a five-lane divided cul-de-sac (two lanes westbound, three lanes eastbound) west of Genesee Avenue, and serves as the main entrance to the project site. On-street parking is prohibited, except at the end of the cul-de-sac, which includes short-term (30-minute) parking spaces for the shopping center. A contiguous sidewalk is provided on both the north and south side of Esplanade Court.

Existing Intersections

Existing peak hour operations for the 34 study area intersections are outlined in Table 5.2-1, *Existing Study Area Intersection Descriptions and Operations*. As seen from the data in Table 5.2-1, the following 10 intersections are calculated to operate at LOS E or worse under existing conditions:

1. Eastgate Mall/Genesee Avenue – LOS F during the a.m. peak hour and LOS E during the p.m. peak hour
2. La Jolla Village Drive/Regents Road – LOS E during the a.m. peak hour and LOS F during the p.m. peak hour
3. La Jolla Village Drive/Genesee Avenue – LOS F during the a.m. peak hour and LOS E during the p.m. peak hour
4. La Jolla Village Drive/Towne Centre Drive – LOS F during the p.m. peak hour
5. I-805 Southbound (SB) Ramps/La Jolla Village Drive – LOS F during the a.m. peak hour and LOS E during the p.m. peak hour
6. Genesee Avenue/Esplanade Court – LOS E during the p.m. peak hour
7. Nobel Drive/Regents Road – LOS E during the p.m. peak hour
8. Genesee Avenue/Governor Drive – LOS F during the a.m. peak hour and LOS E during the p.m. peak hour
9. Genesee Avenue/SR 52 westbound ramps – LOS F during the p.m. peak hour
10. Genesee Avenue/SR 52 eastbound ramps – LOS F during the p.m. peak hour

**Table 5.2-1
EXISTING STUDY AREA INTERSECTION DESCRIPTIONS AND OPERATIONS**

| Intersection | Control Type | Peak Hour | Existing | |
|--|-------------------|-----------|--------------------|------------------|
| | | | Delay ¹ | LOS ² |
| 1. Eastgate Mall / Genesee Avenue | Signal | AM | 90.5 | F |
| | | PM | 64.2 | E |
| 2. I-5 SB Ramps / La Jolla Village Drive | Signal | AM | 23.5 | C |
| | | PM | 34.2 | C |
| 3. I-5 NB Ramps / La Jolla Village Drive | Signal | AM | 22.0 | C |
| | | PM | 27.4 | C |
| 4. La Jolla Village Drive / Lebon Drive | Signal | AM | 29.0 | C |
| | | PM | 38.7 | D |
| 5. La Jolla Village Drive / Regents Road | Signal | AM | 70.1 | E |
| | | PM | 86.2 | F |
| 6. La Jolla Village Drive / Costa Verde Boulevard | MSSC ³ | AM | 11.2 | B |
| | | PM | 10.8 | B |
| 7. La Jolla Village Drive / Genesee Avenue | Signal | AM | 102.0 | F |
| | | PM | 67.5 | E |
| 8. La Jolla Village Drive / Executive Way | Signal | AM | 22.3 | C |
| | | PM | 37.9 | D |
| 9. La Jolla Village Drive / Towne Centre Drive | Signal | AM | 36.5 | D |
| | | PM | 97.7 | F |
| 10. I-805 SB Ramps / La Jolla Village Drive | Signal | AM | 88.7 | F |
| | | PM | 70.2 | E |
| 11. I-805 NB Ramps / Miramar Road | Signal | AM | 31.3 | C |
| | | PM | 47.0 | D |
| 12. Costa Verde Boulevard / Loop Road (North) | MSSC ³ | AM | 10.7 | B |
| | | PM | 10.9 | B |
| 13. Costa Verde Boulevard / Loop Road (South) | MSSC ³ | AM | 10.4 | B |
| | | PM | 18.6 | C |
| 14. Genesee Avenue / Esplanade Court | Signal | AM | 31.4 | C |
| | | PM | 61.7 | E |
| 15. Genesee Avenue / Costa Verde Center Driveway (North) | MSSC ³ | AM | 9.6 | A |
| | | PM | 14.4 | B |
| 16. I-5 SB On Ramp / Nobel Drive | Signal | AM | 6.7 | A |
| | | PM | 8.4 | A |
| 17. I-5 NB Off Ramp / Nobel Drive | Signal | AM | 22.8 | C |
| | | PM | 22.0 | C |
| 18. Nobel Drive / Lebon Drive | Signal | AM | 30.9 | C |
| | | PM | 43.1 | D |
| 19. Nobel Drive / Regents Road | Signal | AM | 34.2 | C |
| | | PM | 56.1 | E |
| 20. Nobel Drive / Costa Verde Boulevard / Cargill Avenue | Signal | AM | 41.4 | D |
| | | PM | 33.7 | C |
| 21. Nobel Drive / Costa Verde Center Driveway | MSSC ³ | AM | 9.5 | A |
| | | PM | 9.5 | A |
| 22. Nobel Drive / Genesee Avenue | Signal | AM | 39.1 | D |
| | | PM | 45.2 | D |

| Table 5.2-1 (cont.) EXISTING STUDY AREA INTERSECTION DESCRIPTIONS AND OPERATIONS | | | | |
|---|---------------------|------------------|--------------------------|------------------------|
| Intersection | Control Type | Peak Hour | Existing | |
| | | | Delay¹ | LOS² |
| 23. Nobel Drive / Towne Centre Drive | Signal | AM | 25.8 | C |
| | | PM | 42.3 | D |
| 24. Nobel Drive / Shoreline Drive | Signal | AM | 13.9 | B |
| | | PM | 12.2 | B |
| 25. Nobel Drive / Judicial Drive | Signal | AM | 51.4 | D |
| | | PM | 17.4 | B |
| 26. I-805 SB On Ramp / Nobel Drive | Signal | AM | 3.3 | A |
| | | PM | 4.7 | A |
| 27. I-805 NB Off Ramp / Nobel Drive | Signal | AM | 25.5 | C |
| | | PM | 23.8 | C |
| 28. Genesee Avenue / Decoro Street | Signal | AM | 13.8 | B |
| | | PM | 46.1 | D |
| 29. Genesee Avenue / Governor Drive | Signal | AM | 225.8 | F |
| | | PM | 57.1 | E |
| 30. Genesee Avenue / SR 52 WB Ramps | MSSC ³ | AM | 18.7 | C |
| | | PM | 71.9 | F |
| 31. Genesee Avenue / SR 52 EB Ramps | Signal | AM | 44.4 | D |
| | | PM | 152.4 | F |
| 32. Genesee Avenue / Centurion Square | Signal | AM | 31.2 | C |
| | | PM | 10.5 | B |
| 33. Genesee Avenue / Executive Drive | Signal | AM | 27.1 | C |
| | | PM | 26.3 | C |
| 34. Genesee Avenue / Lombard Place | Signal | AM | 8.2 | A |
| | | PM | 22.4 | C |

Source: LLG 2020a

¹ Average intersection delay per vehicle in seconds

² Level of Service

³ MSSC: Minor-Street-STOP-Controlled intersection, minor street left-turn delay, and LOS reported

SB = Southbound; NB = Northbound; W = Westbound; E = Eastbound

Bold Text = Deficient (LOS E or LOS F)

Existing Roadway Segments

The existing classifications and operational status for the 28 study area roadway segments are outlined in Table 5.2-2, *Existing Study Area Roadway Segment Descriptions and Operations*. As seen from the data in Table 5.2-2, all but one study area roadway segments are calculated to currently operate at LOS D or better under existing conditions: La Jolla Village Drive from I-5 to Lebon Drive operates at LOS E.

**Table 5.2-2
EXISTING STUDY AREA ROADWAY SEGMENT DESCRIPTIONS AND OPERATIONS**

| Street Segment and Number | Functional Classification ¹ | LOS E Capacity ² | Existing | | |
|---|---|-----------------------------|------------------|------------------|------------------|
| | | | ADT ³ | LOS ⁴ | V/C ⁵ |
| La Jolla Village Drive | | | | | |
| 1. I-5 to Lebon Drive | 6-Lane Major Arterial | 50,000 | 46,430 | E | 0.929 |
| 2. Lebon Drive to Regents Road | 6-Lane Major Arterial | 50,000 | 42,940 | D | 0.859 |
| 3. Regents Road to Costa Verde Boulevard | 6-Lane Major Arterial | 50,000 | 35,240 | C | 0.705 |
| 4. Costa Verde Boulevard to Genesee Avenue | 6-Lane Major Arterial | 50,000 | 37,280 | C | 0.746 |
| 5. Genesee Avenue to Executive Way | 6-Lane Major Arterial | 50,000 | 42,350 | D | 0.847 |
| 6. Executive Way to Towne Centre Drive | 6-Lane Prime Arterial | 60,000 | 43,530 | C | 0.726 |
| 7. Towne Centre Drive to I-805 | 8-Lane Prime Arterial | 80,000 | 58,490 | C | 0.731 |
| Nobel Drive | | | | | |
| 8. I-5 to Lebon Drive | 6-Lane Major Arterial | 50,000 | 22,730 | B | 0.455 |
| 9. Lebon Drive to Regents Road | 6-Lane Major Arterial | 50,000 | 24,330 | B | 0.487 |
| 10. Regents Road to Costa Verde Boulevard | 6-Lane Major Arterial | 50,000 | 24,570 | B | 0.491 |
| 11. Costa Verde Boulevard to Genesee Avenue | 6-Lane Major Arterial | 50,000 | 22,410 | B | 0.448 |
| 12. Genesee Avenue to Lombard Place | 4-Lane Major Arterial | 40,000 | 22,190 | C | 0.555 |
| 13. Lombard Place to Towne Centre Drive | 4-Lane Major Arterial | 40,000 | 20,270 | B | 0.507 |
| 14. Towne Centre Drive to Shoreline Drive | 6-Lane Prime Arterial | 60,000 | 13,390 | A | 0.223 |
| 15. Shoreline Drive to Judicial Drive | 6-Lane Prime Arterial | 60,000 | 15,350 | A | 0.256 |
| 16. Judicial Drive to I-805 | 6-Lane Major Arterial | 50,000 | 23,370 | B | 0.467 |
| Lebon Drive | | | | | |
| 17. La Jolla Village Drive to Nobel Drive | 5-Lane Major Arterial | 45,000 | 14,530 | A | 0.323 |
| Regents Road | | | | | |
| 18. Executive Drive to La Jolla Village Drive | 4-Lane Collector (continuous left-turn lane) | 30,000 | 18,100 | C | 0.603 |
| 19. La Jolla Village Drive to Nobel Drive | 5-Lane Major Arterial | 45,000 | 15,170 | A | 0.337 |
| 20. South of Nobel Drive | 4-Lane Major Arterial | 40,000 | 15,170 | B | 0.379 |
| Genesee Avenue | | | | | |
| 21. Eastgate Mall to Executive Drive | 4-Lane Major Arterial | 40,000 | 29,980 | C | 0.750 |
| 22. Executive Drive to La Jolla Village Drive | 4-Lane Major Arterial | 40,000 | 32,190 | D | 0.805 |
| 23. La Jolla Village Drive to Esplanade Court | 4-Lane Major Arterial | 40,000 | 28,790 | C | 0.720 |
| 24. Esplanade Court to Nobel Drive | 4-Lane Major Arterial | 40,000 | 22,980 | C | 0.575 |
| 25. Nobel Drive to Decoro Street | 4-Lane Major Arterial | 40,000 | 30,920 | D | 0.773 |
| 26. Decoro Street to Centurion Square | 4-Lane Major Arterial | 40,000 | 32,190 | D | 0.805 |

| Table 5.2-2 (cont.) EXISTING STUDY AREA ROADWAY SEGMENT DESCRIPTIONS AND OPERATIONS | | | | | |
|--|--|-----------------------------|------------------|------------------|------------------|
| Street Segment and Number | Functional Classification ¹ | LOS E Capacity ² | Existing | | |
| | | | ADT ³ | LOS ⁴ | V/C ⁵ |
| Genesee Avenue (cont.) | | | | | |
| 27. Centurion Square to Governor Drive | 4-Lane Major Arterial | 40,000 | 33,620 | D | 0.841 |
| 28. Governor Drive to SR 52 | 4-Lane Major Arterial | 40,000 | 30,300 | D | 0.758 |

Source: LLG 2020a

¹ The current classification at which the roadway functions.

² The capacity corresponding to the functional classification of the roadway per City of San Diego Classification table.

³ Average daily traffic

⁴ Level of Service

⁵ Volume to capacity ratio

Bold Text = Deficient (LOS E or LOS F)

Existing Freeway Mainline Segments

Interstate 5 (I-5) is a major north-south freeway providing regional connectivity between San Diego, Orange, and Los Angeles counties (and areas further north). It has a posted speed limit of 65 mph, and generally consists of eight travel lanes in the north-south direction with additional auxiliary lanes in the project study area.

Interstate 805 (I-805) is a major north-south freeway that serves as a bypass for I-5 generally between San Ysidro, near the Mexico – U.S. Border, and then connects to I-5, north of the Sorrento Valley. It has a posted speed limit of 65 mph, and generally consists of eight travel lanes.

State Route 52 (SR 52) is an east-west state highway that extends from La Jolla Parkway at I-5 to SR 67 in Santee. It connects to I-5, I-805, SR 163, I-15, and SR 67. It has a posted speed limit of 65 mph and generally consists of six travel lanes.

The existing configurations and operational status for local freeway segments are provided in Table 5.2-3, *Existing Freeway Segment Descriptions and Operations*. As seen in this table, all seven study area freeway segments are calculated to operate at LOS E or worse under existing conditions during one or more peak hour:

- I-5 between Gilman Drive and Nobel Drive – LOS E headed southbound during the a.m. peak hour; LOS E headed northbound during the p.m. peak hour; and LOS F headed southbound during the p.m. peak hour
- I-5 between Nobel Drive and La Jolla Village Drive – LOS F headed southbound during the p.m. peak hour
- I-5 between La Jolla Village Drive and Genesee Avenue – LOS E headed southbound during the a.m. peak hour and LOS F headed southbound during the p.m. peak hour
- I-805 between Governor Drive and Nobel Drive – LOS F headed northbound during the a.m. peak hour and LOS F headed southbound during the p.m. peak hour

- I-805 between Nobel Drive and La Jolla Village Drive – LOS E headed northbound during the a.m. peak hour and LOS F headed southbound during the p.m. peak hour
- I-805 between La Jolla Village Drive and Mira Mesa Boulevard – LOS F headed southbound during the p.m. peak hour
- SR 52 between Genesee Avenue and I-805 – LOS F headed eastbound during the a.m. peak hour; LOS E headed westbound during the a.m. peak hour; and LOS F headed eastbound during the p.m. peak hour

**Table 5.2-3
EXISTING FREEWAY SEGMENT DESCRIPTIONS AND OPERATIONS**

| Freeway Segment | Dir./Lanes | ADT ¹ | AM Peak Hour | | | PM Peak Hour | | |
|---|------------|------------------|------------------|---------|------------------|------------------|---------|------------------|
| | | | V/C ² | Density | LOS ³ | V/C ² | Density | LOS ³ |
| Interstate 5 | | | | | | | | |
| Gilman Drive to Nobel Drive | NB/4M | 178,000 | 0.697 | 27.00 | D | 0.880 | 35.70 | E |
| | SB/4M | | 0.913 | 37.90 | E | 0.854 | >45.00 | F |
| Nobel Drive to La Jolla Village Drive | NB/4M | 156,000 | 0.606 | 23.60 | C | 0.781 | 30.60 | D |
| | SB/4M | | 0.784 | 30.60 | D | 0.774 | >45.00 | F |
| La Jolla Village Drive to Genesee Avenue | NB/4M | 171,000 | 0.663 | 25.70 | C | 0.863 | 34.80 | D |
| | SB/4M | | 0.971 | 42.40 | E | 0.829 | >45.00 | F |
| Interstate 805 | | | | | | | | |
| Governor Drive to Nobel Drive | NB/4M + 1A | 206,000 | 1.001 | >45.00 | F | 0.660 | 23.90 | C |
| | SB/4M + 1A | | 0.534 | 19.30 | C | 1.160 | >45.00 | F |
| Nobel Drive to La Jolla Village Drive | NB/4M + 1A | 186,000 | 0.893 | 35.40 | E | 0.595 | 21.40 | C |
| | SB/4M | | 0.548 | 21.40 | C | 1.246 | >45.00 | F |
| La Jolla Village Drive to Mira Mesa Boulevard | NB/4M + 1A | 185,000 | 0.885 | 34.80 | D | 0.589 | 21.00 | C |
| | SB/4M + 1A | | 0.483 | 17.30 | B | 1.019 | >45.00 | F |
| State Route 52 | | | | | | | | |
| Genesee Avenue to I-805 | EB/2M | 91,000 | 1.032 | >45.00 | F | 1.068 | >45.00 | F |
| | WB/2M | | 0.975 | 42.70 | E | 0.652 | 25.00 | C |

Source: LLG 2020a

¹ Existing average daily trip (ADT) volumes obtained directly from Caltrans' 2017 Traffic Volumes on California State Highways

² Volume to capacity ratio

³ Level of Service

Note: The above analyses were conducted for the General Purpose Lanes only. The associated capacities of the high occupancy vehicle (HOV) lanes were not included.

NB = Northbound, SB = Southbound, M = Mainline, A = Auxiliary Lane, EB = Eastbound, WB = Westbound

Bold = Deficient

Existing Metered Freeway On-ramps

The existing metered freeway on-ramp descriptions and operations are provided in Table 5.2-4, *Existing Freeway Ramp Meter Descriptions and Operations*. As seen in this table, two study area freeway ramp meters are calculated to incur a delay exceeding 15 minutes under existing conditions:

- Westbound La Jolla Village Drive to southbound I-5 during the p.m. peak hour
- Nobel Drive to southbound I-805 during the p.m. peak hour

**Table 5.2-4
EXISTING FREEWAY RAMP METER DESCRIPTIONS AND OPERATIONS**

| Location | Peak Hour | Existing | | | | | |
|--|-----------|--------------------------|---------------------------|--|------------------------------|---------------------------|------------------------|
| | | Peak Hour Demand | SOV Demand (veh/hr/ lane) | Ramp Meter Rate (Flow) ¹ (veh/hr/ lane) | Excess Demand (veh/hr/ lane) | SOV Delay (minutes/ lane) | SOV Queue (feet/ lane) |
| I-5/La Jolla Drive Interchange | | | | | | | |
| Westbound La Jolla Village Drive to Northbound I-5 (1 SOV lane) | AM | Ramp meter not activated | | | | | |
| | PM | 504 | 504 | 555 | 0 | 0 | 0 |
| Westbound La Jolla Village Drive to Southbound I-5 (1 SOV lane + 1 HOV lane) | AM | Ramp meter not activated | | | | | |
| | PM | 1052 | 842 | 643 | 199 | 19 | 4,975 |
| I-805/La Jolla Drive Interchange | | | | | | | |
| Eastbound La Jolla Village Drive to Northbound I-805 (1 SOV lane + 1 HOV lane) | AM | 804 | 643 | 559 | 84 | 9 | 2,100 |
| | PM | Ramp meter not activated | | | | | |
| Eastbound La Jolla Village Drive to Southbound I-805 (1 SOV lane + 1 HOV lane) | AM | Ramp meter not activated | | | | | |
| | PM | 1083 | 433 | 593 | 0 | 0 | 0 |
| I-5/Nobel Drive Interchange | | | | | | | |
| Nobel Drive to Southbound I-5 (2 SOV lanes + 1 HOV lane) | AM | Ramp meter not activated | | | | | |
| | PM | 959 | 384 | 374 | 10 | 2 | 250 |
| I-805/Nobel Drive Interchange | | | | | | | |
| Nobel Drive to Southbound I-805 (2 SOV lanes + 1 HOV lane) | AM | Ramp meter not activated | | | | | |
| | PM | 802 | 321 | 229 | 92 | 24 | 2,300 |

Source: LLG 2020a

¹ Meter rates obtained from Caltrans were utilized with the exception of the I-5/Nobel Drive ramp, which was calibrated based on field observation and reduced further from the most restrictive rate of 528 vehicles/hour/lane. Queue length calculated as excess demand times 25 feet per vehicle.

SOV = single occupancy vehicle; HOV = high occupancy vehicle

Existing Alternative Transportation System

Bicycle Network

Bicycle network facilities, including bicycle lanes and sharrows, are provided along some study area roadways. Specifically, bicycle lanes occur along Genesee Avenue north and south of the intersection with Nobel Drive (except pavement markings known as “sharrows” that indicate that bicycles and motor vehicles are to share the lane replace bicycle lanes headed southbound, south of Nobel Drive). Bicycle lanes also occur along Nobel Drive, west of the intersection with Genesee Avenue and Costa Verde Boulevard. Signage for a bicycle route occurs just east of the intersection with Genesee Avenue headed eastbound; however, there are no sharrows or painted bicycle lanes. There are no marked or designated bicycle facilities along Costa Verde Boulevard, La Jolla Village Drive, Regents Road, Lebon Drive, or Esplanade Court.

Transit Services

The project site is located adjacent to the UTC Transit Center, which is a major transit hub in the community and provides regional connections to Mira Mesa, UCSD, Old Town, downtown, Clairemont, and Pacific Beach. Bus routes that serve the UTC Transit Center include 12 routes (Metropolitan Transit System [MTS] 30, 31, 41, 50, 60, 105, 150, 201, 202, 204, and 921 routes; and North County Transit District [NCTD] Route 101). Buses generally make stops at the UTC Transit Center every 15 or 30 minutes. Local bus stops within 500 feet of the Project include stops at La Jolla Village Drive/Genesee Avenue, Genesee Avenue/Esplanade Court, and Genesee Avenue/Nobel Drive. A transit-only signal is operational on Genesee Avenue, approximately 500 feet south of Esplanade Court. This signal only allows MTS buses to access the bus station at the UTC mall. Egress transit movements would not be allowed at this station. The Mid-Coast Trolley project, which would provide trolley service to the UTC Transit Center, is under construction at the time this EIR was prepared and is estimated to be operational by the year 2021.

Pedestrian Facilities

Sidewalks are provided along roadways in the project vicinity, including along both sides of Nobel Drive, Genesee Avenue, Costa Verde Boulevard, Esplanade Court, and La Jolla Village Drive.

5.2.1.2 Regulatory Framework

State

SB 743, signed in 2013, requires a change in the way that transportation impacts are analyzed under CEQA. Previously, environmental review of transportation impacts focused on the delay vehicles experience at intersections and roadway segments, as expressed in LOS. The legislation, however, sets forth that upon certification of new guidelines by the Secretary of the Natural Resources Agency, automobile delay, as described solely by LOS or other similar measures of traffic congestion “shall not be considered a significant impact on the environment.” Local jurisdictions may continue to consider LOS with regard to local general plan policies, zoning codes, conditions of approval, thresholds, and other planning requirements. New criteria for measuring traffic impacts under CEQA are to focus on “the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” The California Natural Resources Agency has certified and adopted changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project’s transportation impacts.

To date, the City has not yet adopted significance criteria or technical methodologies for VMT analysis. Caltrans has issued interim guidance on how CEQA documents are to be reviewed with respect to SB 743. The City’s own guidelines will be implemented prior to the mandated deadline of July 1, 2020. As no VMT criteria or methodologies have yet been adopted by the City, the environmental analysis contained in this document focuses on the City’s adopted significance thresholds for evaluating traffic impacts, but also contains a VMT analysis of the Project.

Regional

2050 Regional Transportation Plan

The SANDAG San Diego Forward: The Regional Plan is an update of the RCP and the 2050 RTP/SCS, combined into one document. The Regional Plan includes a SCS, in compliance with SB 375. The SCS aims to create sustainable, mixed-use communities conducive to public transit, walking, and biking by focusing future growth in the previously developed, western portion of the region along the major existing transit and transportation corridors. The Regional Plan has a horizon year of 2050, and projects regional growth and the construction of transportation projects over this time period. Appendix C of the Regional Plan identifies Potential Transit Priority Areas which include the project site.

San Diego Transit-Oriented Development Design Guidelines

The existing UTC Transit Center is within a five-minute walking distance (about 900 feet) from the project site. The project site is also adjacent to the planned Mid-Coast Trolley line that would extend along the median of Genesee Avenue and terminate just south of Esplanade Court. The project site is considered an “Urban Transit Oriented Development” on a “Redevelopable Site” and is subject to Design Guidelines.

Local

General Plan

The General Plan’s Mobility Element identifies the proposed transportation network and strategies needed to support the anticipated General Plan land uses. The Mobility Element’s policies promote a balanced, multimodal transportation network that gets people where they want to go while minimizing environmental and neighborhood impacts. The Mobility Element contains policies that address walking, streets, transit, regional collaboration, bicycling, parking, the movement of goods, and other components of a transportation system. Together, these policies advance a strategy for relieving congestion and increasing transportation choices.

University Community Plan

A key goal of the UCP is to provide a workable circulation system that accommodates anticipated traffic without reducing the LOS below “D.” The UCP Transportation Element recently underwent an amendment process, which evaluated whether widening of Genesee Avenue south of Nobel Drive and a connection between Nobel Drive and SR 52 along Regents Road would remain in the planned circulation system. The associated traffic study indicated that traffic would not be significantly improved through implementation of these roadway improvements. On December 5, 2016, the City Council voted to remove these two projects from the UCP Transportation Element. The City is currently updating the UCP. The updated Community Plan will consider current conditions, Citywide goals in the Climate Action Plan and the General Plan, and community-specific goals to provide direction for the long-term development of the community.

5.2.2 Impact 1: Potential for Traffic Congestion

Issue 1: Would the Project result in traffic generation in excess of specific community plan allocation?

Issue 2: Would the Project result in an increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system?

Issue 3: Would the Project result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp?

Issue 4: Would the Project have a substantial impact upon existing or planned transportation systems?

5.2.2.1 Impact Thresholds

In accordance with the City Significance Determination Thresholds (2016a), traffic/circulation impacts would be significant if a project would result in any of the following conditions:

- Any intersection, roadway segment, or freeway segment affected by the Project to degrade from LOS D to E;
- Any intersection, roadway segment, or freeway segment affected by the Project would operate at LOS E or F under either direct or cumulative conditions, and the Project exceeds the thresholds shown in Table 5.2-5, *Traffic Impact Significance Thresholds*; and/or
- A substantial amount of traffic would be added to a congested freeway segment, interchange, or ramp as shown in Table 5.2-5.

| Table 5.2-5 TRAFFIC IMPACT SIGNIFICANCE THRESHOLDS | | | | | |
|---|--|--------------------------|------------------|---------------------------|---------------------------|
| Level of Service with Project ² | Allowable Increase Due to Project Impacts ¹ | | | | |
| | Freeways | | Roadway Segments | Intersections | Ramp Metering |
| | V/C ³ | Speed ⁴ (mph) | V/C ³ | Delay ⁵ (sec.) | Delay ⁶ (min.) |
| E | 0.010 | 1.0 | 0.02 | 2.0 | 2.0 |
| F | 0.005 | 0.5 | 0.01 | 1.0 | 1.0 |

Source: City 2016a

¹ If project traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (within the Traffic Impact Analysis) that would restore/and maintain the traffic facility at an acceptable LOS. If the LOS with the project becomes unacceptable (see footnote 2), or if the project adds a significant amount of peak hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating the direct significant and/or cumulatively considerable traffic impacts of the project.

² All LOS measurements are based on Highway Capacity Manual procedures for peak hour conditions. The V/C ratios for roadway segments, however, are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City Traffic Impact Study Manual [1998]). The acceptable LOS for freeways, roadways, and intersections is generally "D" ("C" for undeveloped locations). For metered freeway ramps, LOS does not apply, although ramp meter delays above 15 minutes are considered excessive.

³ V/C= Volume to capacity ratio (capacity at LOS E should be used)

⁴ Speed = Arterial speed measured in miles per hour for Congestion Management Program (CMP) analyses

⁵ Delay = Average control delay per vehicle measured in seconds for intersections, or minutes for ramp meters

⁶ The allowable increase in delay at ramp meter with more than 15 minutes delay and freeway LOS E is 2 minutes; the allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS F is 1 minute

Per the City Significance Determination Thresholds, direct traffic impacts are defined as those projected to occur at the time a proposed development becomes operational, including other developments not presently operational but which are anticipated to be operational at that time (Near-Term). Cumulative traffic impacts are defined as those projected to occur at some point after a proposed development becomes operational, such as during subsequent phases of a project and when additional proposed developments in the area become operational (Short-Term cumulative) or when the affected community plan area reaches full planned buildout (Long-Term cumulative). It is possible that a project's near-term (direct) impacts may be reduced in the long term, as future projects develop and additional roadway improvements occur (for instance, through implementation of traffic phasing plans). In such a case, the project may have direct impacts but not contribute to a cumulatively considerable impact. For intersections, roadway segments, and freeway segments affected by a project, LOS D or better is considered acceptable under both direct and cumulative conditions.

Specifically, direct and cumulative impacts would occur if an intersection, roadway segment, or freeway facility would degrade from LOS D or better without a project to LOS E or F with a project. If the current LOS is at E or F without a project, a significant impact would occur if the contribution of project-related traffic exceeds the allowable increases specified by the City. As shown on Table 5.2-5, an intersection operating at LOS E or F without a project would experience a significant impact if that project's contribution results in an increase in delay by two seconds at LOS E or one second at LOS F with the project. Similarly, a roadway segment operating at LOS E or F without a project would experience a significant impact if that project's contribution results in an increase in v/c of 0.02 for LOS E or 0.01 at LOS F. Lastly, freeway segments operating at LOS E or F without a project would experience a significant impacts if that project's contribution results in an increase in v/c of 0.010 for LOS E or 0.005 at LOS F. In addition, if project impacts are projected to result in an increase in v/c greater than 0.02 for a segment operating at LOS E without the project, or greater than 0.01 for a segment operating at LOS F without the project (per Table 5.2-5), and the segment is built to its ultimate classification, an alternative analysis can be provided to assess segment impacts. Specifically, such an alternative analysis would determine whether: (1) the intersections at the ends of the segment are calculated to operate at an acceptable LOS with a project; and (2) a peak hour Highway Capacity Manual (HCM) arterial analysis for the same segment shows that the segment operates at an acceptable LOS with a project. If both intersections at the end of the segment operate acceptably, and the peak hour HCM arterial analysis for the same segment shows the segment operates acceptably, then the project impacts are determined to be less than significant, and no mitigation is required.

Where Project direct or cumulative impacts occur, feasible mitigation would need to be identified to return the intersection or segment to a level of significance that is less than significant, or the impact would be considered significant and unmitigated.

5.2.2.2 Impact Analysis

Project Operation

Methodology

To determine appropriate mixed-use and transit trip generation credits for the Project, the Mixed-Use Development (MXD) Model was conducted by SANDAG for the Project-specific land uses.

The MXD Model was developed to improve vehicle trip generation forecasts for mixed-use and smart growth developments in areas with high quality transit. The Model calculated a daily mixed-use and transit credit of 13 percent, as well as an a.m. peak hour credit of 10 percent and a p.m. peak hour credit of 13 percent. The Project TIA (LLG 2020a) analyzed potential effects to study area intersections, street segments, freeway segments, and freeway ramp meters under Existing (2018),¹ Near-Term (Opening Day 2023), and Year 2035 (Community Buildout) conditions, with and without the Project.

A summary of trip generation and distribution methodology is provided below, followed by evaluations of the Existing (2018)¹, Near-Term (Opening Day 2023), and Year 2035 (Community Buildout) impact scenarios with and without the Project.

Trip Generation/Distribution

The UCP designates the CVSP as a whole to contain 178,000 sf of neighborhood/community commercial uses and 2,740 du. The Project would not alter the amount of retail or residential use on the site. It would, however, exceed the development intensity envisioned under the UCP by adding research and development, office, and hotel uses to the site. Thus, the calculated trip generation addresses these uses, which comprise the amount of development beyond that envisioned in the UCP.

Using the MXD recommended reductions (described in the preceding section), the new Project land uses are calculated to generate a total of 4,981 ADT with 621 total (527 inbound/94 outbound) primary trips during a.m. peak hour and 592 total (139 inbound/453 outbound) primary trips during p.m. peak hour. Buildout (Year 2035) trip generation is summarized in Table 5-2.6, *Project Trip Generation*. Table 3, Land Use and Development Intensity, of the UCP indicates that 1,615 unused ADT remain within the CVSP Area. Therefore, the net excess of trips from the CVSP with the Project relative to what was envisioned by the UCP is 3,366 ADT.

Trip Distribution

The described project trips were distributed to the study area roadway network based on coordination with the City and assigned based on a Series 12 Select Zone Assignment conducted by SANDAG. The distribution is illustrated on Figure 5.2-2, *Project Trip Distribution*.

Existing Plus Project

The Existing Plus Project analysis presumes buildout of the Project under the existing environmental conditions (existing traffic volumes, existing transportation infrastructure, and existing surrounding land uses). Traffic generated by the Project was added to the existing traffic volumes to develop the Existing Plus Project volumes (see Figure 5.2-3, *Existing Plus Project Traffic Volumes*), with the resulting conditions at intersections, roadway segments, freeway segments, and freeway ramp meters as discussed below.

¹ Due to the construction associated with the Mid-Cost Trolley, traffic counts along Genesee Avenue and La Jolla Village Drive were lower during the 2018 traffic counts. To establish an accurate baseline and to be conservative, the Year 2015 traffic counts were used for these two roadways.

**Table 5.2-6
PROJECT TRIP GENERATION**

| Land Use | Size | Daily Trip Ends (ADT) ¹ | | AM Peak Hour | | | | | PM Peak Hour | | | | |
|-------------------------------------|------------|------------------------------------|---------------------|--------------|--------------|------------|-----------|------------|--------------|--------------|------------|------------|------------|
| | | Rate | Volume ¹ | % of ADT | In:Out Split | Volume | | | % of ADT | In:Out Split | Volume | | |
| | | | | | | In | Out | Total | | | In | Out | Total |
| Scientific Research and Development | 360,000 SF | 8/KSF ² | 2,880 | 16% | 90:10 | 415 | 46 | 461 | 14% | 10:90 | 40 | 363 | 403 |
| Office | 40,000 SF | Ln Formula ³ | 845 | 13% | 90:10 | 99 | 11 | 110 | 14% | 20:80 | 24 | 94 | 118 |
| Hotel | 200 rooms | 10/room ⁴ | 2,000 | 6% | 60:40 | 72 | 48 | 120 | 8% | 60:40 | 96 | 64 | 160 |
| Subtotal | | | 5,725 | | | 586 | 105 | 691 | | | 160 | 521 | 681 |
| MXD Credit ⁵ | | | 744 | | | 59 | 11 | 70 | | | 21 | 68 | 89 |
| TOTAL | | | 4,981 | - | - | 527 | 94 | 621 | - | - | 139 | 453 | 592 |

Source: LLG 2020a

¹ Trip ends are one-way traffic either entering or leaving, average daily trips (ADT)

² Per the City's Trip Generation Manual (KSF = 1,000 square feet); 8 weekday trips per KSF

³ Per the City's Trip Generation Manual, the commercial office formula of $\ln(T) = 0.756 \ln(x) + 3.95$, where X=office thousand square feet and T=total trips

⁴ Per the City's Trip Generation Manual, the hotel trip rate was 10 weekday trips/room

⁵ Per SANDAG MXD Model for the project site, 13 percent ADT, 10 percent a.m. and 13 percent p.m. credit

Intersection Conditions

Intersection operations with the Project are shown in Table 5.2-7, *Existing Intersection Operations*. All intersections are calculated to operate at LOS D or better, with the exception of 10 intersections that would operate at LOS E or F with and without the Project. The addition of Project traffic would exceed the City's thresholds for additional delay at four of the study area intersections; thus, significant direct project intersection impacts would occur at the following intersections with Project implementation:

- Genesee Avenue/Esplanade Court (LOS E a.m. peak hour and LOS F p.m. peak hour)
- Genesee Avenue/Governor Drive (LOS F a.m. peak hour)
- Genesee Avenue/SR 52 westbound ramps (LOS F p.m. peak hour)
- Genesee Avenue/SR 52 eastbound ramps (LOS F p.m. peak hour)

Roadway Segment Conditions

Roadway segment operations with the Project are shown in Table 5.2-8, *Existing Roadway Segment Operations*. All segments are calculated to operate at LOS D or better, with the exception of the roadway segment of La Jolla Drive, I-5 to Lebon Drive that would operate at LOS E. Based on the City's significance criteria, Project implementation would not result in a direct significant impact because as identified in Table 5.2-8, the Project-related traffic contribution is below the allowable threshold.

Freeway Mainline Segment Conditions

Based on the information in Table 5.2-9, *Existing Freeway Segment Operations*, seven of the study area freeway segments (exclusive of ramps) are calculated to operate at LOS E or F. The Project's traffic contribution to the following three of the seven segments exceeds the City's allowable threshold and therefore is considered significant direct project impacts:

- I-5 between Gilman Drive and Nobel Drive southbound (LOS F p.m. peak hour)
- I-805 between Governor Drive and Nobel Drive northbound (LOS F a.m. peak hour)
- SR 52 between Genesee Avenue and I-805 westbound (LOS E a.m. peak hour) and eastbound (LOS F p.m. peak hour)

Metered Freeway On-ramp Operations

Freeway entrance ramps that currently have ramp meters installed and in operation were analyzed under the Existing Plus Project Conditions, based on the most restrictive meter rates provided by Caltrans. As shown in Table 5.2-10, *Existing Freeway Ramp Meter Operations*, two freeway on-ramps would incur a delay exceeding 15 minutes and based on the City's significance criteria, the Project's contribution to a delay at the freeway ramp meter at Nobel Drive to southbound I-805 (p.m. peak hour) constitutes a significant direct project impact.

**Table 5.2-7
EXISTING INTERSECTION OPERATIONS**

| Intersection | Control Type | Peak Hour | Without Project | | With Project | | Δ Delay ³ | Significant Impact? |
|---|-------------------|-----------|--------------------|------------------|--------------|----------|-----------------------------|---------------------|
| | | | Delay ¹ | LOS ² | Delay | LOS | | |
| 1. Eastgate Mall / Genesee Avenue | Signal | AM | 90.5 | F | 91.3 | F | 0.8 | No |
| | | PM | 64.2 | E | 65.1 | E | 0.9 | No |
| 2. I-5 SB Ramps / La Jolla Village Drive | Signal | AM | 23.5 | C | 24.1 | C | 0.6 | No |
| | | PM | 34.2 | C | 34.7 | C | 0.5 | No |
| 3. I-5 NB Ramps / La Jolla Village Drive | Signal | AM | 22.0 | C | 22.6 | C | 0.6 | No |
| | | PM | 27.4 | C | 28.0 | C | 0.6 | No |
| 4. La Jolla Village Drive / Lebon Drive | Signal | AM | 29.0 | C | 29.0 | C | 0.0 | No |
| | | PM | 38.7 | D | 39.2 | D | 0.5 | No |
| 5. La Jolla Village Drive / Regents Road | Signal | AM | 70.1 | E | 72.0 | E | 1.9 | No |
| | | PM | 86.2 | F | 86.8 | F | 0.6 | No |
| 6. La Jolla Village Drive / Costa Verde Boulevard | MSSC ⁴ | AM | 11.2 | B | 11.4 | B | 0.2 | No |
| | | PM | 10.8 | B | 10.8 | B | 0.0 | No |
| 7. La Jolla Village Drive / Genesee Avenue | Signal | AM | 102.0 | F | 102.8 | F | 0.8 | No |
| | | PM | 67.5 | E | 69.1 | E | 1.6 | No |
| 8. La Jolla Village Drive / Executive Way | Signal | AM | 22.3 | C | 23.1 | C | 0.8 | No |
| | | PM | 37.9 | D | 39.6 | D | 1.7 | No |
| 9. La Jolla Village Drive / Towne Centre Drive | Signal | AM | 36.5 | D | 36.8 | D | 0.3 | No |
| | | PM | 97.7 | F | 98.3 | F | 0.6 | No |
| 10. I-805 SB Ramps / La Jolla Village Drive | Signal | AM | 88.7 | F | 88.9 | F | 0.2 | No |
| | | PM | 70.2 | E | 70.3 | E | 0.1 | No |
| 11. I-805 NB Ramps / Miramar Road | Signal | AM | 31.3 | C | 34.2 | C | 2.9 | No |
| | | PM | 47.0 | D | 54.4 | D | 7.4 | No |
| 12. Costa Verde Boulevard / Loop Road (North) | MSSC ⁴ | AM | 10.7 | B | 11.0 | B | 0.3 | No |
| | | PM | 10.9 | B | 11.0 | B | 0.1 | No |
| 13. Costa Verde Boulevard / Loop Road (South) | MSSC ⁴ | AM | 10.4 | B | 11.0 | B | 0.6 | No |
| | | PM | 18.6 | C | 23.4 | C | 4.8 | No |
| 14. Genesee Avenue / Esplanade Court | Signal | AM | 31.4 | C | 75.2 | E | 43.8 | Yes |
| | | PM | 61.7 | E | 93.5 | F | 31.8 | Yes |
| 15. Genesee Avenue / Costa Verde Center Driveway | MSSC ⁴ | AM | 9.6 | A | 9.9 | A | 0.3 | No |
| | | PM | 14.4 | B | 19.6 | C | 5.2 | No |

| Table 5.2-7 (cont.) EXISTING INTERSECTION OPERATIONS | | | | | | | | |
|--|-------------------|-----------|--------------------|------------------|--------------|----------|----------------------|---------------------|
| Intersection | Control Type | Peak Hour | Without Project | | With Project | | Δ Delay ³ | Significant Impact? |
| | | | Delay ¹ | LOS ² | Delay | LOS | | |
| 16. I-5 SB On Ramp / Nobel Drive | Signal | AM | 6.7 | A | 6.7 | A | 0.0 | No |
| | | PM | 8.4 | A | 8.8 | A | 0.4 | No |
| 17. I-5 NB Off Ramp / Nobel Drive | Signal | AM | 22.8 | C | 23.4 | C | 0.6 | No |
| | | PM | 22.0 | C | 22.4 | C | 0.4 | No |
| 18. Nobel Drive / Lebon Drive | Signal | AM | 30.9 | C | 31.2 | C | 0.3 | No |
| | | PM | 43.1 | D | 43.4 | D | 0.3 | No |
| 19. Nobel Drive / Regents Road | Signal | AM | 34.2 | C | 41.8 | D | 7.6 | No |
| | | PM | 56.1 | E | 57.4 | E | 1.3 | No |
| 20. Nobel Drive / Costa Verde Boulevard / Cargill Avenue | Signal | AM | 41.4 | D | 51.6 | D | 10.2 | No |
| | | PM | 33.7 | C | 38.3 | D | 4.6 | No |
| 21. Nobel Drive / Costa Verde Center Driveway | MSSC ⁴ | AM | 9.5 | A | 9.6 | A | 0.1 | No |
| | | PM | 9.5 | A | 9.7 | A | 0.2 | No |
| 22. Nobel Drive / Genesee Avenue | Signal | AM | 39.1 | D | 49.1 | D | 10.0 | No |
| | | PM | 45.2 | D | 52.7 | D | 7.5 | No |
| 23. Nobel Drive / Towne Centre Drive | Signal | AM | 25.8 | C | 26.5 | C | 0.7 | No |
| | | PM | 42.3 | D | 43.0 | D | 0.7 | No |
| 24. Nobel Drive / Shoreline Drive | Signal | AM | 13.9 | B | 13.9 | B | 0.0 | No |
| | | PM | 12.2 | B | 12.2 | B | 0.0 | No |
| 25. Nobel Drive / Judicial Drive | Signal | AM | 51.4 | D | 51.9 | D | 0.5 | No |
| | | PM | 17.4 | B | 17.5 | B | 0.1 | No |
| 26. I-805 SB On Ramp / Nobel Drive | Signal | AM | 3.3 | A | 3.4 | A | 0.1 | No |
| | | PM | 4.7 | A | 4.8 | A | 0.1 | No |
| 27. I-805 NB Off Ramp / Nobel Drive | Signal | AM | 25.5 | C | 25.9 | C | 0.4 | No |
| | | PM | 23.8 | C | 23.9 | C | 0.1 | No |
| 28. Genesee Avenue / Decoro Street | Signal | AM | 13.8 | B | 13.9 | B | 0.1 | No |
| | | PM | 46.1 | D | 49.0 | D | 2.9 | No |
| 29. Genesee Avenue / Governor Drive | Signal | AM | 225.8 | F | 241.6 | F | 15.8 | Yes |
| | | PM | 57.1 | E | 57.7 | E | 0.6 | No |
| 30. Genesee Avenue / SR 52 WB Ramps | Signal | AM | 18.7 | C | 19.2 | C | 0.5 | No |
| | | PM | 71.9 | F | 91.8 | F | 19.9 | Yes |
| 31. Genesee Avenue / SR 52 EB Ramps | Signal | AM | 44.4 | D | 48.1 | D | 3.7 | No |
| | | PM | 152.4 | F | 173.6 | F | 21.2 | Yes |

| Table 5.2-7 (cont.) EXISTING INTERSECTION OPERATIONS | | | | | | | | |
|---|--------------|-----------|--------------------|------------------|--------------|-----|-----------------------------|---------------------|
| Intersection | Control Type | Peak Hour | Without Project | | With Project | | Δ Delay ³ | Significant Impact? |
| | | | Delay ¹ | LOS ² | Delay | LOS | | |
| 32. Genesee Avenue / Centurion Square | Signal | AM | 31.2 | C | 33.5 | C | 2.3 | No |
| | | PM | 10.5 | B | 11.0 | B | 0.5 | No |
| 33. Genesee Avenue / Executive Way | Signal | AM | 27.1 | C | 27.2 | C | 0.1 | No |
| | | PM | 26.3 | C | 26.4 | C | 0.1 | No |
| 34. Nobel Drive / Lombard Place | Signal | AM | 8.2 | A | 8.3 | A | 0.1 | No |
| | | PM | 22.4 | C | 22.5 | C | 0.1 | No |

Source: LLG 2020a

¹ Average intersection delay per vehicle in seconds

² Level of Service

³ Increase in delay due to Project traffic

⁴ MSSC: Minor-Street-STOP-Controlled intersection. Minor Street left-turn delay and LOS reported

Bold Text = Deficient (LOS E or LOS F)

**Table 5.2-8
EXISTING ROADWAY SEGMENT OPERATIONS**

| Street Segment | Functional Classification ¹ | LOS E Capacity ² | Without Project | | | With Project | | | Δ V/C ⁶ | Significant Impact? |
|---|--|-----------------------------|------------------|------------------|------------------|--------------|-----|-------|--------------------|---------------------|
| | | | ADT ³ | LOS ⁴ | V/C ⁵ | ADT | LOS | V/C | | |
| La Jolla Village Drive | | | | | | | | | | |
| 1. I-5 to Lebon Drive | 6-Lane Major Arterial | 50,000 | 46,430 | E | 0.929 | 46,930 | E | 0.939 | 0.010 | No |
| 2. Lebon Drive to Regents Road | 6-Lane Major Arterial | 50,000 | 42,940 | D | 0.859 | 45,340 | D | 0.867 | 0.008 | No |
| 3. Regents Road to Costa Verde Boulevard | 6-Lane Major Arterial | 50,000 | 35,240 | C | 0.705 | 35,590 | C | 0.712 | 0.007 | No |
| 4. Costa Verde Boulevard to Genesee Avenue | 6-Lane Major Arterial | 50,000 | 37,280 | C | 0.746 | 37,580 | C | 0.752 | 0.006 | No |
| 5. Genesee Avenue to Executive Way | 6-Lane Major Arterial | 50,000 | 42,350 | D | 0.847 | 43,100 | D | 0.862 | 0.015 | No |
| 6. Executive Way to Towne Centre Drive | 6-Lane Prime Arterial | 60,000 | 43,530 | C | 0.726 | 44,280 | C | 0.738 | 0.012 | No |
| 7. Towne Centre Drive to I-805 | 8-Lane Prime Arterial | 80,000 | 58,490 | C | 0.731 | 59,190 | C | 0.740 | 0.009 | No |
| Nobel Drive | | | | | | | | | | |
| 8. I-5 to Lebon Drive | 6-Lane Major Arterial | 50,000 | 22,730 | B | 0.455 | 23,380 | B | 0.468 | 0.013 | No |
| 9. Lebon Drive to Regents Road | 6-Lane Major Arterial | 50,000 | 24,330 | B | 0.487 | 25,230 | B | 0.505 | 0.018 | No |
| 10. Regents Road to Costa Verde Boulevard | 6-Lane Major Arterial | 50,000 | 24,570 | B | 0.491 | 25,920 | B | 0.518 | 0.027 | No |
| 11. Costa Verde Boulevard to Genesee Avenue | 6-Lane Major Arterial | 50,000 | 22,410 | B | 0.448 | 23,760 | B | 0.475 | 0.027 | No |
| 12. Genesee Avenue to Lombard Place | 4-Lane Major Arterial | 40,000 | 22,190 | C | 0.555 | 22,740 | C | 0.569 | 0.014 | No |
| 13. Lombard Place to Towne Centre Drive | 4-Lane Major Arterial | 40,000 | 20,270 | B | 0.507 | 20,820 | B | 0.521 | 0.014 | No |
| 14. Towne Centre Drive to Shoreline Drive | 6-Lane Prime Arterial | 60,000 | 13,390 | A | 0.223 | 13,840 | A | 0.231 | 0.008 | No |
| 15. Shoreline Drive to Judicial Drive | 6-Lane Prime Arterial | 60,000 | 15,350 | A | 0.256 | 15,750 | A | 0.263 | 0.007 | No |
| 16. Judicial Drive to I-805 | 6-Lane Major Arterial | 50,000 | 23,370 | B | 0.467 | 23,770 | B | 0.475 | 0.008 | No |
| Lebon Drive | | | | | | | | | | |
| 17. La Jolla Village Drive to Nobel Drive | 5-Lane Major Arterial | 45,000 | 14,530 | A | 0.323 | 14,680 | A | 0.326 | 0.003 | No |

**Table 5.2-8 (cont.)
EXISTING ROADWAY SEGMENT OPERATIONS**

| Street Segment | Functional Classification ¹ | LOS E Capacity ² | Without Project | | | With Project | | | Δ V/C ⁶ | Significant Impact? |
|---|---|-----------------------------|-----------------|---|-------|--------------|---|-------|--------------------|---------------------|
| Regents Road | | | | | | | | | | |
| 18. Executive Drive to La Jolla Village Drive | 4-Lane Collector (continuous left-turn lane) | 30,000 | 18,100 | C | 0.603 | 18,250 | C | 0.608 | 0.005 | No |
| 19. La Jolla Village Drive to Nobel Drive | 5-Lane Major Arterial | 45,000 | 15,170 | A | 0.337 | 15,420 | A | 0.343 | 0.006 | No |
| 20. South of Nobel Drive | 4-Lane Major Arterial | 40,000 | 15,170 | B | 0.379 | 15,370 | B | 0.384 | 0.005 | No |
| Genesee Avenue | | | | | | | | | | |
| 21. Eastgate Mall to Executive Drive | 4-Lane Major Arterial | 40,000 | 29,980 | C | 0.750 | 30,330 | D | 0.758 | 0.008 | No |
| 22. Executive Drive to La Jolla Village Drive | 4-Lane Major Arterial | 40,000 | 32,190 | D | 0.805 | 32,730 | D | 0.819 | 0.014 | No |
| 23. La Jolla Village Drive to Esplanade Court | 4-Lane Major Arterial | 40,000 | 28,790 | C | 0.720 | 30,330 | D | 0.758 | 0.038 | No |
| 24. Esplanade Court to Nobel Drive | 5-Lane Major Arterial | 45,000 | 22,980 | C | 0.575 | 25,000 | C | 0.625 | 0.050 | No |
| 25. Nobel Drive to Decoro Street | 4-Lane Major Arterial | 40,000 | 30,920 | D | 0.773 | 32,020 | D | 0.801 | 0.028 | No |
| 26. Decoro Street to Centurion Square | 4-Lane Major Arterial | 40,000 | 32,190 | D | 0.805 | 33,290 | D | 0.832 | 0.027 | No |
| 27. Centurion Square to Governor Drive | 4-Lane Major Arterial | 40,000 | 33,620 | D | 0.841 | 34,720 | D | 0.868 | 0.027 | No |
| 28. Governor Drive to SR 52 | 4-Lane Major Arterial | 40,000 | 30,330 | D | 0.758 | 31,180 | D | 0.780 | 0.022 | No |

Source: LLG 2020a

¹ The current classification at which the roadway functions

² The capacity corresponding to the functional classification of the roadway per City of San Diego classification table

³ Average daily traffic

⁴ Level of Service

⁵ Volume to capacity ratio

⁶ Increase in V/C ratio due to Project traffic

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| Table 5.2-9 EXISTING FREEWAY SEGMENT OPERATIONS | | | | | | | | | | | | | | | | | | | | |
|--|-------------------------------|---------|--------------|------------------------|------------------|-------|--------------|--------------|------------------|----------|------------------|--------------|--------------|--------------|------------------|----------|------------------------|-------|---------------------|------------------|
| Freeway and Segment | Direction and Number of Lanes | | Existing ADT | Existing + Project ADT | Without Project | | | | | | With Project | | | | | | V/C Delta ³ | | Significant Impact? | |
| | | | | | V/C ¹ | | Density | | LOS ² | | V/C ¹ | | Density | | LOS ² | | | | | |
| | | | | | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| Interstate 5 | | | | | | | | | | | | | | | | | | | | |
| Gilman Drive to Nobel Drive | NB | 4M | 178,000 | 178,450 | 0.697 | 0.851 | 27.00 | 0.880 | D | E | 0.702 | 0.881 | 27.20 | 35.90 | D | E | 0.005 | 0.001 | No | No |
| | SB | 4M | | | 0.913 | 0.825 | 37.90 | 0.854 | E | F | 0.914 | 0.859 | 37.90 | >45.00 | E | F | 0.001 | 0.005 | No | Yes ⁴ |
| Nobel Drive to La Jolla Village Drive | NB | 4M | 156,000 | 156,000 | 0.606 | 0.754 | 23.60 | 0.781 | C | D | 0.606 | 0.781 | 23.60 | 30.60 | C | D | 0.000 | 0.000 | No | No |
| | SB | 4M | | | 0.784 | 0.757 | 30.60 | 0.774 | D | F | 0.784 | 0.774 | 30.60 | >45.00 | D | F | 0.000 | 0.000 | No | No |
| La Jolla Village Drive to Genesee Avenue | NB | 4M | 171,000 | 171,300 | 0.663 | 0.832 | 25.70 | 0.863 | C | D | 0.663 | 0.866 | 25.70 | 34.90 | C | D | 0.000 | 0.003 | No | No |
| | SB | 4M | | | 0.971 | 0.800 | 42.40 | 0.829 | E | F | 0.976 | 0.830 | 42.80 | >45.00 | E | F | 0.005 | 0.001 | No | No |
| Interstate 805 | | | | | | | | | | | | | | | | | | | | |
| Governor Drive to Nobel Drive | NB | 4M + 1A | 206,000 | 206,450 | 1.001 | 0.634 | >45.00 | 0.660 | F | C | 1.006 | 0.661 | >45.00 | 23.90 | F | C | 0.005 | 0.001 | Yes ⁴ | No |
| | SB | 4M + 1A | | | 0.534 | 1.072 | 19.30 | 1.160 | C | F | 0.535 | 1.165 | 19.30 | >45.00 | C | F | 0.001 | 0.005 | No | No |
| Nobel Drive to La Jolla Village Drive | NB | 4M + 1A | 186,000 | 186,100 | 0.893 | 0.570 | 35.40 | 0.595 | E | C | 0.895 | 0.595 | 35.50 | 21.40 | E | C | 0.002 | 0.000 | No | No |
| | SB | 4M | | | 0.548 | 1.148 | 21.40 | 1.246 | C | F | 0.548 | 1.247 | 21.40 | >45.00 | C | F | 0.000 | 0.001 | No | No |
| La Jolla Village Drive to Mira Mesa Boulevard | NB | 4M + 1A | 185,000 | 185,400 | 0.885 | 0.565 | 34.80 | 0.589 | D | C | 0.886 | 0.593 | 34.90 | 21.10 | D | C | 0.001 | 0.004 | No | No |
| | SB | 4M + 1A | | | 0.483 | 0.939 | 17.30 | 1.019 | B | F | 0.487 | 1.021 | 17.40 | >45.00 | B | F | 0.004 | 0.002 | No | No |
| SR 52 | | | | | | | | | | | | | | | | | | | | |
| Genesee Avenue to I-805 | EB | 2M | 91,000 | 91,550 | 1.032 | 1.098 | >45.00 | 1.068 | F | F | 1.034 | 1.080 | >45.00 | >45.00 | F | F | 0.002 | 0.012 | No | Yes |
| | WB | 2M | | | 0.975 | 0.714 | 42.70 | 0.652 | E | C | 0.988 | 0.656 | 43.80 | 25.10 | E | C | 0.013 | 0.004 | Yes | No |

Source: LLG 2020a

¹ Volume to capacity ratio

² Level of Service

³ Increase in v/c due to Project traffic

⁴ A significant impact is identified at this location since the reduction in speed due to the project exceeds the allowable threshold

ADT=average daily traffic; NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, M = Mainline, A = Auxiliary Lane

The above analyses were conducted for the General Purpose Lanes only. The associated capacities of the high-occupancy vehicle lanes were not included

Bold = Deficient (LOS E and LOS F)

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**Table 5.2-10
EXISTING FREEWAY RAMP METER OPERATIONS**

| Location/Condition | Peak Hour | Peak Hour Demand | SOV Demand (veh/hr/lane) | Ramp Meter Rate (Flow) ¹ (veh/hr/lane) | Excess Demand (veh/hr/lane) | Delay per Lane ² | Queue per Lane ³ |
|---|-----------|------------------|--------------------------|---|-----------------------------|-----------------------------|-----------------------------|
| WB La Jolla Village Drive to NB I-5 (1 SOV lane) | | | | | | | |
| Existing | PM | 504 | 504 | 555 | 0 | 0 | 0 |
| Existing Plus Project | PM | 531 | 531 | 555 | 0 | 0 | 0 |
| Project Increase | PM | 27 | 27 | 555 | 0 | 0 | 0 |
| WB La Jolla Village Drive to SB I-5 (1 SOV lane + 1 HOV lane) | | | | | | | |
| Existing | PM | 1,052 | 842 | 643 | 199 | 19 | 4,975 |
| Existing Plus Project | PM | 1,052 | 842 | 643 | 199 | 19 | 4,975 |
| Project Increase | PM | 0 | 0 | 643 | 0 | 0 | 0 |
| EB La Jolla Village Drive to NB I-805 (1 SOV lane + 1 HOV lane) | | | | | | | |
| Existing | AM | 804 | 643 | 559 | 84 | 9 | 2,100 |
| Existing Plus Project | AM | 812 | 650 | 559 | 91 | 10 | 2,275 |
| Project Increase | AM | 8 | 7 | 559 | 7 | 1 | 175 |
| EB La Jolla Village Drive to SB I-805 (2 SOV lanes + 1 HOV lane) | | | | | | | |
| Existing | PM | 1083 | 433 | 593 | 0 | 0 | 0 |
| Existing Plus Project | PM | 1092 | 437 | 593 | 0 | 0 | 0 |
| Project Increase | PM | 9 | 4 | 593 | 0 | 0 | 0 |
| Nobel Drive to SB I-5 (2 SOV lanes + 1 HOV lane) | | | | | | | |
| Existing | PM | 959 | 384 | 374 | 10 | 2 | 250 |
| Existing Plus Project | PM | 1000 | 400 | 374 | 26 | 4 | 650 |
| Project Increase | PM | 41 | 16 | 374 | 16 | 2 | 400 |
| Nobel Drive to SB I-805 (2 SOV lanes + 1 HOV lane) | | | | | | | |
| Existing | PM | 802 | 321 | 229 | 92 | 24 | 2,300 |
| Existing Plus Project | PM | 834 | 334 | 229 | 105 | 27 | 2,613 |
| Project Increase | PM | 32 | 13 | 229 | 13 | 3 | 313 |

Source: LLG 2020a

¹ Meter rates obtained from Caltrans were utilized with the exception of the I-5/Nobel Drive ramp, which was calibrated based on field observations (see Appendix F of the TIA) and reduced further from the most restrictive rate of 528 vehicles/hour/lane.

² Delay expressed in minutes per lane

³ Queue expressed in feet per lane, calculated as excess demand times 25 feet per vehicle.

SOV = single occupancy vehicle; HOV = high occupancy vehicle; NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

Bold = Significant ramp meter impact

Near-Term (Opening Day 2023) Plus Project

The Near-Term (Opening Day 2023) Plus Project analysis of the study area intersections, roadway segments, freeway mainline segments, and metered freeway on-ramp operations includes the addition of reasonably foreseeable development projects as well as programmed, scheduled, and fully funded network improvement projects to the Project conditions for the expected Project Opening Day, Year 2023.

Table 5.2-11 identifies the local and regional improvements assumed in this analysis. An improvement was considered only if it is currently under construction or if the improvement would be completed prior to the Project's opening day.

| Table 5.2-11 ASSUMED PLANNED IMPROVEMENTS | | |
|--|--|---|
| Project Name | Improvements | Schedule |
| Local | | |
| <i>Public Facilities Financing Plan (PFFP)</i> | | |
| La Jolla Village Drive/I-805 Interchange Ramps | This improvement includes conversion of the existing La Jolla Village Drive/I-805 full cloverleaf interchange configuration to a partial cloverleaf interchange configuration, to include the widening of the overpass structure. | This project has been completed. |
| La Jolla Village Drive and Regents Road | This improvement includes construction of a southbound-to-westbound right-turn lane at La Jolla Drive and Regents Road intersection. | This project has been completed. |
| La Jolla Village Drive and Towne Center Drive | This improvement includes construction of eastbound and westbound right turn lanes at the intersection of La Jolla Village Drive and Towne Center Drive. Six through-lanes on La Jolla Village Drive are also proposed. | This project has been completed. |
| <i>Approved Projects Mitigation</i> | | |
| Genesee Avenue between Eastgate Mall to Nobel Drive | This improvement includes temporary restriping of Genesee Avenue between Eastgate Mall and Nobel Drive to a four-lane divided roadway as a part of the Mid-Coast Trolley construction. The Mid-Coast Trolley will restripe back to six lanes upon completion of the Mid-Coast Trolley. | For the purposes of the traffic analysis, six lanes on Genesee Avenue were assumed in the Near-Term (Opening Day 2023) analysis. |
| Genesee Avenue/Esplanade Court Intersection | This improvement includes reconfiguration of the eastbound approach to include a left-turn lane, a shared left-through lane and a dedicated right-turn lane. | The reconfiguration of the eastbound approach is a condition of approval of the Monte Verde project, which is currently under construction and the signal modification is permitted and bonded. |
| Regional | | |
| Mid-Coast Trolley | <p>This improvement includes construction of a new trolley line connecting Downtown San Diego to the University Community.</p> <p>In the Project area, six stations are proposed at Nobel Drive, VA Medical Center, UC San Diego west, UC San Diego east, Executive Drive, and Westfield UTC.</p> <p>As a part of the new trolley line, several intersections along Genesee Avenue will include the removal of turn lanes.</p> | This project is fully funded, under construction, and is expected to be in service by late 2021. |

The Near-Term (Opening Day 2023) traffic volumes were calculated for the study area by adding the Near-Term cumulative project volumes to the existing volumes as shown in Figure 5.2-4, *Near-Term (Opening Day 2023) Plus Project Traffic Volumes*.

Intersection Conditions

Intersection operations with the Project are shown in Table 5.2-12, *Near-Term (Opening Day 2023) Intersection Operations*. Seventeen intersections would operate at LOS E or F with and without the Project. Based on the City's significance criteria, the Project's traffic contribution to the following five intersections would constitute a significant direct project impact:

- Genesee Avenue/Esplanade Court (LOS F p.m. peak hour)
- Genesee Avenue/Decoro Street (LOS F p.m. peak hour)
- Genesee Avenue/Governor Drive (LOS F a.m. peak hour)
- Genesee Avenue/SR 52 westbound ramps (LOS F p.m. peak hour)
- Genesee Avenue/SR 52 eastbound ramps (LOS E a.m. peak hour and LOS F p.m. peak hour)

Roadway Segment Conditions

Roadway segment operations with the Project are shown in Table 5.2-13, *Near-Term (Opening Day 2023) Roadway Segment Operations*. All segments are calculated to operate at LOS D or better, with the exception of five segments that would operate at LOS E or F with and without the Project. Based on the City's significance criteria, the Project's contribution to the following roadway segments is a significant direct project impact:

- Genesee Avenue: Decoro Street to Centurion Square (LOS E)
- Genesee Avenue: Centurion Square to Governor Drive (LOS E)

Freeway Mainline Segment Conditions

Based on the information in Table 5.2-14, *Near-Term (Opening Day 2023) Freeway Segment Operations*, seven freeway segments would operate at LOS E or F during the a.m. and/or p.m. peak hours. Of those seven, the Project's contribution to three segments would constitute a significant direct project impact:

- I-5 between Gilman Drive and Nobel Drive southbound (LOS F p.m. peak hour)
- I-805 between Governor Drive and Nobel Drive northbound (LOS F a.m. peak hour)
- SR 52 between Genesee Avenue and I-805 westbound (LOS F a.m. peak hour) and eastbound (LOS F p.m. peak hour)

Metered Freeway On-ramp Operations

As shown in Table 5.2-15, *Near-Term (Opening Day 2023) Ramp Meter Operations*, two metered freeway on-ramps would experience delays exceeding 15 minutes with and without the Project, based on the most restrictive meter rates provided by Caltrans. Based on the City's significance criteria, the Project's contribution to the delay at Nobel Drive to southbound I-805 (p.m. peak hour) is a significant direct project impact.

Table 5.2-12
NEAR-TERM (OPENING DAY 2023) INTERSECTION OPERATIONS

| Intersection | Control Type | Peak Hour | Without Project | | With Project | | Δ Delay ³ | Significant Impact? |
|---|-------------------|-----------|--------------------|------------------|--------------|----------|----------------------|---------------------|
| | | | Delay ¹ | LOS ² | Delay | LOS | | |
| 1. Eastgate Mall / Genesee Avenue | Signal | AM | 75.1 | E | 75.6 | E | 0.5 | No |
| | | PM | 46.7 | D | 47.3 | D | 0.6 | No |
| 2. I-5 SB Ramps / La Jolla Village Drive | Signal | AM | 24.2 | C | 24.6 | C | 0.4 | No |
| | | PM | 34.5 | C | 35.2 | D | 0.7 | No |
| 3. I-5 NB Ramps / La Jolla Village Drive | Signal | AM | 43.5 | D | 44.0 | D | 0.5 | No |
| | | PM | 39.7 | D | 41.3 | D | 1.6 | No |
| 4. La Jolla Village Drive / Lebon Drive | Signal | AM | 29.9 | C | 30.0 | C | 0.1 | No |
| | | PM | 41.7 | D | 42.2 | D | 0.5 | No |
| 5. La Jolla Village Drive / Regents Road | Signal | AM | 82.5 | F | 83.1 | F | 0.6 | No |
| | | PM | 114.5 | F | 115.4 | F | 0.9 | No |
| 6. La Jolla Village Drive / Costa Verde Boulevard | MSSC ⁴ | AM | 12.7 | B | 13.0 | B | 0.3 | No |
| | | PM | 11.4 | B | 11.6 | B | 0.2 | No |
| 7. La Jolla Village Drive / Genesee Avenue | Signal | AM | 61.2 | E | 62.7 | E | 1.5 | No |
| | | PM | 57.5 | E | 57.8 | E | 0.3 | No |
| 8. La Jolla Village Drive / Executive Way | Signal | AM | 23.6 | C | 23.7 | C | 0.1 | No |
| | | PM | 95.7 | F | 96.0 | F | 0.3 | No |
| 9. La Jolla Village Drive / Towne Centre Drive | Signal | AM | 140.3 | F | 140.7 | F | 0.4 | No |
| | | PM | 196.0 | F | 196.4 | F | 0.4 | No |
| 10. I-805 SB Ramps / La Jolla Village Drive | Signal | AM | 150.0 | F | 150.8 | F | 0.8 | No |
| | | PM | 75.5 | E | 77.4 | E | 1.9 | No |
| 11. I-805 NB Ramps / Miramar Road | Signal | AM | 40.8 | D | 43.0 | D | 2.2 | No |
| | | PM | 72.7 | E | 74.3 | E | 1.6 | No |
| 12. Costa Verde Boulevard / Loop Road (North) | MSSC ⁴ | AM | 13.0 | B | 13.5 | B | 0.5 | No |
| | | PM | 14.4 | B | 14.6 | B | 0.2 | No |
| 13. Costa Verde Boulevard / Loop Road (South) | MSSC ⁴ | AM | 10.6 | B | 11.2 | B | 0.6 | No |
| | | PM | 20.5 | C | 26.7 | D | 6.2 | No |
| 14. Genesee Avenue / Esplanade Court | Signal | AM | 27.4 | C | 54.2 | D | 26.8 | No |
| | | PM | 67.4 | E | 96.7 | F | 29.3 | Yes |

Table 5.2-12 (cont.)
NEAR-TERM (OPENING DAY 2023) INTERSECTION OPERATIONS

| Intersection | Control Type | Peak Hour | Without Project | | With Project | | Δ Delay ³ | Significant Impact? |
|--|-------------------|-----------|--------------------|------------------|--------------|----------|----------------------|---------------------|
| | | | Delay ¹ | LOS ² | Delay | LOS | | |
| 15. Genesee Avenue / Costa Verde Center Driveway (South) | MSSC ⁴ | AM | 9.9 | A | 10.2 | B | 0.3 | No |
| | | PM | 11.2 | B | 12.3 | B | 1.1 | No |
| 16. I-5 SB On Ramp / Nobel Drive | Signal | AM | 7.6 | A | 7.7 | A | 0.1 | No |
| | | PM | 10.0 | A | 10.5 | B | 0.5 | No |
| 17. I-5 NB Off Ramp / Nobel Drive | Signal | AM | 24.2 | C | 25.0 | C | 0.8 | No |
| | | PM | 24.9 | C | 25.5 | C | 0.6 | No |
| 18. Nobel Drive / Lebon Drive | Signal | AM | 31.3 | C | 31.8 | C | 0.5 | No |
| | | PM | 43.5 | D | 43.8 | D | 0.3 | No |
| 19. Nobel Drive / Regents Road | Signal | AM | 36.9 | D | 43.8 | D | 6.9 | No |
| | | PM | 58.9 | E | 60.7 | E | 1.8 | No |
| 20. Nobel Drive / Costa Verde Boulevard / Cargill Avenue | Signal | AM | 55.8 | E | 57.2 | E | 1.4 | No |
| | | PM | 38.0 | D | 39.7 | D | 1.7 | No |
| 21. Nobel Drive / Costa Verde Center Driveway | MSSC ⁴ | AM | 9.5 | A | 9.6 | A | 0.1 | No |
| | | PM | 9.7 | A | 9.9 | A | 0.2 | No |
| 22. Nobel Drive / Genesee Avenue | Signal | AM | 43.9 | D | 54.1 | D | 10.2 | No |
| | | PM | 42.3 | D | 43.9 | D | 1.6 | No |
| 23. Nobel Drive / Towne Centre Drive | Signal | AM | 26.9 | C | 27.6 | C | 0.7 | No |
| | | PM | 45.7 | D | 46.6 | D | 0.9 | No |
| 24. Nobel Drive / Shoreline Drive | Signal | AM | 13.9 | B | 14.0 | B | 0.1 | No |
| | | PM | 12.2 | B | 12.3 | B | 0.1 | No |
| 25. Nobel Drive / Judicial Drive | Signal | AM | 120.7 | F | 121.5 | F | 0.8 | No |
| | | PM | 19.9 | B | 19.9 | B | 0.0 | No |
| 26. I-805 SB On Ramp / Nobel Drive | Signal | AM | 3.5 | A | 3.7 | A | 0.2 | No |
| | | PM | 4.8 | A | 4.9 | A | 0.1 | No |

Table 5.2-12 (cont.)
NEAR-TERM (OPENING DAY 2023) INTERSECTION OPERATIONS

| Intersection | Control Type | Peak Hour | Without Project | | With Project | | Δ Delay ³ | Significant Impact? |
|---------------------------------------|-------------------|-----------|--------------------|------------------|--------------|----------|----------------------|---------------------|
| | | | Delay ¹ | LOS ² | Delay | LOS | | |
| 27. I-805 NB Off Ramp / Nobel Drive | Signal | AM | 29.4 | C | 30.9 | C | 1.5 | No |
| | | PM | 24.6 | C | 24.7 | C | 0.1 | No |
| 28. Genesee Avenue / Decoro Street | Signal | AM | 30.9 | C | 44.7 | D | 13.8 | No |
| | | PM | 279.3 | F | 300.4 | F | 21.1 | Yes |
| 29. Genesee Avenue / Governor Drive | Signal | AM | 368.4 | F | 386.1 | F | 17.7 | Yes |
| | | PM | 65.1 | E | 66.7 | E | 1.6 | No |
| 30. Genesee Avenue / SR 52 WB Ramps | MSSC ⁴ | AM | 26.8 | D | 28.0 | D | 1.2 | No |
| | | PM | 135.0 | F | 166.3 | F | 31.3 | Yes |
| 31. Genesee Avenue / SR 52 EB Ramps | Signal | AM | 53.3 | D | 59.4 | E | 6.1 | Yes |
| | | PM | 152.6 | F | 173.8 | F | 21.2 | Yes |
| 32. Genesee Avenue / Centurion Square | Signal | AM | 77.4 | E | 79.1 | E | 1.7 | No |
| | | PM | 21.8 | C | 28.0 | C | 6.2 | No |
| 33. Genesee Avenue / Executive Drive | Signal | AM | 27.4 | C | 27.5 | C | 0.1 | No |
| | | PM | 34.1 | C | 34.2 | C | 0.1 | No |
| 34. Nobel Drive / Lombard Place | Signal | AM | 9.4 | A | 9.5 | A | 0.1 | No |
| | | PM | 71.0 | E | 71.4 | E | 0.4 | No |

Source: LLG 2020a

¹ Average intersection delay per vehicle in seconds

² Level of Service

³ Increase in delay due to Project traffic

⁴ MSSC: Minor-Street-STOP-Controlled intersection. Minor Street left-turn delay and LOS reported

SB=Southbound; NB=Northbound; WB = Westbound; EB = Eastbound

Bold Text = Deficient (LOS E or LOS F)

Table 5.2-13
NEAR-TERM (OPENING DAY 2023) ROADWAY SEGMENT OPERATIONS

| Street Segment | Functional Classification ¹ | LOS E Capacity ² | Without Project | | | With Project | | | Δ V/C ⁶ | Significant Impact? |
|---|--|-----------------------------|------------------|------------------|------------------|--------------|-----|-------|--------------------|---------------------|
| | | | ADT ³ | LOS ⁴ | V/C ⁵ | ADT | LOS | V/C | | |
| La Jolla Village Drive | | | | | | | | | | |
| 1. I-5 to Lebon Drive | 6-Lane Major Arterial | 50,000 | 51,620 | F | 1.032 | 52,120 | F | 1.042 | 0.010 | No |
| 2. Lebon Drive to Regents Road | 6-Lane Major Arterial | 50,000 | 48,970 | E | 0.979 | 49,370 | E | 0.987 | 0.008 | No |
| 3. Regents Road to Costa Verde Boulevard | 6-Lane Major Arterial | 50,000 | 40,280 | D | 0.806 | 40,630 | D | 0.813 | 0.007 | No |
| 4. Costa Verde Boulevard to Genesee Avenue | 6-Lane Major Arterial | 50,000 | 42,640 | D | 0.853 | 42,940 | D | 0.859 | 0.006 | No |
| 5. Genesee Avenue to Executive Way | 6-Lane Major Arterial | 50,000 | 49,220 | E | 0.984 | 49,970 | E | 0.999 | 0.015 | No |
| 6. Executive Way to Towne Centre Drive | 6-Lane Prime Arterial | 60,000 | 51,540 | D | 0.859 | 52,290 | D | 0.872 | 0.013 | No |
| 7. Towne Centre Drive to I-805 | 8-Lane Prime Arterial | 80,000 | 68,560 | C | 0.857 | 69,260 | C | 0.866 | 0.009 | No |
| Nobel Drive | | | | | | | | | | |
| 8. I-5 to Lebon Drive | 6-Lane Major Arterial | 50,000 | 24,960 | B | 0.499 | 25,610 | B | 0.512 | 0.013 | No |
| 9. Lebon Drive to Regents Road | 6-Lane Major Arterial | 50,000 | 26,810 | B | 0.536 | 27,710 | B | 0.554 | 0.018 | No |
| 10. Regents Road to Costa Verde Boulevard | 6-Lane Major Arterial | 50,000 | 26,560 | B | 0.531 | 27,910 | B | 0.558 | 0.027 | No |
| 11. Costa Verde Boulevard to Genesee Avenue | 6-Lane Major Arterial | 50,000 | 24,420 | B | 0.488 | 25,770 | B | 0.515 | 0.027 | No |
| 12. Genesee Avenue to Lombard Place | 4-Lane Major Arterial | 40,000 | 24,420 | C | 0.611 | 24,970 | C | 0.624 | 0.013 | No |
| 13. Lombard Place to Towne Centre Drive | 4-Lane Major Arterial | 40,000 | 22,500 | C | 0.563 | 23,050 | C | 0.576 | 0.013 | No |
| 14. Towne Centre Drive to Shoreline Drive | 6-Lane Prime Arterial | 60,000 | 15,980 | A | 0.266 | 16,430 | A | 0.274 | 0.008 | No |
| 15. Shoreline Drive to Judicial Drive | 6-Lane Prime Arterial | 60,000 | 18,580 | A | 0.310 | 18,980 | A | 0.316 | 0.006 | No |
| 16. Judicial Drive to I-805 | 6-Lane Major Arterial | 50,000 | 29,820 | C | 0.596 | 30,220 | C | 0.604 | 0.008 | No |

Table 5.2-13 (cont.)
NEAR-TERM (OPENING DAY 2023) ROADWAY SEGMENT OPERATIONS

| Street Segment | Functional Classification ¹ | LOS E Capacity ² | Without Project | | | With Project | | | Δ V/C ⁶ | Significant Impact? |
|---|---|-----------------------------|------------------|------------------|------------------|--------------|-----|-------|--------------------|---------------------|
| | | | ADT ³ | LOS ⁴ | V/C ⁵ | ADT | LOS | V/C | | |
| Lebon Drive | | | | | | | | | | |
| 17. La Jolla Village Drive to Nobel Drive | 5-Lane Major Arterial | 45,000 | 15,750 | A | 0.350 | 15,900 | A | 0.353 | 0.003 | No |
| Regents Road | | | | | | | | | | |
| 18. Executive Drive to La Jolla Village Drive | 4-Lane Collector (continuous left-turn lane) | 30,000 | 23,270 | D | 0.776 | 23,420 | D | 0.781 | 0.005 | No |
| 19. La Jolla Village Drive to Nobel Drive | 5-Lane Major Arterial | 45,000 | 17,440 | A | 0.388 | 17,690 | B | 0.393 | 0.005 | No |
| 20. South of Nobel Drive | 4-Lane Major Arterial | 40,000 | 16,740 | B | 0.419 | 16,940 | B | 0.424 | 0.005 | No |
| Genesee Avenue | | | | | | | | | | |
| 21. Eastgate Mall to Executive Drive | 6-Lane Major Arterial | 50,000 | 34,860 | C | 0.697 | 35,210 | C | 0.704 | 0.007 | No |
| 22. Executive Drive to La Jolla Village Drive | 6-Lane Major Arterial | 50,000 | 37,070 | C | 0.741 | 37,620 | C | 0.752 | 0.011 | No |
| 23. La Jolla Village Drive to Esplanade Court | 4-Lane Major Arterial | 40,000 | 32,470 | C | 0.649 | 34,010 | C | 0.680 | 0.031 | No |
| 24. Esplanade Court to Nobel Drive | 5-Lane Major Arterial | 45,000 | 29,590 | C | 0.592 | 31,610 | C | 0.632 | 0.040 | No |
| 25. Nobel Drive to Decoro Street | 4-Lane Major Arterial | 40,000 | 33,840 | D | 0.846 | 34,940 | D | 0.874 | 0.028 | No |
| 26. Decoro Street to Centurion Square | 4-Lane Major Arterial | 40,000 | 35,110 | E | 0.878 | 36,210 | E | 0.905 | 0.027 | Yes |

Table 5.2-13 (cont.)
NEAR-TERM (OPENING DAY 2023) ROADWAY SEGMENT OPERATIONS

| Street Segment | Functional Classification ¹ | LOS E Capacity ² | Without Project | | | With Project | | | Δ V/C ⁶ | Significant Impact? |
|--|--|-----------------------------|------------------|------------------|------------------|--------------|-----|-------|--------------------|---------------------|
| | | | ADT ³ | LOS ⁴ | V/C ⁵ | ADT | LOS | V/C | | |
| Genesee Avenue (cont.) | | | | | | | | | | |
| 27. Centurion Square to Governor Drive | 4-Lane Major Arterial | 40,000 | 36,540 | E | 0.914 | 37,640 | E | 0.941 | 0.027 | Yes |
| 28. Governor Drive to SR 52 | 4-Lane Major Arterial | 40,000 | 33,250 | D | 0.831 | 34,100 | D | 0.853 | 0.022 | No |

Source: LLG 2020a

¹ The current classification at which the roadway functions

² The capacity corresponding to the functional classification of the roadway per City of San Diego classification table

³ Average daily traffic

⁴ Level of Service

⁵ Volume to capacity ratio

⁶ Increase in V/C ratio due to Project traffic

Bold = Deficient (LOS E and LOS F)

Table 5.2-14
NEAR-TERM (OPENING DAY 2023) FREEWAY SEGMENT OPERATIONS

| Table 5.2-14 NEAR-TERM (OPENING DAY 2023) FREEWAY SEGMENT OPERATIONS | | | | | | | | | | | | | | | | | | | | |
|---|--|------------|---|--|------------------|--------------|--------------|--------|------------------|----|------------------|-------|--------------|--------------|------------------|----------|------------------------|-------|------------------------|------------------|
| Freeway and Segment | Direction and Number of Lanes | | Near- Term (Opening Day 2023) ADT | Near- Term (Opening Day 2023) + Project ADT | Without Project | | | | | | With Project | | | | | | V/C Delta ³ | | Significant Impact? | |
| | | | | | V/C ¹ | | Density | | LOS ² | | V/C ¹ | | Density | | LOS ² | | | | | |
| | | | | | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| Interstate 5 | | | | | | | | | | | | | | | | | | | | |
| Gilman Drive to Nobel Drive | NB | 4M | 183,880 | 184,330 | 0.740 | 0.905 | 28.70 | 35.60 | D | E | 0.745 | 0.878 | 28.90 | 37.50 | D | E | 0.005 | 0.002 | No | No |
| | SB | 4M | | | 0.929 | 0.906 | 39.10 | 115.69 | E | F | 0.930 | 0.883 | 39.10 | >45.00 | E | F | 0.001 | 0.006 | No | Yes ⁴ |
| Nobel Drive to La Jolla Village Drive | NB | 4M | 160,200 | 160,200 | 0.633 | 0.796 | 24.60 | 30.10 | C | D | 0.633 | 0.772 | 24.60 | 31.30 | C | D | 0.000 | 0.000 | No | No |
| | SB | 4M | | | 0.795 | 0.809 | 31.10 | 121.27 | D | F | 0.795 | 0.783 | 31.10 | >45.00 | D | F | 0.000 | 0.000 | No | No |
| La Jolla Village Drive to Genesee Avenue | NB | 4M | 175,220 | 175,520 | 0.677 | 0.881 | 26.20 | 34.00 | D | D | 0.678 | 0.854 | 26.20 | 36.00 | D | E | 0.001 | 0.003 | No | No |
| | SB | 4M | | | 0.990 | 0.851 | 44.10 | 70.86 | E | F | 0.995 | 0.823 | 44.50 | >45.00 | E | F | 0.005 | 0.001 | No | No |
| Interstate 805 | | | | | | | | | | | | | | | | | | | | |
| Governor Drive to Nobel Drive | NB | 4M + 1A | 212,890 | 213,340 | 1.054 | 0.690 | >45.00 | 24.00 | F | C | 1.059 | 0.666 | >45.00 | 25.00 | F | C | 0.005 | 0.002 | Yes ⁴ | No |
| | SB | 4M + 1A | | | 0.556 | 1.223 | 20.10 | 76.06 | C | F | 0.557 | 1.139 | 20.10 | >45.00 | C | F | 0.001 | 0.004 | No | No |
| Nobel Drive to La Jolla Village Drive | NB | 4M + 1A | 189,160 | 189,260 | 0.922 | 0.609 | 37.50 | 21.00 | E | C | 0.923 | 0.584 | 37.70 | 21.90 | E | C | 0.001 | 0.000 | No | No |
| | SB | 4M | | | 0.553 | 1.275 | 21.60 | 134.15 | C | F | 0.554 | 1.178 | 21.70 | >45.00 | C | F | 0.001 | 0.001 | No | No |
| La Jolla Village Drive to Mira Mesa Boulevard | NB | 4M + 1A | 189,240 | 189,640 | 0.894 | 0.631 | 35.40 | 21.60 | E | C | 0.895 | 0.609 | 35.50 | 22.60 | E | C | 0.001 | 0.003 | No | No |
| | SB | 4M + 1A | | | 0.519 | 1.035 | 18.60 | 112.92 | C | F | 0.523 | 0.955 | 18.70 | >45.00 | C | F | 0.004 | 0.001 | No | No |

Table 5.2-14
NEAR-TERM (OPENING DAY 2023) FREEWAY SEGMENT OPERATIONS

| Freeway and Segment | Direction and Number of Lanes | | Near-Term (Opening Day 2023) ADT | Near-Term (Opening Day 2023) + Project ADT | Without Project | | | | | | With Project | | | | | | V/C Delta ³ | | Significant Impact? | |
|-------------------------|-------------------------------|----|----------------------------------|--|------------------|-------|------------------|-------|------------------|----|------------------|-------|---------|--------|------------------|----|------------------------|-------|---------------------|-----|
| | | | | | V/C ¹ | | Density | | LOS ² | | V/C ¹ | | Density | | LOS ² | | | | | |
| | | | | | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| SR 52 | | | | | | | | | | | | | | | | | | | | |
| Genesee Avenue to I-805 | EB | 2M | 102,130 | 102,680 | 1.149 | 1.206 | >45.00 | 89.18 | F | F | 1.151 | 1.248 | >45.00 | >45.00 | F | F | 0.002 | 0.012 | No | Yes |
| | WB | 2M | | | 1.082 | 0.738 | >45.00 | 31.10 | F | D | 1.096 | 0.803 | >45.00 | 28.40 | F | D | 0.014 | 0.004 | Yes | No |

Source: LLG 2020a

¹ Volume to capacity ratio

² Level of Service

³ Increase in v/c due to Project traffic

⁴ A significant impact is identified at this location since the reduction in speed due to the project exceeds the allowable threshold

ADT=average daily traffic; NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, M = Mainline, A = Auxiliary Lane

The above analyses were conducted for the General Purpose Lanes only. The associated capacities of the high-occupancy vehicle lanes were not included

Bold = Deficient (LOS E and LOS F)

Table 5.2-15
NEAR-TERM (OPENING DAY 2023) FREEWAY RAMP METER OPERATIONS

| Location/Condition | Peak Hour | Peak Hour Demand | SOV Demand (veh/hr/lane) | Ramp Meter Rate (Flow) ¹ (veh/hr/lane) | Excess Demand (veh/hr/lane) | Delay per Lane ² | Queue per Lane ³ |
|---|-----------|------------------|--------------------------|---|-----------------------------|-----------------------------|-----------------------------|
| WB La Jolla Village Drive to NB I-5 (1 SOV lane) | | | | | | | |
| Near-Term (Opening Day 2023) | PM | 651 | 651 | 555 | 96 | 10 | 2,400 |
| Near-Term (Opening Day 2023) Plus Project | PM | 678 | 678 | 555 | 123 | 13 | 3,075 |
| Project Increase | PM | 27 | 27 | 555 | 27 | 3 | 675 |
| WB La Jolla Village Drive to SB I-5 (1 SOV lane + 1 HOV lane) | | | | | | | |
| Near-Term (Opening Day 2023) | PM | 1,245 | 996 | 643 | 353 | 33 | 8,825 |
| Near-Term (Opening Day 2023) Plus Project | PM | 1,245 | 996 | 643 | 353 | 33 | 8,825 |
| Project Increase | PM | 0 | 0 | 643 | 0 | 0 | 0 |
| EB La Jolla Village Drive to NB I-805 (1 SOV lane + 1 HOV lane) | | | | | | | |
| Near-Term (Opening Day 2023) | AM | 869 | 695 | 559 | 136 | 15 | 3,400 |
| Near-Term (Opening Day 2023) Plus Project | AM | 877 | 702 | 559 | 143 | 15 | 3,575 |
| Project Increase | AM | 8 | 7 | 559 | 7 | 0 | 175 |
| EB La Jolla Village Drive to SB I-805 (2 SOV lanes + 1 HOV lane) | | | | | | | |
| Near-Term (Opening Day 2023) | PM | 1,320 | 528 | 593 | 0 | 0 | 0 |
| Near-Term (Opening Day 2023) Plus Project | PM | 1,320 | 532 | 593 | 0 | 0 | 0 |
| Project Increase | PM | 9 | 4 | 593 | 0 | 0 | 88 |
| Nobel Drive to SB I-5 (2 SOV lanes + 1 HOV lane) | | | | | | | |
| Near-Term (Opening Day 2023) | PM | 1,118 | 447 | 374 | 73 | 12 | 1,825 |
| Near-Term (Opening Day 2023) Plus Project | PM | 1,159 | 464 | 374 | 90 | 14 | 2,250 |
| Project Increase | PM | 41 | 17 | 374 | 17 | 2 | 425 |
| Nobel Drive to SB I-805 (2 SOV lanes + 1 HOV lane) | | | | | | | |
| Near-Term (Opening Day 2023) | PM | 1,093 | 437 | 229 | 208 | 54 | 5,200 |
| Near-Term (Opening Day 2023) Plus Project | PM | 1,125 | 450 | 229 | 221 | 58 | 5,525 |
| Project Increase | PM | 32 | 13 | 229 | 13 | 4 | 325 |

Source: LLG 2020a

¹ Meter rates obtained from Caltrans were utilized with the exception of the I-5/Nobel Drive ramp, which was calibrated based on field observations and reduced further from the most restrictive rate of 528 vehicles/hour/lane.

² Delay expressed in minutes per lane

³ Queue expressed in feet per lane, calculated as excess demand times 25 feet per vehicle.

SOV = single occupancy vehicle; HOV = high occupancy vehicle; NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

Bold = Significant ramp meter impact

Year 2035 (Community Buildout) Plus Project

No additional planned or local roadway improvements other than those included in the Near-Term (Opening Day 2023) Plus Project scenario (see Table 5.2-11) were assumed in the Year 2035 (Community Buildout) scenario. Traffic generated by the Project was added to the Year 2035 (Community Buildout) traffic volumes, with the resulting conditions at intersections, roadway segments, and freeway segments outlined below and associated traffic volumes shown on Figure 5.2-5, *Year 2035 (Community Buildout) Plus Project Traffic Volumes*.

Intersection Conditions

As shown in Table 5.2-16, *Year 2035 (Community Buildout) Intersection Operations*, 21 study area intersections would operate at LOS E or F with or without the Project in Year 2035 and based on the City's significance criteria, the Project would contribute to a significant cumulative impact at the following nine intersections:

1. La Jolla Village Drive/Genesee Avenue (LOS F a.m. and p.m. peak hours)
2. Costa Verde Boulevard/Loop Road (South) (LOS F p.m. peak hour)
3. Genesee Avenue/Esplanade Court (LOS E a.m. peak hour and LOS F p.m. peak hour)
4. Nobel Drive/Costa Verde Boulevard/Cargill Avenue (LOS E a.m. and p.m. peak hours)
5. Nobel Drive/Genesee Avenue (LOS F a.m. peak hour and LOS E p.m. peak hour)
6. Genesee Avenue/Decoro Street (LOS F a.m. and p.m. peak hours)
7. Genesee Avenue/Governor Drive (LOS F a.m. and p.m. peak hours)
8. Genesee Avenue/SR 52 westbound ramps (LOS F p.m. peak hour)
9. Genesee Avenue/SR 52 eastbound ramps (LOS F a.m. and p.m. peak hours)

Roadway Segment Conditions

Long-term roadway segment operations with the Project are shown in Table 5.2-17, *Year 2035 (Community Buildout) Roadway Segment Operations*. As shown in Table 5.2-17, 12 roadway segments would operate at LOS E or F in the Year 2035 (Community Buildout) scenario with and without the Project. Based on the City's significance criteria, the Project would contribute to a significant cumulative impact at 6 of the 12 roadway segments:

1. La Jolla Village Drive: Genesee Avenue to Executive Way (LOS F)
2. Genesee Avenue: La Jolla Village Drive to Esplanade Court (LOS E)
3. Genesee Avenue: Nobel Drive to Decoro Street (LOS F)
4. Genesee Avenue: Decoro Street to Centurion Square (LOS F)

5. Genesee Avenue: Centurion Square to Governor Drive (LOS F)
6. Genesee Avenue: Governor Drive to SR 52 (LOS F)

Freeway Mainline Segment Conditions

Based on the information in Table 5.2-18, *Year 2035 (Community Buildout) Freeway Segment Operations*, seven freeway segments would operate at LOS E or F with or without the Project in the long term. Based on the City's significance criteria, the Project would contribute to a significant cumulative impact along the following three of the seven segments:

- I-5 between Gilman Drive and Nobel Drive southbound (LOS F p.m. peak hour)
- I-805 between Governor Drive and Nobel Drive northbound (LOS F a.m. peak hour)
- SR 52 between Genesee Avenue and I-805 westbound (LOS F a.m. peak hour) and eastbound (LOS F p.m. peak hour)

Metered Freeway On-ramp Operations

As shown in Table 5.2-19, *Year 2035 (Community Buildout) Freeway Ramp Meter Operations*, there are four metered freeway on-ramps that would experience delays exceeding 15 minutes with or without the Project in the Year 2035 (Community Buildout) Plus Project scenario. Of those four, the Project would contribute to a significant cumulative impact at two metered freeway ramps:

- Westbound La Jolla Village Drive to Northbound I-5 (p.m. peak hour)
- Nobel Drive to Southbound I-805 (p.m. peak hour)

Table 5.2-16
YEAR 2035 (HORIZON YEAR) INTERSECTION OPERATIONS

| Intersection | Control Type | Peak Hour | Without Project | | With Project | | Δ Delay ³ | Significant Impact? |
|---|-------------------|-----------|--------------------|------------------|--------------|----------|----------------------|---------------------|
| | | | Delay ¹ | LOS ² | Delay | LOS | | |
| 1. Eastgate Mall / Genesee Avenue | Signal | AM | 162.3 | F | 162.7 | F | 0.4 | No |
| | | PM | 78.5 | E | 78.7 | E | 0.2 | No |
| 2. I-5 SB Ramps / La Jolla Village Drive | Signal | AM | 48.8 | D | 51.9 | D | 3.1 | No |
| | | PM | 53.9 | D | 54.2 | D | 0.3 | No |
| 3. I-5 NB Ramps / La Jolla Village Drive | Signal | AM | 47.4 | D | 48.4 | D | 1.0 | No |
| | | PM | 44.7 | D | 45.2 | D | 0.5 | No |
| 4. La Jolla Village Drive / Lebon Drive | Signal | AM | 33.5 | C | 34.1 | C | 0.6 | No |
| | | PM | 48.1 | D | 51.8 | D | 3.7 | No |
| 5. La Jolla Village Drive / Regents Road | Signal | AM | 104.7 | F | 105.4 | F | 0.7 | No |
| | | PM | 175.2 | F | 175.9 | F | 0.7 | No |
| 6. La Jolla Village Drive / Costa Verde Boulevard | MSSC ⁴ | AM | 16.1 | C | 16.2 | C | 0.1 | No |
| | | PM | 14.1 | B | 14.1 | B | 0.0 | No |
| 7. Jolla Village Drive / Genesee Avenue | Signal | AM | 107.1 | F | 115.9 | F | 8.8 | Yes |
| | | PM | 71.7 | E | 80.4 | F | 8.7 | Yes |
| 8. La Jolla Village Drive / Executive Way | Signal | AM | 33.1 | C | 36.7 | D | 3.6 | No |
| | | PM | 225.2 | F | 225.8 | F | 0.6 | No |
| 9. Jolla Village Drive / Town Centre Drive | Signal | AM | 203.6 | F | 203.9 | F | 0.3 | No |
| | | PM | 234.6 | F | 235.2 | F | 0.6 | No |
| 10. I-805 SB Ramps / La Jolla Village Drive | Signal | AM | 190.0 | F | 190.3 | F | 0.3 | No |
| | | PM | 78.0 | E | 78.4 | E | 0.4 | No |
| 11. I-805 NB Ramps / Miramar Road | Signal | AM | 45.5 | D | 46.8 | D | 1.3 | No |
| | | PM | 99.1 | F | 99.4 | F | 0.3 | No |
| 12. Costa Verde Boulevard / Loop Road (North) | MSSC ⁴ | AM | 15.0 | B | 15.7 | C | 0.7 | No |
| | | PM | 19.0 | C | 19.3 | C | 0.3 | No |
| 13. Costa Verde Boulevard / Loop Road (South) | MSSC ⁴ | AM | 18.6 | C | 21.2 | C | 2.6 | No |
| | | PM | 97.7 | F | 170.9 | F | 73.2 | Yes |
| 14. Genesee Avenue / Esplanade Court | Signal | AM | 51.9 | D | 77.4 | E | 25.5 | Yes |
| | | PM | 112.3 | F | 138.1 | F | 25.8 | Yes |

Table 5.2-16 (cont.)
YEAR 2035 (HORIZON YEAR) INTERSECTION OPERATIONS

| Intersection | Control Type | Peak Hour | Without Project | | With Project | | Δ Delay ³ | Significant Impact? |
|--|-------------------|-----------|--------------------|------------------|--------------|----------|----------------------|---------------------|
| | | | Delay ¹ | LOS ² | Delay | LOS | | |
| 15. Genesee Avenue / Costa Verde Center Driveway (South) | MSSC ⁴ | AM | 10.0 | B | 11.4 | B | 1.4 | No |
| | | PM | 11.4 | B | 13.3 | B | 1.9 | No |
| 16. I-5 SB On Ramp / Nobel Drive | Signal | AM | 8.2 | A | 8.3 | A | 0.1 | No |
| | | PM | 12.1 | B | 13.4 | B | 1.3 | No |
| 17. I-5 NB Off Ramp / Nobel Drive | Signal | AM | 25.4 | C | 26.9 | C | 1.5 | No |
| | | PM | 71.9 | E | 72.9 | E | 1.0 | No |
| 18. Nobel Drive / Lebon Drive | Signal | AM | 32.7 | C | 33.1 | C | 0.4 | No |
| | | PM | 45.0 | D | 45.2 | D | 0.2 | No |
| 19. Nobel Drive / Regents Road | Signal | AM | 43.4 | D | 49.7 | D | 6.3 | No |
| | | PM | 60.2 | E | 61.3 | E | 1.1 | No |
| 20. Nobel Drive / Costa Verde Boulevard / Cargill Avenue | Signal | AM | 58.3 | E | 76.9 | E | 18.6 | Yes |
| | | PM | 54.4 | D | 63.7 | E | 9.3 | Yes |
| 21. Nobel Drive / Costa Verde Center Driveway | MSSC ⁴ | AM | 9.6 | A | 9.7 | A | 0.1 | No |
| | | PM | 10.4 | B | 10.7 | B | 0.3 | No |
| 22. Nobel Drive / Genesee Avenue | Signal | AM | 93.4 | F | 113.5 | F | 20.1 | Yes |
| | | PM | 73.6 | E | 79.0 | E | 5.4 | Yes |
| 23. Nobel Drive / Towne Centre Drive | Signal | AM | 31.0 | C | 31.9 | C | 0.9 | No |
| | | PM | 88.9 | F | 89.7 | F | 0.8 | No |
| 24. Nobel Drive / Shoreline Drive | Signal | AM | 17.6 | B | 17.7 | B | 0.1 | No |
| | | PM | 13.9 | B | 14.0 | B | 0.1 | No |
| 25. Nobel Drive / Judicial Drive | Signal | AM | 130.6 | F | 131.0 | F | 0.4 | No |
| | | PM | 22.9 | C | 22.9 | C | 0.0 | No |
| 26. I-805 SB On Ramp / Nobel Drive | Signal | AM | 7.8 | A | 8.1 | A | 0.3 | No |
| | | PM | 8.3 | A | 8.5 | A | 0.2 | No |
| 27. I-805 NB Off Ramp / Nobel Drive | Signal | AM | 29.6 | C | 31.0 | C | 1.4 | No |
| | | PM | 24.7 | C | 26.0 | C | 1.3 | No |
| 28. Genesee Avenue / Decoro Street | Signal | AM | 157.5 | F | 174.9 | F | 17.4 | Yes |
| | | PM | 328.7 | F | 347.5 | F | 18.8 | Yes |
| 29. Genesee Avenue / Governor Drive | Signal | AM | 507.1 | F | 530.3 | F | 23.2 | Yes |
| | | PM | 86.4 | F | 92.8 | F | 6.4 | Yes |

Table 5.2-16 (cont.)
YEAR 2035 (HORIZON YEAR) INTERSECTION OPERATIONS

| Intersection | Control Type | Peak Hour | Without Project | | With Project | | Δ Delay ³ | Significant Impact? |
|---------------------------------------|-------------------|-----------|--------------------|------------------|--------------|----------|----------------------|---------------------|
| | | | Delay ¹ | LOS ² | Delay | LOS | | |
| 30. Genesee Avenue / SR 52 WB Ramps | MSSC ⁴ | AM | 38.0 | E | 39.9 | E | 1.9 | No |
| | | PM | 249.4 | F | 194.4 | F | 45.0 | Yes |
| 31. Genesee Avenue / SR 52 EB Ramps | Signal | AM | 87.8 | F | 96.3 | F | 8.5 | Yes |
| | | PM | 179.6 | F | 201.9 | F | 22.3 | Yes |
| 32. Genesee Avenue / Centurion Square | Signal | AM | 158.3 | F | 159.1 | F | 0.8 | No |
| | | PM | 86.1 | F | 87.0 | F | 0.9 | No |
| 33. Genesee Avenue / Executive Drive | Signal | AM | 36.8 | D | 37.4 | D | 0.6 | No |
| | | PM | 47.6 | D | 47.7 | D | 0.1 | No |
| 34. Nobel Drive / Lombard Place | Signal | AM | 10.6 | B | 10.7 | B | 0.1 | No |
| | | PM | 151.1 | F | 151.4 | F | 0.3 | No |

Source: LLG 2020a

¹ Average intersection delay per vehicle in seconds

² Level of Service

³ Increase in delay due to Project traffic

⁴ MSSC: Minor-Street-STOP-Controlled intersection. Minor Street left-turn delay and LOS reported

SB=Southbound; NB=Northbound; W = Westbound; E = Eastbound

Bold Text = Deficient (LOS E or LOS F)

Table 5.2-17
YEAR 2035 (HORIZON YEAR) ROADWAY SEGMENT OPERATIONS

| Street Segment | Functional Classification ¹ | LOS E Capacity ² | Without Project | | | With Project | | | Δ V/C ⁶ | Significant Impact? |
|---|--|-----------------------------|------------------|------------------|------------------|--------------|-----|-------|--------------------|---------------------|
| | | | ADT ³ | LOS ⁴ | V/C ⁵ | ADT | LOS | V/C | | |
| La Jolla Village Drive | | | | | | | | | | |
| 1. I-5 to Lebon Drive | 6-Lane Major Arterial | 50,000 | 52,460 | F | 1.049 | 52,960 | F | 1.059 | 0.010 | No |
| 2. Lebon Drive to Regents Road | 6-Lane Major Arterial | 50,000 | 52,410 | F | 1.048 | 52,810 | F | 1.056 | 0.008 | No |
| 3. Regents Road to Costa Verde Boulevard | 6-Lane Major Arterial | 50,000 | 46,190 | E | 0.924 | 46,540 | E | 0.931 | 0.007 | No |
| 4. Costa Verde Boulevard to Genesee Avenue | 6-Lane Major Arterial | 50,000 | 50,320 | F | 1.006 | 50,620 | F | 1.012 | 0.006 | No |
| 5. Genesee Avenue to Executive Way | 6-Lane Major Arterial | 50,000 | 55,400 | F | 1.108 | 56,150 | F | 1.123 | 0.015 | Yes |
| 6. Executive Way to Towne Centre Drive | 6-Lane Prime Arterial | 60,000 | 55,810 | E | 0.930 | 56,560 | E | 0.943 | 0.013 | No |
| 7. Towne Centre Drive to I-805 | 8-Lane Prime Arterial | 80,000 | 72,960 | D | 0.912 | 73,660 | D | 0.921 | 0.009 | No |
| Nobel Drive | | | | | | | | | | |
| 8. I-5 to Lebon Drive | 6-Lane Major Arterial | 50,000 | 31,330 | C | 0.627 | 31,980 | C | 0.640 | 0.013 | No |
| 9. Lebon Drive to Regents Road | 6-Lane Major Arterial | 50,000 | 30,350 | C | 0.618 | 31,800 | C | 0.636 | 0.018 | No |
| 10. Regents Road to Costa Verde Boulevard | 6-Lane Major Arterial | 50,000 | 32,400 | C | 0.648 | 33,750 | C | 0.675 | 0.027 | No |
| 11. Costa Verde Boulevard to Genesee Avenue | 6-Lane Major Arterial | 50,000 | 32,750 | C | 0.655 | 34,100 | C | 0.682 | 0.027 | No |
| 12. Genesee Avenue to Lombard Place | 4-Lane Major Arterial | 40,000 | 31,090 | D | 0.777 | 31,640 | D | 0.791 | 0.014 | No |
| 13. Lombard Place to Towne Centre Drive | 4-Lane Major Arterial | 40,000 | 31,090 | D | 0.777 | 31,640 | D | 0.791 | 0.014 | No |
| 14. Towne Centre Drive to Shoreline Drive | 6-Lane Prime Arterial | 60,000 | 20,130 | A | 0.336 | 20,580 | A | 0.343 | 0.007 | No |
| 15. Shoreline Drive to Judicial Drive | 6-Lane Prime Arterial | 60,000 | 25,670 | B | 0.428 | 26,070 | B | 0.435 | 0.007 | No |

Table 5.2-17 (cont.)
YEAR 2035 (HORIZON YEAR) ROADWAY SEGMENT OPERATIONS

| Street Segment | Functional Classification ¹ | LOS E Capacity ² | Without Project | | | With Project | | | Δ V/C ⁶ | Significant Impact? |
|---|---|-----------------------------|------------------|------------------|------------------|--------------|-----|-------|--------------------|---------------------|
| | | | ADT ³ | LOS ⁴ | V/C ⁵ | ADT | LOS | V/C | | |
| Nobel Drive (cont.) | | | | | | | | | | |
| 16. Judicial Drive to I-805 | 6-Lane Major Arterial | 50,000 | 40,720 | D | 0.814 | 41,120 | D | 0.822 | 0.008 | No |
| 17. Shoreline Drive to Judicial Drive | 6-Lane Prime Arterial | 60,000 | 25,670 | B | 0.428 | 26,070 | B | 0.435 | 0.007 | No |
| 18. Judicial Drive to I-805 | 6-Lane Major Arterial | 50,000 | 40,720 | D | 0.814 | 41,120 | D | 0.822 | 0.008 | No |
| Lebon Drive | | | | | | | | | | |
| 19. La Jolla Village Drive to Nobel Drive | 5-Lane Major Arterial | 45,000 | 11,750 | A | 0.261 | 11,900 | A | 0.264 | 0.003 | No |
| Regents Road | | | | | | | | | | |
| 20. Executive Drive to La Jolla Village Drive | 4-Lane Collector (continuous left-turn lane) | 30,000 | 23,740 | D | 0.791 | 23,890 | D | 0.796 | 0.005 | No |
| 21. La Jolla Village Drive to Nobel Drive | 5-Lane Major Arterial | 45,000 | 21,760 | B | 0.484 | 22,010 | B | 0.489 | 0.005 | No |
| 22. South of Nobel Drive | 4-Lane Major Arterial | 40,000 | 14,300 | A | 0.358 | 14,500 | A | 0.363 | 0.005 | No |
| Genesee Avenue | | | | | | | | | | |
| 23. Eastgate Mall to Executive Drive | 6-Lane Major Arterial | 50,000 | 39,140 | C | 0.788 | 39,760 | C | 0.795 | 0.007 | No |
| 24. Executive Drive to La Jolla Village Drive | 6-Lane Major Arterial | 50,000 | 45,330 | E | 0.907 | 45,880 | E | 0.918 | 0.011 | No |
| 25. La Jolla Village Drive to Esplanade Court | 4-Lane Major Arterial | 40,000 | 45,100 | E | 0.902 | 46,640 | E | 0.933 | 0.031 | Yes |
| 26. Esplanade Court to Nobel Drive | 5-Lane Major Arterial | 45,000 | 35,990 | C | 0.720 | 38,010 | C | 0.760 | 0.040 | No |
| 27. Nobel Drive to Decoro Street | 4-Lane Major Arterial | 40,000 | 45,700 | F | 1.143 | 46,800 | F | 1.170 | 0.027 | Yes |

Table 5.2-17 (cont.)
YEAR 2035 (HORIZON YEAR) ROADWAY SEGMENT OPERATIONS

| Street Segment | Functional Classification ¹ | LOS E Capacity ² | Without Project | | | With Project | | | Δ V/C ⁶ | Significant Impact? |
|--|--|-----------------------------|------------------|------------------|------------------|--------------|-----|-------|--------------------|---------------------|
| | | | ADT ³ | LOS ⁴ | V/C ⁵ | ADT | LOS | V/C | | |
| Genesee Avenue (cont.) | | | | | | | | | | |
| 28. Decoro Street to Centurion Square | 4-Lane Major Arterial | 40,000 | 47,750 | F | 1.194 | 48,850 | F | 1.221 | 0.027 | Yes |
| 29. Centurion Square to Governor Drive | 4-Lane Major Arterial | 40,000 | 55,850 | F | 1.396 | 56,950 | F | 1.424 | 0.028 | Yes |
| 30. Governor Drive to SR 52 | 4-Lane Major Arterial | 40,000 | 44,750 | F | 1.119 | 45,600 | F | 1.140 | 0.021 | Yes |

Source: LLG 2020a

¹ The current classification at which the roadway functions

² The capacity corresponding to the functional classification of the roadway per City of San Diego classification table

³ Average daily traffic

⁴ Level of Service

⁵ Volume to capacity ratio

⁶ Increase in V/C ratio due to Project traffic

Table 5.2-18
YEAR 2035 (HORIZON YEAR) FREEWAY SEGMENT OPERATIONS

| Freeway and Segment | Direction and Number of Lanes | | Year 2035 (Com-munity Build-out) ADT | Year 2035 (Com-munity Build-out) + Project ADT | Without Project | | | | | | With Project | | | | | | V/C Delta ³ | | Significant Impact? | |
|---|-------------------------------|---------|--------------------------------------|--|------------------|-------|---------|--------|------------------|----|------------------|-------|---------|--------|------------------|----|------------------------|-------|---------------------|------------------|
| | | | | | V/C ¹ | | Density | | LOS ² | | V/C ¹ | | Density | | LOS ² | | | | | |
| | | | | | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| Interstate 5 | | | | | | | | | | | | | | | | | | | | |
| Gilman Drive to Nobel Drive | NB | 4M | 203,460 | 203,910 | 0.873 | 1.071 | 35.30 | 52.97 | E | F | 0.878 | 1.072 | 35.60 | 53.14 | E | F | 0.005 | 0.001 | No | No |
| | SB | 4M | | | 1.060 | 0.976 | 51.58 | 128.62 | F | F | 1.061 | 0.981 | 51.69 | 129.28 | F | F | 0.001 | 0.005 | No | Yes ⁴ |
| Nobel Drive to La Jolla Village Drive | NB | 4M | 178,200 | 178,200 | 0.757 | 0.949 | 29.50 | 40.60 | D | E | 0.757 | 0.949 | 29.50 | 40.60 | D | E | 0.000 | 0.000 | No | No |
| | SB | 4M | | | 0.910 | 0.885 | 37.70 | 137.04 | E | F | 0.910 | 0.885 | 37.70 | 137.04 | E | F | 0.000 | 0.000 | No | No |
| La Jolla Village Drive to Genesee Avenue | NB | 4M | 211,820 | 212,120 | 0.899 | 1.139 | 37.00 | 63.58 | E | F | 0.900 | 1.143 | 37.00 | 64.33 | E | F | 0.001 | 0.004 | No | No |
| | SB | 4M | | | 1.223 | 1.027 | 84.34 | 88.63 | F | F | 1.227 | 1.029 | 85.80 | 88.78 | F | F | 0.004 | 0.002 | No | No |
| Interstate 805 | | | | | | | | | | | | | | | | | | | | |
| Governor Drive to Nobel Drive | NB | 4M + 1A | 286,270 | 286,720 | 1.456 | 0.881 | >500.0 | 34.60 | F | D | 1.461 | 0.883 | >500.0 | 34.70 | F | D | 0.005 | 0.002 | Yes ⁴ | No |
| | SB | 4M + 1A | | | 0.594 | 1.492 | 21.50 | 95.87 | C | F | 0.595 | 1.497 | 21.50 | 95.83 | C | F | 0.001 | 0.005 | No | No |
| Nobel Drive to La Jolla Village Drive | NB | 4M + 1A | 248,110 | 248,210 | 1.247 | 0.763 | >500.0 | 27.90 | F | D | 1.248 | 0.763 | >500.0 | 27.90 | F | D | 0.001 | 0.000 | No | No |
| | SB | 4M | | | 0.585 | 1.538 | 22.90 | 169.36 | C | F | 0.585 | 1.539 | 22.90 | 169.31 | C | F | 0.000 | 0.001 | No | No |
| La Jolla Village Drive to Mira Mesa Boulevard | NB | 4M + 1A | 229,330 | 229,730 | 1.149 | 0.703 | 95.83 | 25.10 | F | C | 1.150 | 0.706 | 96.56 | 25.30 | F | C | 0.001 | 0.003 | No | No |
| | SB | 4M + 1A | | | 0.479 | 1.169 | 17.20 | 138.36 | B | F | 0.480 | 1.170 | 17.30 | 138.48 | B | F | 0.001 | 0.001 | No | No |

Table 5.2-18 (cont.)
YEAR 2035 (HORIZON YEAR) FREEWAY SEGMENT OPERATIONS

| Freeway and Segment | Direction and Number of Lanes | | Year 2035 (Community Build-out) ADT | Year 2035 (Community Build-out) + Project ADT | Without Project | | | | | | With Project | | | | | | V/C Delta ³ | | Significant Impact? | |
|-------------------------|-------------------------------|----|-------------------------------------|---|------------------|-------|---------|--------|------------------|----|------------------|-------|---------|--------|------------------|----|------------------------|-------|---------------------|-----|
| | | | | | V/C ¹ | | Density | | LOS ² | | V/C ¹ | | Density | | LOS ² | | | | | |
| | | | | | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| SR 52 | | | | | | | | | | | | | | | | | | | | |
| Genesee Avenue to I-805 | EB | 2M | 114,961 | 115,511 | 1.205 | 1.431 | 78.94 | 391.31 | F | F | 1.207 | 1.443 | 79.56 | 489.96 | F | F | 0.002 | 0.012 | No | Yes |
| | WB | 2M | | | 1.112 | 0.883 | 59.00 | 35.80 | F | E | 1.126 | 0.886 | 61.34 | 36.04 | F | E | 0.014 | 0.003 | Yes | No |

Source: LLG 2020a

¹ Volume to capacity ratio

² Level of Service

³ Increase in v/c due to Project traffic

⁴ A significant impact is identified at this location since the reduction in speed due to the project exceeds the allowable threshold

ADT=average daily traffic; NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, M = Mainline, A = Auxiliary Lane

The above analyses were conducted for the General Purpose Lanes only. The associated capacities of the high-occupancy vehicle lanes were not included.

Bold = Deficient (LOS E and LOS F)

| Table 5.2-19 YEAR 2035 (COMMUNITY BUILDOUT) FREEWAY RAMP METER OPERATIONS | | | | | | | |
|--|------------------|-------------------------|---------------------------------|---|------------------------------------|-----------------------------------|-----------------------------------|
| Location/Condition | Peak Hour | Peak Hour Demand | SOV Demand (veh/hr/lane) | Ramp Meter Rate (Flow)¹ (veh/hr/lane) | Excess Demand (veh/hr/lane) | Delay per Lane² | Queue per Lane³ |
| WB La Jolla Village Drive to NB I-5 (1 SOV lane) | | | | | | | |
| Year 2035 (Community Buildout) | PM | 753 | 753 | 555 | 198 | 21 | 4,950 |
| Year 2035 (Community Buildout) Plus Project | PM | 780 | 780 | 555 | 225 | 24 | 5,625 |
| Project Increase | PM | 27 | 27 | 555 | 27 | 3 | 675 |
| WB La Jolla Village Drive to SB I-5 (1 SOV lane + 1 HOV lane) | | | | | | | |
| Year 2035 (Community Buildout) | PM | 1,450 | 1,160 | 643 | 517 | 48 | 12,925 |
| Year 2035 (Community Buildout) Plus Project | PM | 1,450 | 1,160 | 643 | 517 | 48 | 12,925 |
| Project Increase | PM | 0 | 0 | 643 | 0 | 0 | 0 |
| EB La Jolla Village Drive to NB I-805 (1 SOV lane + 1 HOV lane) | | | | | | | |
| Year 2035 (Community Buildout) | AM | 1,094 | 875 | 559 | 316 | 34 | 7,900 |
| Year 2035 (Community Buildout) Plus Project | AM | 1,102 | 882 | 559 | 323 | 35 | 8,075 |
| Project Increase | AM | 8 | 7 | 559 | 7 | 1 | 175 |
| EB La Jolla Village Drive to SB I-805 (2 SOV lanes + 1 HOV lane) | | | | | | | |
| Year 2035 (Community Buildout) | PM | 1,537 | 615 | 593 | 22 | 2 | 550 |
| Year 2035 (Community Buildout) Plus Project | PM | 1,546 | 619 | 593 | 26 | 3 | 638 |
| Project Increase | PM | 9 | 4 | 593 | 4 | 1 | 88 |
| Nobel Drive to SB I-5 (2 SOV lanes + 1 HOV lane) | | | | | | | |
| Year 2035 (Community Buildout) | PM | 1,555 | 622 | 528 | 94 | 11 | 2,350 |
| Year 2035 (Community Buildout) Plus Project | PM | 1,596 | 639 | 528 | 111 | 13 | 2,775 |
| Project Increase | PM | 41 | 17 | 528 | 17 | 2 | 425 |

| Table 5.2-19 (cont.) YEAR 2035 (COMMUNITY BUILDOUT) FREEWAY RAMP METER OPERATIONS | | | | | | | |
|--|-----------|------------------|--------------------------|---|-----------------------------|-----------------------------|-----------------------------|
| Location/Condition | Peak Hour | Peak Hour Demand | SOV Demand (veh/hr/lane) | Ramp Meter Rate (Flow) ¹ (veh/hr/lane) | Excess Demand (veh/hr/lane) | Delay per Lane ² | Queue per Lane ³ |
| Nobel Drive to SB I-805 (2 SOV lanes + 1 HOV lane) | | | | | | | |
| Year 2035 (Community Buildout) | PM | 1,245 | 498 | 229 | 269 | 70 | 6,725 |
| Year 2035 (Community Buildout) Plus Project | PM | 1,277 | 511 | 229 | 282 | 74 | 7,050 |
| Project Increase | PM | 32 | 13 | 229 | 13 | 4 | 325 |

Source: LLG 2020a

¹ Meter rates obtained from Caltrans were utilized

² Delay expressed in minutes per lane

³ Queue expressed in feet per lane, calculated as excess demand times 25 feet per vehicle.

SOV = single occupancy vehicle; HOV = high occupancy vehicle; NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

Bold = Significant ramp meter impact

Construction

Methodology

The Project TIA (LLG 2020a) analyzed potential effects to study area intersections and street segments during construction. Construction trips are expected to include heavy trucks and worker vehicles associated with dirt export, concrete demolition, miscellaneous deliveries, and removal of construction trash and metals. The construction period with the highest construction ADT (incorporating passenger care equivalence factors for heavy trucks) and peak hour volumes was selected and analyzed under Near-Term (Opening Day 2023) conditions without project traffic. Construction trip generation is provided below, followed by an evaluation of potential impacts under Near-Term (Opening Day 2023) conditions on study area roadways and intersections. Study area intersections and roadway segments were limited to anticipated truck routes per discussions with the project contractor.

Trip Generation

Construction activity is expected to occur between 7:00 a.m. and 3:30 p.m. and consist of worker vehicles and heavy vehicles. Worker vehicles are expected to arrive for their shifts before the a.m. peak hour and leave the project site prior to the p.m. peak hour. To be conservative, however, carpooling was not assumed. Heavy vehicles are expected to arrive at regular intervals throughout the day, with the first truck arriving after 7:00 a.m. and ending prior to the p.m. peak hour. A passenger car equivalent (PCE) of 2.0 was applied to heavy trucks to account for their larger dimensions and inferior traffic performance when compared to passenger cars. With a PCE of 2.0, each heavy truck trip was counted as two passenger car trips. Table 5.2-20, *Construction Trip Generation*, shows the estimated amount of construction trips during the construction period with the most ADT, which would occur during the miscellaneous deliveries phase over a four-month

period. As shown, up to an equivalent of 1,320 ADT, with 108 a.m. peak hour trips and no p.m. peak hour trips, would occur during project construction.

**Table 5.2-20
CONSTRUCTION TRIP GENERATION**

| Use | Quantity | PCE | Average Daily Traffic (ADT) | | AM Peak Hour | | | | PM Peak Hour | | | |
|------------------------------------|----------|-----|-----------------------------|---------------------|--------------|---------|--------|-----|--------------|---------|--------|-----|
| | | | Rate | Volume ¹ | % of ADT | In: Out | Volume | | % of ADT | In: Out | Volume | |
| | | | | | | Split | In | Out | | Split | In | Out |
| Miscellaneous Deliveries, 4 months | | | | | | | | | | | | |
| Heavy Trucks | 180 | 2.0 | 2.0/vehicle | 720 | 15 | 50:50 | 54 | 54 | 0 | 0:0 | 0 | 0 |
| Employees | 300 | 1.0 | | 600 | 0 | 0:0 | 0 | 0 | 15 | 0:100 | 0 | 0 |
| TOTAL | | | | 1,320 | | | 54 | 54 | | | 0 | 0 |

Source: LLG 2020a

PCE= passenger car equivalent

Construction Plus Project

Construction traffic is expected to use Circulation Element roadways, including La Jolla Village Drive, Nobel Drive, and Genesee Avenue and would not need to use residential streets. Construction control plans would be prepared to identify truck routes, the hours of construction activity, work zones, staging areas, and other traffic controls as necessary. Construction control plans would be reviewed and approved by the City Engineer prior to construction activities for all phases.

Cumulative conditions encompass other projects in the study area that would add traffic to the local circulation system in the year 2023. Based on research conducted for the cumulative condition, projects were identified for inclusion in the traffic study as discussed in Section 9.0, Cumulative Projects, of the TIA (Appendix B). Traffic generated by the identified cumulative projects was added to the existing traffic volumes to develop the Near-Term (Opening Day 2023) volumes with the resulting conditions for study area intersections and roadway segments outlined below.

Intersection Conditions

Intersection operations with project construction are shown in Table 5.2-21, *Intersection Operations During Construction*. All intersections are calculated to operate at LOS D or better, with the exception of three intersections that would operate at LOS E or F with and without the project construction traffic. The addition of project construction traffic would not exceed the City's thresholds for additional delay at any of the study area intersections. As such, no significant intersection impacts are identified with implementation of the project construction.

**Table 5.2-21
INTERSECTION OPERATIONS DURING CONSTRUCTION¹**

| Intersection | Control Type | Without Project Construction | | With Project Construction | | Δ Delay ⁴ | Significant Impact? |
|---|--------------|------------------------------|------------------|---------------------------|----------|-----------------------------|---------------------|
| | | Delay ² | LOS ³ | Delay | LOS | | |
| 7. Jolla Village Drive/ Genesee Avenue | Signal | 61.2 | E | 91.8 | E | 0.6 | No |
| 10. I-805 SB Ramps/La Jolla Village Drive | Signal | 150.0 | F | 150.6 | F | 0.6 | No |
| 11. I-805 NB Ramps/ Miramar Road | Signal | 40.8 | D | 41.5 | D | 0.7 | No |
| 14. Genesee Avenue/ Esplanade Court | Signal | 27.4 | C | 37.6 | D | 10.2 | No |
| 22. Nobel Drive/ Genesee Avenue | Signal | 43.9 | D | 46.6 | D | 2.7 | No |
| 26. I-805 SB On Ramp/ Nobel Drive | Signal | 3.5 | A | 3.5 | A | 0.0 | No |
| 27. I-805 NB Off Ramp/ Nobel Drive | Signal | 29.4 | C | 30.3 | C | 0.9 | No |
| 35. Genesee Avenue/ Governor Drive | Signal | 368.4 | F | 368.4 | F | 0.0 | No |
| 36. Genesee Avenue/SR 52 WB Ramps | Signal | 26.8 | D | 27.3 | D | 0.5 | No |
| 37. Genesee Avenue/SR 52 EB Ramps | Signal | 53.3 | D | 54.9 | D | 1.6 | No |

Source: LLG 2020a

¹ Construction intersection analysis was conducted during the a.m. peak hour only as no construction trips are proposed to occur in the p.m. commuter peak period.

² Average intersection delay per vehicle in seconds

³ Level of Service

⁴ Increase in delay due to Project traffic

LOS=Level of Service; SB=Southbound; NB=Northbound; WB = Westbound; EB = Eastbound

Bold Text = Deficient (LOS E or LOS F)

5.2.2.3 Significance of Impact

Based on the City significance criteria contained in Table 5.2-5 and the analysis methodologies described in this evaluation (and discussed in more detail in the Project TIA), the Project would result in significant direct and cumulative impacts at the study area locations outlined below.

Direct Impacts

Existing Plus Project

Significant direct impacts would occur in the Existing Plus Project scenario at four intersections, three freeway segments, and one freeway ramp meter. No significant impacts to roadway segments would result from the Project under the Existing Plus Project scenario.

Intersections

- Genesee Avenue/Esplanade Court (LOS E a.m. peak hour and LOS F p.m. peak hour)
- Genesee Avenue/Governor Drive (LOS F a.m. peak hour)
- Genesee Avenue/SR 52 westbound ramps (LOS F p.m. peak hour)
- Genesee Avenue/SR 52 eastbound ramps (LOS F p.m. peak hour)

Freeway Mainline Segments

- I-5 between Gilman Drive and Nobel Drive southbound (LOS F p.m. peak hour)
- I-805 between Governor Drive and Nobel Drive northbound (LOS F a.m. peak hour)
- SR 52 between Genesee Avenue and I-805 westbound (LOS E a.m. peak hour) and eastbound (LOS F p.m. peak hour)

Metered Freeway On-ramp

- I-805/Nobel Drive Interchange: southbound ramps (p.m. peak hour)

Near-Term (Opening Day 2023) Plus Project

Significant direct impacts at five intersections, two roadway segments, three freeway segments, and one freeway ramp meter would result from the Project under the Near-Term (Opening Day 2023) Plus Project scenario.

Intersections

- Genesee Avenue/Esplanade Court (LOS F p.m. peak hour)
- Genesee Avenue/Decoro Street (LOS F p.m. peak hour)
- Genesee Avenue/Governor Drive (LOS F a.m. peak)
- Genesee Avenue/SR 52 westbound ramps (LOS F p.m. peak hour)
- Genesee Avenue/SR 52 eastbound ramps (LOS E a.m. peak hour and LOS F p.m. peak hour)

Roadway Segments

- Genesee Avenue: Decoro Street to Governor Drive (LOS E)

Freeway Mainline Segments

- I-5 between Gilman Drive and Nobel Drive southbound (LOS F p.m. peak hour)
- I-805 between Governor Drive and Nobel Drive northbound (LOS F a.m. peak hour)
- SR 52 between Genesee Avenue and I-805 westbound (LOS F a.m. peak hour) and eastbound (LOS F p.m. peak hour)

Metered Freeway On-ramp

- I-805/Nobel Drive Interchange: southbound ramps (p.m. peak hour)

Cumulative Impacts

Year 2035 (Community Buildout) Plus Project

Significant, cumulative impacts would occur at the following nine intersections, six roadway segments, three freeway segments, and two freeway ramp meters.

Intersections

- La Jolla Village Drive/Genesee Avenue (LOS F a.m. and p.m. peak hours)
- Costa Verde Boulevard/Loop Road South (LOS F p.m. peak hour)
- Genesee Avenue/Esplanade Court (LOS E a.m. peak hour and LOS F p.m. peak hour)
- Nobel Drive/Costa Verde Boulevard/Cargill Avenue (LOS E a.m. and p.m. peak hours)
- Nobel Drive/Genesee Avenue (LOS F a.m. peak hour and LOS E p.m. peak hour)
- Genesee Avenue/Decoro Street (LOS F a.m. and p.m. peak hours)
- Genesee Avenue/Governor Drive (LOS F a.m. and p.m. peak hours)
- Genesee Avenue/SR 52 westbound ramps (LOS F p.m. peak hour)
- Genesee Avenue/SR 52 eastbound ramps (LOS F a.m. and p.m. peak hours)

Roadway Segments

- La Jolla Village Drive: Genesee Avenue to Executive Way (LOS F)
- Genesee Avenue: La Jolla Village Drive to Esplanade Court (LOS E)
- Genesee Avenue: Nobel Drive to Decoro Street (LOS F)
- Genesee Avenue: Decoro Street to Centurion Square (LOS F)
- Genesee Avenue: Centurion Square to Governor Drive (LOS F)
- Genesee Avenue: Governor Drive to SR 52 (LOS F)

Freeway Mainline Segments

- I-5 between Gilman Drive and Nobel Drive southbound (LOS F p.m. peak hour)
- I-805 between Governor Drive and Nobel Drive northbound (LOS F a.m. peak hour)
- SR 52 between Genesee Avenue and I-805 westbound (LOS F a.m. peak hour) and eastbound (LOS F p.m. peak hour)

Metered Freeway On-ramps

- Westbound La Jolla Village Drive to Northbound I-5 (p.m. peak hour)
- Nobel Drive to Southbound I-805 (p.m. peak hour)

5.2.2.4 Mitigation, Monitoring, and Reporting

Direct Impacts

Installation of southbound right-turn overlap signal phasing at the intersection of Genesee Avenue and Governor Drive would prohibit access to the northwest corner of the intersection due to the inability to make eastbound U-turns. The Project would provide partial mitigation of upgrading and/or repairing signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive; however, the impact at this intersection is considered significant and unmitigated.

Similarly, installation of eastbound right-turn overlap phasing at the intersection of Nobel Drive and Genesee Avenue would prohibit access to the residential development on the west side of Genesee Avenue, south of Nobel Drive due to the inability to make northbound U-turns. The Project would provide partial mitigation of upgrading and/or repairing signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive; however, this impact is considered significant and unmitigated.

Installation of a traffic signal to allow for protected northbound left turns at the Genesee Avenue/SR 52 Westbound Ramps and provision of right-turn overlap phasing on the westbound approach to the Genesee Avenue/SR 52 Eastbound Ramps with associated traffic signal modification would reduce impacts at these two intersections to less than significant. However, these impacts are considered significant and unmitigated because the timing of the identified improvements is not within the applicant's or City's control, as it requires Caltrans approval.

Mitigation for direct impacts from the Project is provided below. As part of the approvals for the University CPA, Final Program EIR (SCH: 2015121011), the City Council in December 2016 rejected the widening of Genesee Avenue between Nobel Drive and the SR 52 westbound ramps to six lanes as infeasible as it would not substantially reduce the significant impacts from the CPA project. Furthermore, the repurposing of Genesee Avenue right-of-way to provide for a modified six lane arterial was also rejected as it would require modification of the existing street design along this segment, including removal of the center median, resulting in a loss of trees, which would be inconsistent with CAP Strategy 5. An existing loading area driveway at UTC also would preclude repurposing this roadway. Given the City Council's decision to maintain existing conditions on Genesee Avenue (i.e., 4-lane Major) and La Jolla Village Drive (i.e., 6-lane Major), direct significant impacts on Genesee Avenue, from Decoro Street to Centurion Square and from Centurion Square to Governor Drive would remain significant and unmitigated under the Near-Term (Opening Day 2023) Plus Project scenario. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.

In both the Existing Conditions Plus Project and the Near-Term (Opening Day 2023) Plus Project scenarios, significant direct impacts would occur at three freeway segments and one ramp meter. For significant impacts to the I-5 segment between Gilman Drive and Nobel Drive in both the Existing Conditions Plus Project and the Near-Term (Opening Day 2023) Plus Project scenarios, mitigation to reduce impacts would include the addition of managed lanes on I-5 between I-8 and La Jolla Village Drive, as identified in SANDAG's 2050 Revenue Constrained RTP. However, there is currently no funding in place at this time and no guarantee that the improvements would occur. For the I-805 freeway segment from Governor Drive to Nobel Drive, significant impacts would occur in the Existing Conditions Plus Project and the Near-Term (Opening Day 2023) Plus Project scenarios. Currently, there is one managed lane of I-805 between SR 52 and I-5, which was Stage I of the I-805 North Managed Lanes Project. Stages II through IV of the I-805 North Managed Lanes project would construct the second carpool lane in the median from just north of SR 52 to just north of La Jolla Village Drive. Additionally, the Nobel Drive Direct Access Ramp (DAR) and the Nobel Drive Park & Ride and Transit Station would be constructed and the Governor Drive interchange would be reconfigured. The addition of managed lanes and a new DAR on Nobel Drive would further improve freeway operations on the I-805. The construction start dates for these improvements are pending as there is no funding in place to guarantee that these improvements would be completed. For the SR 52 freeway segment between Genesee Avenue to I-805, which would be significantly impacted in the Existing Conditions Plus Project and the Near-Term (Opening Day 2023) Plus Project scenarios, the addition of a third lane in each direction along SR 52 between I-5 and I-805, as identified in SANDAG's 2050 Unconstrained Network RTP, would reduce impacts. However, there is currently no funding in place at this time and no guarantee that the improvements would occur. Additionally, for the significant freeway ramp meter impact at the I-805/Nobel Drive interchange southbound ramp, Stages II through IV of the I-805 North Managed Lanes (as discussed above), the Nobel Drive DAR, the Nobel Drive Park & Ride and Transit Station, and the reconfiguration of the Governor Drive interchange would reduce significant impacts at the freeway ramp meter, but there is no funding in place to ensure that the improvements would occur. Mitigation to reduce impacts at each of the four locations (three freeway segments and one ramp meter) in the Existing Plus Project and the Near-Term (Opening Day 2023) Plus Project scenarios do not have funding in place and there is no guarantee that the improvements would occur. As partial mitigation, the Project proposes TDM measures to incentivize the use of alternate forms of transportation other than single-occupancy vehicles. Therefore, these impacts remain significant and unmitigated. The other identified mitigation for significant direct impacts under the Existing Conditions Plus Project and Near-Term (Opening Day 2023) Plus Project is provided below.

Existing Conditions Plus Project

Intersections

The following mitigation measures shall be implemented to reduce project impacts to intersections in the Existing Conditions Plus Project scenario to a less than significant level.

TRA-1 *Genesee Avenue/Esplanade Court*

Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the following improvements, satisfactory to the City Engineer to mitigate the Project's impact to the Genesee Avenue/Esplanade Court intersection:

- Reconfigure the eastbound approach to provide two dedicated left-turn lanes, a through lane and a dedicated right-turn lane. Install an eastbound right-turn overlap phase. Modify the traffic signal in conjunction with the changed lane designations.
- All improvements shall be completed and operational prior to first occupancy.

TRA-2 *Genesee Avenue/Governor Drive*

Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the following improvement to mitigate the Project's impact to the Genesee Avenue/Governor Drive intersection:

- Install right-turn overlap phasing on the southbound approach and modify traffic signal accordingly.

However, the installation of right-turn overlap would prohibit access to the parcel in the northwest corner of the intersection due to the inability to make U-turns. Therefore, this impact is considered significant and unmitigated.

- As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.

TRA-3 *Genesee Avenue/SR 52 Westbound Ramps*

Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the installation of a traffic signal to allow for protected northbound left turns to mitigate the Project's impact to the Genesee Avenue/SR 52 westbound ramps intersection, satisfactory to Caltrans and the City Engineer.

- Install a traffic signal at this intersection to allow for protected northbound left turns.

Although the identified improvements would fully mitigate the impact, the Project's impact to this intersection is considered significant and unmitigated because the timing of the identified improvements are not within the Applicant's or the City's control as it requires Caltrans approval.

TRA-4 *Genesee Avenue/SR 52 Eastbound Ramps*

Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the installation of the following improvements, satisfactory to the City Engineer to mitigate the Project's impact to the Genesee Avenue/SR 52 eastbound ramps intersection:

- Right-turn overlap phasing on the westbound approach and associated traffic signal modification, satisfactory to Caltrans and the City Engineer.

Although the identified improvements would fully mitigate the impact, the Project's impact to this intersection is considered significant and unmitigated because the timing of the identified improvements are not within the Applicant's or the City's control as it requires Caltrans approval.

Roadway Segments

No significant impacts to roadway segments were identified for the Existing Conditions Plus Project scenario. As such, no mitigation is required.

Freeway Segments

TRA-5 I-5: Gilman Drive to Nobel Drive

Addition of managed lanes on I-5 between I-8 and La Jolla Village Drive, as identified in SANDAG's 2050 Revenue Constrained RTP, would improve freeway operations. However, there is currently no funding in place at this time and no guarantee that the improvements would occur. As partial mitigation, the Project proposes the following TDM measures to use alternate forms of transportation other than single- occupancy vehicles:

- Implement a parking management plan, which will charge employees market-rate for single-occupancy vehicle parking and provide reserved, discounted, or free spaces for registered carpools or vanpools.
- Provide carpool/vanpool parking spaces as a part of the overall project parking requirements at the project site. These spaces will be signed and striped "carpool/vanpool parking only."
- Provide shower and locker facilities. These showers and lockers will be located in the parking structure adjacent to the security office.
- Maintain an employer network in the SANDAG iCommute program (which replaces the previous RideMatcher service) to tenants/employees.
- Provide on-site carsharing vehicle(s) and/or bikesharing.

Impacts remain significant and unmitigated in the Existing Plus Project scenario.

TRA-6 I-805: Governor Drive to Nobel Drive

Currently, there is one managed lane of I-805 between SR 52 and I-5, which was Stage I of the I-805 North Managed Lanes Project. Stages II through IV of the I-805 North Managed Lanes project would construct the second carpool lane in the median from just north of SR 52 to just north of La Jolla Village Drive. Additionally, the Nobel Drive DAR and the Nobel Drive Park & Ride and Transit Station would be constructed and the Governor Drive interchange would be reconfigured. The addition of managed lanes and a new DAR on Nobel Drive would further improve freeway operations on the I-805. The construction start dates for these improvements are pending as there is no funding in place to guarantee that these improvements would be completed. As partial mitigation, the Project proposes several TDM measures (as shown in TRA-5) to incentivize use of alternate forms of transportation other than single-occupancy vehicles. Impacts remain significant and unmitigated in the Existing Plus Project scenario.

TRA-7 SR 52: Genesee Avenue to I-805

The addition of a third lane in each direction along SR 52 between I-5 and I-805, as identified in SANDAG's 2050 Unconstrained Network RTP, would improve freeway operations. However, there is currently no funding in place at this time and no guarantee that the improvements would occur. As partial mitigation, the Project proposes TDM measures (as shown in TRA-5) to incentivize use of alternate forms of transportation other than single-occupancy vehicles. Impacts remain significant and unmitigated in the Existing Plus Project scenario.

Metered Freeway On-ramps

TRA-8 I-805/Nobel Drive Interchange Southbound On-ramp

Stages II through IV of the I-805 North Managed Lanes (as discussed above), the Nobel Drive DAR, the Nobel Drive Park & Ride and Transit Station, and the reconfiguration of the Governor Drive interchange would relieve the congestion and delay at the freeway ramp meter and improve overall freeway operations, but there is no funding in place to ensure that the improvements would occur. Therefore, impacts at this freeway ramp meter remain significant and unmitigated in the Existing Plus Project scenario. As partial mitigation, the Project proposes TDM measures (as shown in TRA-5) to incentivize use of alternate forms of transportation other than single-occupancy vehicles.

Near-Term (Opening Day 2023) Plus Project

Intersections

The following mitigation measures shall be implemented to reduce project impacts to intersections in the Near Term (Opening Day 2023) Plus Project scenario to a less than significant level.

TRA-9 Genesee Avenue/Esplanade Court

Implementation of TRA-1, as outlined above, would mitigate the Project-related significant impact at the Genesee Avenue/Esplanade Court intersection for the Near Term (Opening Day 2023) Plus Project scenario to a less than significant level.

TRA-10 Genesee Avenue/Decoro Street

Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the following improvements to the satisfaction of the City Engineer to mitigate the Project's impact to the Genesee Avenue/Decoro Street intersection:

- Restripe the westbound approach to include a shared through left-turn lane and an exclusive right-turn lane, along with associated traffic signal modifications. This improvement would require the removal of approximately six on-street parking spaces on the westbound approach.
- All improvements must be completed and operational prior to first occupancy.

TRA-11 Genesee Avenue/Governor Drive

Implementation of TRA-2 would reduce the Project-related significant impact at the Genesee Avenue/Governor Drive intersection for the Near Term (Opening Day 2023) Plus Project scenario to a less than significant level. However, the installation of southbound right-turn overlap would prohibit access to the northwest corner of the intersection due to the inability to make eastbound U-turns. Therefore, this impact is considered significant and unmitigated. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.

TRA-12 Genesee Avenue/SR 52 Westbound Ramps

Implementation of TRA-3 would reduce the Project-related significant impact at the Genesee Avenue/SR 52 westbound ramps intersection for the Near Term (Opening Day 2023) Plus Project scenario to a less than significant level. Although the identified improvements would fully mitigate the impact, the Project's impact to this intersection is considered significant and unmitigated because the timing of the identified improvements are not within the Applicant's or City's control as they require Caltrans approval.

TRA-13 Genesee Avenue/SR 52 Eastbound Ramps

Implementation of TRA-4 would reduce the Project-related significant impact to the Genesee Avenue/SR 52 eastbound ramps intersection for the Near-Term (Opening Day 2023) Plus Project scenario to a less than significant level. Although the identified improvements would fully mitigate the impact, the Project's impact to this intersection is considered significant and unmitigated because the timing of the identified improvements are not within the Applicant's or City's control as they require Caltrans approval.

Roadway Segments

TRA-14 Genesee Avenue from Decoro Street to Governor Drive

Per the University Community Plan Amendment (December 5, 2016), the widening of Genesee Avenue to six lanes was deemed infeasible. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.

Freeway Segments

TRA-15 I-5: Gilman Drive to Nobel Drive

Addition of managed lanes on I-5 between I-8 and La Jolla Village Drive, as identified in SANDAG's 2050 Revenue Constrained RTP, would improve freeway operations. However, there is currently no funding in place at this time and no guarantee that the improvements would occur. Implementation of TRA-5 project TDM measures would partially mitigate the Project's impact. Impacts remain significant and unmitigated in the Near-Term (Opening Day 2023) Plus Project scenario.

TRA-16 I-805: Governor Drive to Nobel Drive

Currently, there is one managed lane of I-805 between SR 52 and I-5, which was Stage I of the I-805 North Managed Lanes Project. Stages II through IV of the I-805 North Managed Lanes project would construct the second carpool lane in the median from just north of SR 52 to just north of La Jolla Village Drive. Additionally, the Nobel Drive DAR and the Nobel Drive Park & Ride and Transit Station would be constructed and the Governor Drive interchange would be reconfigured. The addition of managed lanes and a new DAR on Nobel Drive would further improve freeway operations on the I-805. The construction start dates for these improvements are pending as there is no funding in place to guarantee that these improvements would be completed. Implementation of TRA-6 project TDM measures would partially mitigate the Project's impact. Impacts remain significant and unmitigated in the Near-Term (Opening Day 2023) Plus Project scenario.

TRA-17 SR 52: Genesee Avenue to I-805

The addition of a third lane in each direction along SR 52 between I-5 and I-805, as identified in SANDAG's 2050 Unconstrained Network RTP, would improve freeway operations. However, there is currently no funding in place at this time and no guarantee that the improvements would occur. Implementation of TRA-7 project TDM measures would partially mitigate the Project's impact. Impacts remain significant and unmitigated in the Near-Term (Opening Day 2023) Plus Project scenario.

Metered Freeway On-ramps

TRA-18 I-805/Nobel Drive Interchange Southbound On-ramp

Stages II through IV of the I-805 North Managed Lanes (as discussed above), the Nobel Drive DAR, the Nobel Drive Park & Ride and Transit Station, and the reconfiguration of the Governor Drive interchange would relieve the congestion and delay at the ramp meter and improve overall freeway operations, but there is no funding in place to ensure that the improvements would occur. Therefore, impacts at this freeway ramp meter remain significant and unmitigated in the Near-Term (Opening Day 2023) Plus Project scenario. As partial mitigation, the Project proposes TDM measures (as shown in TRA-5) to incentivize use of alternate forms of transportation other than single occupancy vehicles.

Cumulative Impacts

Mitigation for cumulative impacts is provided below.

Installation of southbound right-turn overlap signal phasing at the intersection of Genesee Avenue and Governor Drive would prohibit access to the northwest corner of the intersection due to the inability to make eastbound U-turns. The Project would provide partial mitigation of upgrading and/or repairing signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive; however, the impact at this intersection is considered significant and unmitigated.

Similarly, installation of eastbound right-turn overlap phasing at the intersection of Nobel Drive and Genesee Avenue would prohibit access to the residential development on the west side of Genesee

Avenue, south of Nobel Drive due to the inability to make northbound U-turns. The Project would provide partial mitigation of upgrading and/or repairing signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive; however, this impact is considered significant and unmitigated.

Installation of a traffic signal to allow for protected northbound left turns at the Genesee Avenue/SR 52 Westbound Ramps and provision of right-turn overlap phasing on the westbound approach to the Genesee Avenue/SR 52 Eastbound Ramps with associated traffic signal modification would reduce impacts at these two intersections to less than significant. However, these impacts are considered significant and unmitigated because the timing of the identified improvements is not within the applicant's or City's control, as it requires Caltrans approval.

As part of the approvals for the University CPA, Final Program EIR (SCH: 2015121011), the City Council in December 2016 deemed repurposing the segment of La Jolla Village Drive between Genesee Avenue and Executive Way to a 6-lane Prime Arterial to be infeasible as it was determined that on-street parking would remain. As such, the Project's contribution to significant cumulative impacts along La Jolla Village Drive between Genesee Avenue and Executive Way cannot be mitigated to a less than significant level and would remain significant and unmitigated. Additionally, as part of the approvals for the University CPA, Final Program EIR (SCH: 2015121011), the City Council in December 2016 rejected the widening of Genesee Avenue between Nobel Drive and the SR 52 westbound ramps to six lanes as infeasible as it would not substantially reduce the significant impacts from the CPA project. Furthermore, the repurposing of Genesee Avenue right-of-way to provide for a modified six lane arterial was also rejected as it would require modification of the existing street design along this segment, including removal of the center median, resulting in a loss of trees, which would be inconsistent with CAP Strategy 5. An existing loading area driveway at UTC also would preclude repurposing this roadway. Given the City Council's decision to maintain existing conditions on Genesee Avenue (i.e., 4-lane Major) and La Jolla Village Drive (i.e., 6-lane Major), significant impacts to La Jolla Village Drive between Genesee Avenue and Executive Way and on four roadway segments on Genesee Avenue (La Jolla Village Drive to Esplanade Court, Nobel Drive to Decoro Street, Decoro Street to Governor Drive, and Governor Drive to SR 52) would remain significant and unmitigated under the Year 2035 (Community Buildout) Plus Project scenario. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.

The significant impacts for three freeway segments (I-5: Gilman Drive to Nobel Drive, I-805: Governor Drive to Nobel Drive; SR 52: Genesee Avenue to I-805) and one freeway ramp meter (I-805/Nobel Drive interchange southbound ramp) identified for the Existing Condition Plus Project and the Near-Term (Opening Day 2023) Plus Project scenarios would also occur in the Year 2035 (Community Buildout) scenario. For the same reasons identified in the direct impacts section, cumulative significant impacts to the three freeway segments and the freeway ramp meter would remain significant and unmitigated in the Year 2035 (Community Buildout) Plus Project scenario. As partial mitigation, the Project is being built in a TPA to encourage use of mass transit. Additionally, the Project proposes several TDM measures to use alternate forms of transportation other than single-occupancy vehicles.

The other identified cumulative traffic impacts would be reduced to below a level of significance through the measures described below.

Intersections

TRA-19 La Jolla Village Drive/Genesee Avenue

Widening the westbound approach to provide a second dedicated right-turn lane is a condition of approval for the Monte Verde project as included in that project's EIR transportation mitigation measures and permit conditions. The required improvement is currently permitted and bonded by Monte Verde. Therefore, the Project's impact in the Year 2035 scenario at this location is considered less than significant.

TRA-20 Costa Verde Boulevard/Loop Road (South)

Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the following improvements to the satisfaction of the City Engineer to mitigate the Project's cumulative impact to the Costa Verde Boulevard/Loop Road (South) intersection:

- Widen the westbound approach to provide a dedicated left-turn lane. To accommodate the additional lane, approximately 10 feet of widening of the roadway would be required. The additional 10 feet of widening can be accomplished by widening 5 feet on both sides of the driveway.
- Restripe the northbound approach to provide a dedicated right-turn lane.
- All improvements must be completed and operational prior to first occupancy.

TRA-21 Genesee Avenue/Esplanade Court

Implementation of TRA-1, as outlined above, would mitigate the Project's contribution to a significant cumulative impact at the Genesee Avenue/Esplanade Court intersection for the Year 2035 (Community Buildout) Plus Project scenario to a less than significant level.

TRA-22 Nobel Drive/Costa Verde Boulevard

Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the following improvements to the satisfaction of the City Engineer to mitigate the Project's cumulative impact to the Nobel Drive/Costa Verde Boulevard intersection:

- Restripe the southbound approach to provide a dedicated right-turn lane, with associated signal modification.
- All improvements must be completed and operational prior to first occupancy.

TRA-23 Nobel Drive/Genesee Avenue

Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the following improvements to the satisfaction of the City Engineer to mitigate the Project's cumulative impact to the Nobel Drive/Genesee Avenue intersection:

- Install a right-turn overlap phasing on the eastbound approach, with associated signal modification.

However, the installation of an eastbound right-turn overlap would restrict access to the residential development on the west side of Genesee Avenue, south of Nobel Drive due to the inability to make northbound U-turns. Therefore, this impact is considered significant and unmitigated. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.

TRA-24 Genesee Avenue/Decoro Street

Implementation of TRA-10, as outlined above, would mitigate the Project's contribution to a significant cumulative impact at the Genesee Avenue/Decoro Street intersection for the Year 2035 (Community Buildout) Plus Project scenario to a less than significant level.

TRA-25 Genesee Avenue/Governor Drive

Implementation of TRA-2, as outlined above, would reduce the Project's cumulative impact at the Genesee Avenue/Governor Drive intersection for the Year 2035 (Community Buildout) Plus Project scenario. However, the installation of southbound right-turn overlap would prohibit access to the northwest corner of the intersection due to the inability to make eastbound U-turns. Therefore, this impact is considered significant and unmitigated. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.

TRA-26 Genesee Avenue/SR 52 Westbound Ramps

Implementation of TRA-3 would reduce the Project's significant impact at the Genesee Avenue/SR 52 westbound ramps intersection for the Year 2035 (Community Buildout) Plus Project scenario to a less than significant level. Although the identified improvements would fully mitigate the impact, the Project's impact to this intersection is considered significant and unmitigated because the timing of the identified improvements are not within the Applicant's or City's control as they require Caltrans approval.

TRA-27 Genesee Avenue/SR 52 Eastbound Ramps

Implementation of TRA-4 would reduce the Project's significant impact to the Genesee Avenue/SR 52 eastbound ramps intersection for the Year 2035 (Community Buildout) Plus Project scenario to less than significant. Although the identified improvements would fully mitigate the impact, the Project's impact to this intersection is considered significant and unmitigated because the timing of the identified improvements are not within the Applicant's or City's control as they require Caltrans approval.

Roadway Segments

TRA-28 *Genesee Avenue: Nobel Drive to Decoro Street, Decoro Street to Governor Drive, Governor Drive to SR 52*

Per the University Community Plan Amendment (December 5, 2016), the widening of Genesee Avenue to six lanes was deemed infeasible. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.

Freeway Segments

TRA-29 *I-5: Gilman Drive to Nobel Drive*

Addition of managed lanes on I-5 between I-8 and La Jolla Village Drive, as identified in SANDAG's 2050 Revenue Constrained RTP, would improve freeway operations. However, there is currently no funding in place at this time and no guarantee that the improvements would occur. Implementation of TRA-5 project TDM measures would partially mitigate the Project's impact. Impacts remain significant and unmitigated in the cumulative condition.

TRA-30 *I-805: Governor Drive to Nobel Drive*

Currently, there is one managed lane of I-805 between SR 52 and I-5, which was Stage I of the I-805 North Managed Lanes Project. Stages II through IV of the I-805 North Managed Lanes project would construct the second carpool lane in the median from just north of SR 52 to just north of La Jolla Village Drive. Additionally, the Nobel Drive DAR and the Nobel Drive Park & Ride and Transit Station would be constructed and the Governor Drive interchange would be reconfigured. The addition of managed lanes and a new DAR on Nobel Drive would improve freeway operations on the I-805. The construction start dates for these improvements are pending as there is no funding in place to guarantee that these improvements would be completed. Implementation of TRA-6 project TDM measures would partially mitigate the Project's impact. Impacts remain significant and unmitigated in the cumulative condition.

TRA-31 *SR 52: Genesee Avenue to I-805*

The addition of a third lane in each direction along SR 52 between I-5 and I-805, as identified in SANDAG's 2050 Unconstrained Network RTP, would improve freeway operations. However, there is currently no funding in place at this time and no guarantee that the improvements would occur. Implementation of TRA-7 project TDM measures would partially mitigate the Project's impact. Impacts remain significant and unmitigated in the cumulative condition.

Metered Freeway On-ramps

TRA-32 *I-805/Nobel Drive Interchange Southbound Ramps*

Stages II through IV of the I-805 North Managed Lanes (as discussed above), the Nobel Drive DAR, the Nobel Drive Park & Ride and Transit Station, and the reconfiguration of the Governor Drive interchange would relieve the congestion and delay at the freeway ramp meter and improve overall freeway operations, but there is no funding in place to ensure that the improvements would occur.

Therefore, impacts at this freeway ramp meter remain significant and unmitigated in the cumulative condition. As partial mitigation, the Project proposes several TDM measures (as shown in TRA-5) to incentivize use of alternate forms of transportation other than single-occupancy vehicles.

TRA-33 I-5/La Jolla Village Drive Interchange Northbound On-Ramp

The UTC Revitalization project is conditioned to construct an HOV lane at the I-5/La Jolla Village Drive northbound on-ramp. As of January 2020, this improvement is currently under construction and is expected to be completed prior to Year 2035.

5.2.3 Impact 2: Potential for Traffic Hazards

Issue 5: Would the Project result in an increase in traffic hazards for motor vehicles, bicyclists, or pedestrians due to a proposed, non-standard design feature (e.g., poor sight distance or driveway onto an access-restricted roadway)?

5.2.3.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), transportation impacts may be significant if a project would increase traffic hazards to motor vehicles, bicyclists, or pedestrians due to proposed non-standard design features (e.g., poor sight distance, proposed driveway onto an access-restricted roadway).

5.2.3.2 Impact Analysis

Proposed Site Access Circulation Improvements

Vehicular access to the project site would be provided from Genesee Avenue, Nobel Drive, Costa Verde Boulevard, and Esplanade Court. The main access would be provided from an existing gateway entry at the signalized intersection of Genesee Avenue and Esplanade Court to the northern portion of the site. Esplanade Court would be vacated as a public street and become a private drive. It would be widened to include two inbound lanes, a raised median, and four outbound lanes. In the center of the road, ramps would provide access to and from the parking structure. A General Utility and Emergency Vehicle Access Easement would be dedicated along the northern portion of Esplanade Court.

A circular style cul-de-sac with a landscaped island would be constructed at the terminus of Esplanade Court and the central promenade would extend to the south from this feature. This promenade would extend in a north-south alignment and would be only for pedestrians and bicycles during retail business hours. Vehicular access on this promenade would be limited to emergency vehicles during retail business hours and delivery vehicles before or after retail business hours through the use of retractable bollards. A ridesharing pick-up/drop-off location would be designated on the southern side of Esplanade Court.

An access road would extend from the cul-de-sac to connect with the Monte Verde property to the immediate north. This access road would be approximately 26 to 36 feet wide with two travel lanes (one in each direction).

A service-only driveway for egress movements only would be located approximately 200 feet south of Esplanade Court. The existing right-in/right-out driveway on Genesee Avenue north of Nobel Drive would be reconfigured and would provide access to parking both at and below the podium level. Existing access points from Nobel Drive and Costa Verde Boulevard would remain.

Vehicular access to the lower portion of the site would be maintained via three existing driveways, including one unsignalized driveway along Genesee Avenue, one unsignalized right-in/right-out driveway along Nobel Drive, and one unsignalized full access driveway along Costa Verde Boulevard.

Proposed Internal Circulation Improvements

Improvements would be made internal to the site to improve access and mobility within the site and connections to the surrounding transportation network. Pedestrian facilities internal to the site would connect with existing sidewalks along Genesee Avenue, Nobel Drive, Costa Verde Boulevard, Las Palmas Square, and Esplanade Court. Access to the Trolley Station under construction above Genesee Avenue would be provided with stairs, elevators, and pedestrian bridges. This, in turn, would provide an additional pedestrian connection to the Westfield UTC regional shopping center and UTC Transit Station across Genesee Avenue. Pedestrian connections to Las Palmas Square and the existing adjacent pocket park to the west of the site also would be provided, to enhance connectivity of residences to the west with the Costa Verde Center, Trolley Station, and UTC Transit Station. Sidewalks along Genesee Avenue and Nobel Drive would be improved to urban parkway configurations, with a 12-foot wide sidewalk, tree grates, and 2 feet of private landscaping within the parkway. Benches would also be provided along Genesee Avenue to enhance pedestrian comfort. High-visibility crosswalk striping would be included at the intersection of Genesee Avenue and Esplanade Court.

Bicycle access to the Trolley Station and UTC Transit Station also would be provided via the proposed transit connection infrastructure and facilities. Elevators to the Trolley Station would be sized to accommodate bicycles. Both short- and long-term (including bike lockers) parking, as well as micro-mobility parking, would be provided in several locations on site to support bicycle circulation and meet City code requirements. Runnels and/or elevators would be provided at all stair locations to facilitate bicycle access. Bicycles would be allowed throughout the site, with connections provided to existing bicycle lanes along Genesee Avenue and Nobel Drive. The Project would provide a one-way Class IV cycle track (striped lane with a vertical barrier) along the northern edge of Nobel Drive between Genesee Avenue and Regents Road along the project frontage.

These facilities would provide safe pedestrian and cyclist access through the site, with connections to the adjacent circulation system.

5.2.3.3 Significance of Impact

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

5.2.3.4 Mitigation, Monitoring, and Reporting

As no significant impacts would occur, no mitigation measures would be required.

5.2.4 Impact 3: Alternative Transportation

Issue 6: Would the Project result in a conflict with adopted policies, plans, or programs supporting alternative transportation modes (e.g., bus turnouts, bicycle racks)?

5.2.4.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), transportation impacts may be significant if the Project would conflict with adopted policies, plans, or programs supporting alternative transportation modes (e.g., bus turnouts, bicycle racks).

5.2.4.2 Impact Analysis

As described above in Section 5.2.1, an extensive network of alternative transportation facilities and programs is currently in place in the project vicinity. While operation of the Project would result in additional vehicle trips in the project vicinity, it would also include improvements to expand the local alternative transportation network and encourage residents and visitors to increase their use of alternative transportation options. Specifically, these include the following efforts, with additional detail provided above under Issue 5 (Section 5.2.3).

Bicycle Network

- Provide bicycle access to the Mid-Coast Trolley Station and UTC Transit Station.
- Provide elevators to the Trolley Station that are sized to accommodate bicycles.
- Provide runnels and/or elevators at all stair locations to facilitate bicycle access.
- Provide a one-way cycle track on Nobel Drive between Genesee Avenue and Regents Road.
- Provide a bicycle route through the site that would connect to existing bicycle lanes along Genesee Avenue and Nobel Drive. Appropriate on-site signage will be included to formalize locations where bicycle activity is allowed.
- Provide bicycle lockers and parking on site to support bicycle circulation.
- Provide showers to enable bicycle usage for commuting.

Pedestrian Facilities

- Implement a network of sidewalks, pathways, plazas, and public spaces that would provide convenient connections between the proposed uses within the Project, and would connect to existing sidewalks along Genesee Avenue, Nobel Drive, Costa Verde Boulevard, Las Palmas Square, and Esplanade Court.

- Provide pedestrian bridges from the trolley station that would allow employees and guests of the Project and residents of adjacent residential uses to use mass transit (trolley and bus) and access additional shopping centers.
- Provide pedestrian entry from multiple areas for the north, east, south, and west, and provide internal pedestrian walkways throughout the site.
- Provide sidewalk improvements along Genesee Avenue and Nobel Drive, with a 12-foot wide sidewalk, tree grates, and 2 feet of private landscaping within the parkway.

Transit Services

- Provide access to the planned Mid-Coast Trolley Station and UTC regional shopping center with stairs, elevators, and pedestrian bridges.

Consistency with Adopted Alternative Transportation Mode Plans and Policies

The Project would not adversely affect alternative transportation modes or safety. The provision of additional bicycle, transit, and pedestrian facilities/programs to enhance and expand connections with existing facilities would be consistent with adopted plans supporting alternative transportation modes. Specifically, the Project would be consistent with the City's General Plan Mobility Element goal of supporting multi-modal transportation, as well as Urban Design Element goals to integrate transit facilities into project design, and improve walkability, bicycling, and transit integration. Refer to Section 5.1, *Land Use*, and Table 5.1-1 for details on plan consistency.

5.2.4.3 Significance of Impact

The Project would enhance existing bicycle, transit, and pedestrian transportation modes at the Costa Verde Center. As a result, the Project would be consistent with the City's alternative transportation policies and no impacts would occur.

5.2.4.4 Mitigation, Monitoring, and Reporting

As no significant impacts would occur, no mitigation measures would be required.

5.2.5 Impact 4: Public Access

Issue 7: Would the Project result in substantial alterations to present circulation movements including effects on existing public access to beaches, parks, or other open space areas?

5.2.5.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), transportation impacts may be significant if the Project would impact public access to beaches, parks, or other open space areas.

5.2.5.2 Impact Analysis

The project site is not located in proximity to beaches, parks, or other open space areas. Additionally, it would not block or otherwise impede roadways that lead to such facilities. Therefore, the Project would not impact public access to beaches, parks, or other open space areas.

5.2.5.3 Significance of Impacts

The Project would not block or otherwise impede public access to beaches, parks, or open space areas. Therefore, no impacts would occur.

5.2.5.4 Mitigation, Monitoring, and Reporting

As no significant impacts would occur, no mitigation measures would be required.

5.2.6 Impact 5: Vehicle Miles Traveled

Issue 8: Would the Project result in a conflict with CEQA Guidelines Section 15064.3, subdivision (b), which identifies VMT as the most appropriate measure on transportation impacts?

5.2.6.1 Impact Thresholds

To date, the City has yet to formally adopt significance thresholds and technical methodologies for VMT analysis. Lead agencies have the discretion to set or apply their own thresholds on significance. However, the criteria for determining the significance of transportation impacts should promote a reduction of GHG emissions, development of multimodal transportation networks, and a diversity of land uses.

The City of San Diego has released draft VMT guidelines include Screening Criteria, Significance Thresholds, Analysis Methodology and Mitigation for VMT related impacts.

As shown in the draft guidelines, for large land use plans, such as Specific Plans or Master Plans, such as the Project, the significance thresholds include:

- *Commercial Employment* – Aggregate all commercial employment land uses and compare the resulting VMT/Employee to the regional average. The threshold is 15 percent below the regional average VMT/Employee.

5.2.6.2 Impact Analysis

Proximity to Transit

The project site is located in proximity to major transit stops, including the currently under construction dedicated stop of the Trolley at the project site and UTC. Additionally, the following major light rail transit stations along the Trolley line were identified in the project area: Nobel Drive, VA Medical Center, UC San Diego West, UC San Diego East, and Executive Drive. The Trolley line is expected to be operational in late 2021. The UTC Transit Center has been identified in the Mid-Coast

Corridor Project as a Mobility Hub, where it is easier to use public transit and other transit alternatives. The Mid-Coast Mobility Hub Implementation Strategy will identify services and amenities for each station, which may include improved pedestrian and bicycle connections, secure bike storage, on-demand ridesharing services, wayfinding, and supporting technologies.

At the UTC Transit Center, several mobility options are available, including light rail, regional bus services, 11 bus routes (30, 31, 41, 50, 60, 105, 150, 201, 202, 204, 921), UC San Diego shuttle service, on-demand rideshare services, and bicycle facilities.

Several roadways within the immediate vicinity of the Project have been identified as high-quality transit corridors, as they include fixed-route bus serve with 15-minute headways or less during peak commuter periods. These roadways include La Jolla Village Drive, Nobel Drive, Genesee Avenue, and Executive Drive.

Based on the project site's proximity to major transit stops and high-quality transit corridors, as well as the availability of a number of mobility options, the Project would result in a less than significant VMT impacts associated with proximity to transit. Nonetheless, a detailed and quantitative VMT analysis was conducted.

Project Vehicle Miles Traveled

The Project is located in a Transit Priority Area (TPA), which is an area where new land use projects generally are exempt from project-level VMT assessment per the revised CEQA Guidelines and OPR Technical Advisory (as discussed in Table 5.2-22). TPAs are areas within one-half mile of either a high-quality transit station or a bus stop with two routes with headways of 15 minutes or less. The reader is referred to the discussion above for details regarding the mobility options in the immediate vicinity of the Project. While the CEQA Guidelines and the OPR Technical Advisory identify land use projects within one-half mile of a major transit stop or within one-half mile of a stop along an existing high-quality transit corridor as projects that are presumed to cause a less than significant transportation impact, a project-specific VMT analysis was performed for the Project to evaluate VMT impacts. Table 5.2-22, *Project VMT Analysis*, contains the detailed Project VMT analysis for project employees. For this evaluation per the City's draft guidelines, regional average VMT per employee was used. If the Project exceeds a level of 15 percent below existing VMT per capita for the employee population (meaning 85 percent of the region's VMT is the significance threshold), it may indicate a significant transportation impact. Table 5.2-23, *Project VMT Findings*, summarizes the findings of the VMT analysis conducted for the Project.

| Table 5.2-22 PROJECT VMT ANALYSIS¹ | | | |
|--|--------------------------------|--------------------------------------|-------------------------|
| Land Use | Project VMT² | Employee Estimate³ | VMT per Employee |
| Scientific Research and Development | 29,316 | 1,440 | 21.73 |
| Office | 6,469 | 160 | |
| Hotel | 3,420 | 225 | |
| Retail | 10,353 | 509 | |
| Total Project | 50,719 | 2,334 | |

Source: LLG 2020a

¹ City of San Diego Employee VMT per capita was used as a comparative metric

² Total VMT calculated as average daily traffic multiplied by average trip length

³ Population estimates shown in Appendix T of the TIA (EIR Appendix B)

VMT = vehicle miles traveled

| Table 5.2-23 PROJECT VMT FINDINGS | | | | |
|--|--------------------------|---|----------------|--|
| Scenario | Regional Baseline | Significance Threshold (85% of Region VMT) | Project | Transportation Impact (Over Threshold)? |
| VMT per employee | 25.9 | 22.0 | 21.73 | No |

Source: LLG 2020a

VMT = vehicle miles traveled

As shown in Table 5.2-24, the Project VMT per employee is calculated to be lower than 85 percent of the region's VMT. As such, Project impacts associated with VMT are less than significant.

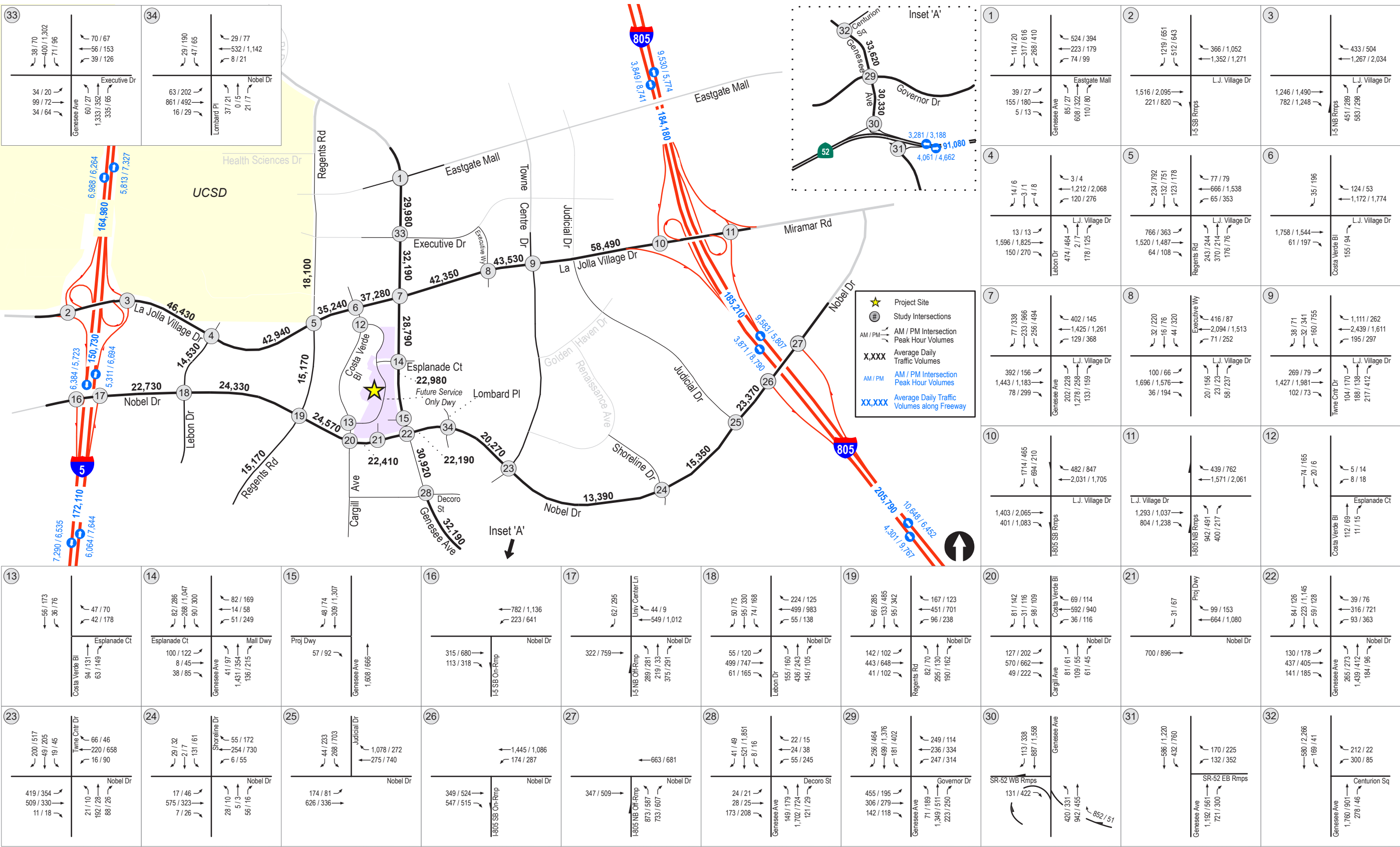
5.2.6.3 Significance of Impact

Based on the draft City VMT significance thresholds, the Project would not result in significant VMT impacts. Impacts would be less than significant.

5.2.6.4 Mitigation, Monitoring, and Reporting

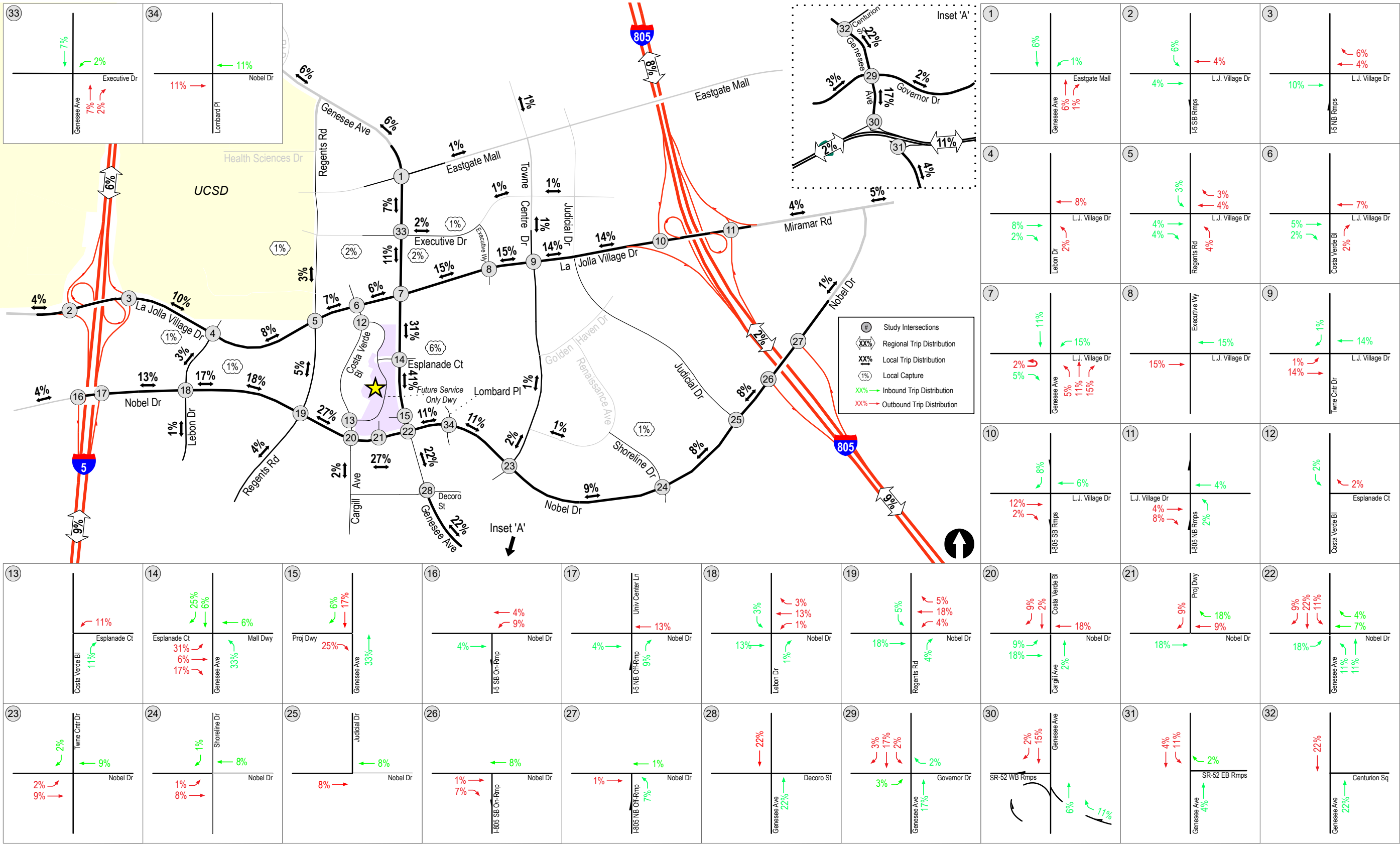
As no significant impacts would occur, no mitigation measures would be required.

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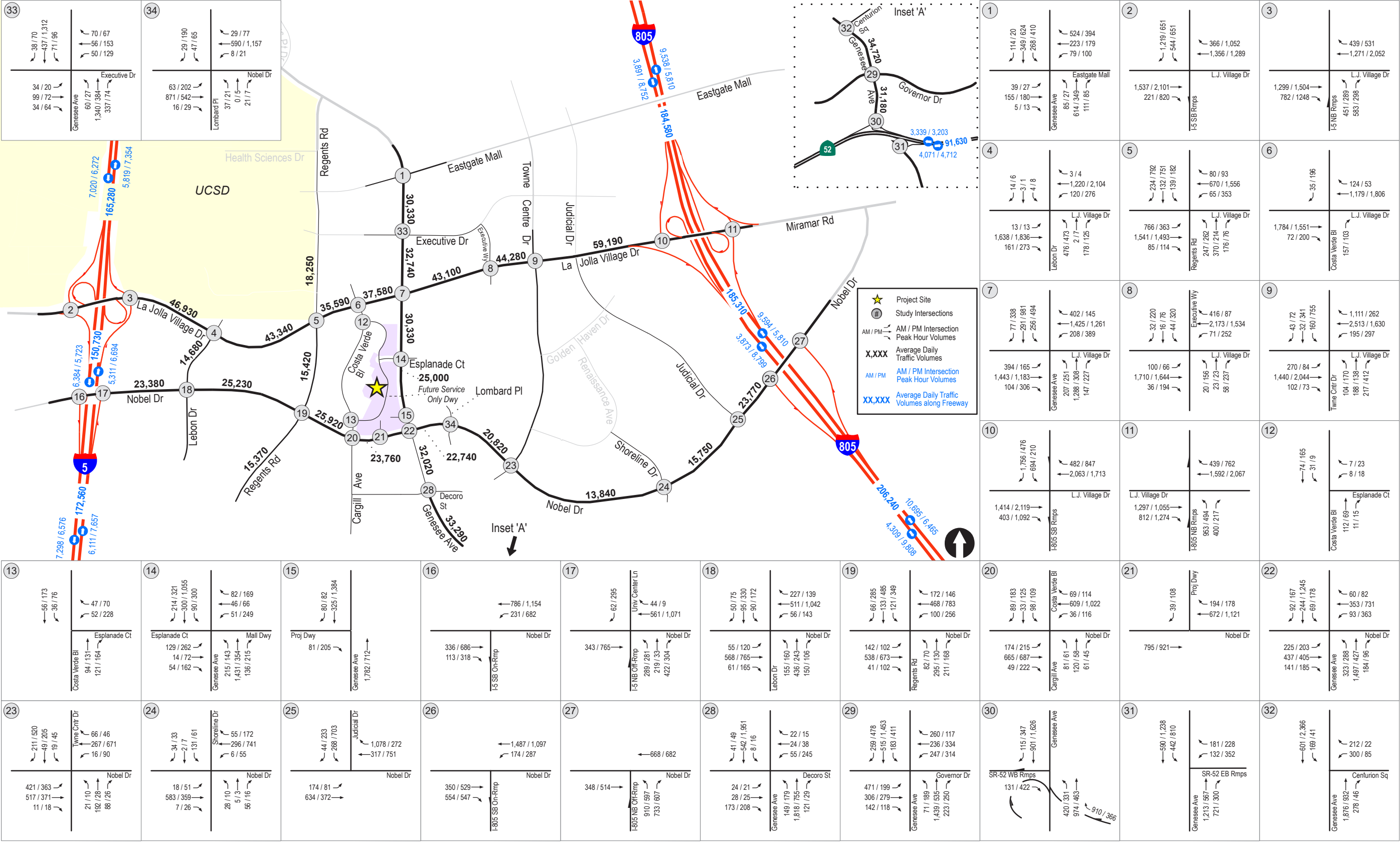
Source: Linscott Law & Greenspan 2019

I:\PROJECTS\RCE-03_Costa Verde Map\Fig 5.2-2_Project Distribution.mxd RCE-03 10/15/19-RK



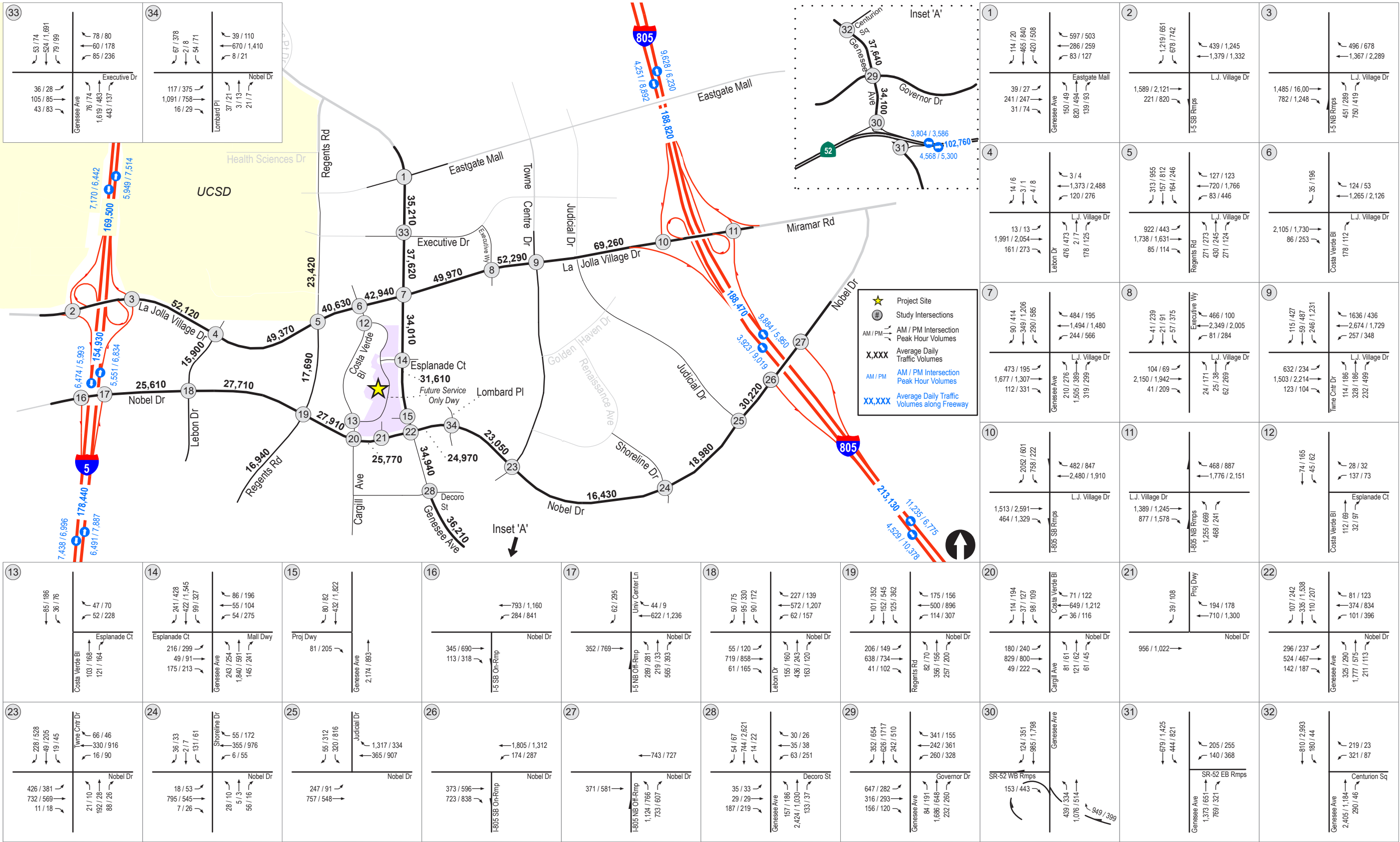
Source: Linscott Law & Greenspan 2019

I:\PROJECTS\RCE-03_Costa Verde\Map\ER\Figs 2-3_Existing Plus Project\indd RCE-03 10/15/19-9K



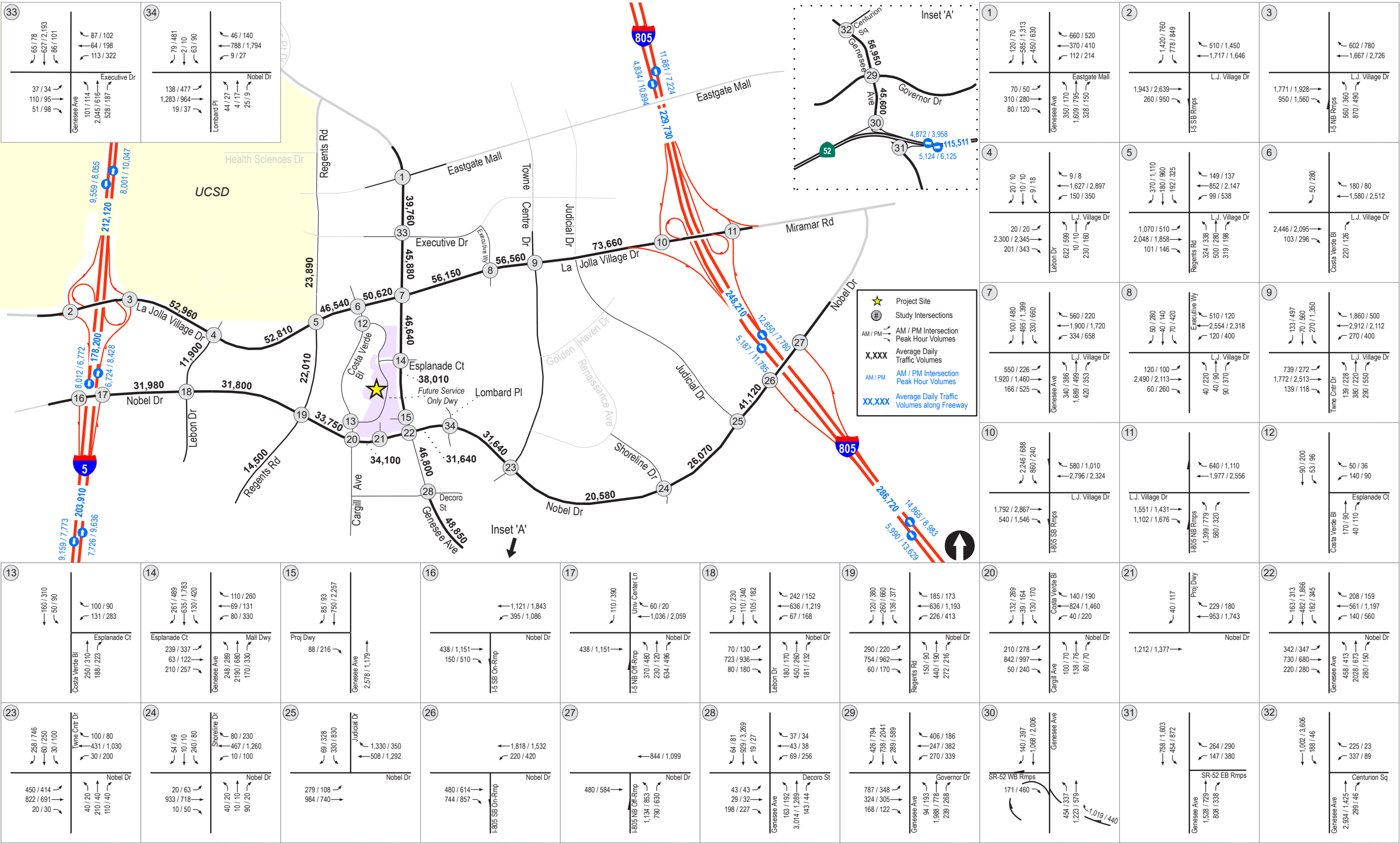
Source: Linscott Law & Greenspan 2019

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Source: Linscott Law & Greenspan 2019

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Source: Linscott Law & Greenspan 2019

5.3 Visual Effects/Neighborhood Character

This section describes the existing visual setting of the project site and vicinity within the context of the surrounding community, identifies applicable guidelines and regulations related to visual resources, and evaluates potential visual impacts related to implementation of the Project.

5.3.1 Existing Conditions

5.3.1.1 Environmental Setting

Existing Landforms

Landforms in the University Community are highly varied between the natural and built environments. Natural landforms consist of major topographic features such as coastal bluffs, canyon systems, areas of rolling topography, and mesa tops. The coastal bluffs within the UCP area boundaries occur in the northwestern portion of the community within the Torrey Pines State Reserve and the Torrey Pines Gliderport. Major canyon systems in the community include Sorrento Valley, Soledad Canyon, Rose Canyon, and San Clemente Canyon. The community also contains a series of smaller canyons. Development generally occurs on the mesa tops formed by these canyons. Within the Urban Node, the land is relatively level with little topographic variation within the built environment.

The entire site was disturbed during development of the existing shopping center in the late 1980s and no naturally occurring topographic features or steep slopes occur on site.

Visual Setting and Site Characteristics

The project site is located in the urbanized center of the City's University Community and is entirely developed with an existing community/neighborhood shopping center located immediately west of Genesee Avenue between La Jolla Village Drive and Nobel Drive. This portion of the University Community area is an Urban Node developed with a mixture of higher density commercial, office, and residential uses. Surrounding uses include a continuing care retirement community and multi-family residential uses to the west, multi-family residential uses to the south, a surface parking lot and the approved Monte Verde residential project currently under construction to the north (one multi-story residential building has been constructed to date), and the Westfield UTC regional shopping center to the east. Additionally, elevated structures associated with the Trolley are under construction within the center of Genesee Avenue to the immediate east. Refer to Figure 2-4 for a map of the project site and surrounding development.

The existing Costa Verde Center occupies approximately 13.9 acres of developed land with approximately 178,000 gross SF of community-/neighborhood-serving commercial/retail uses and associated parking facilities. As noted in Chapter 2.0, the shopping center contains approximately 30 diverse business uses, including restaurants, fitness and service facilities, a grocery store, a dry cleaner, banks, an optometrist's office, and a gas station. Most of the buildings occur in a linear configuration along the western portion of the site with surface parking between them and Genesee Avenue. These one- to three-story buildings are connected and form an integrated main shopping area with pedestrian promenades and plazas. A few mostly one-story stand-alone

buildings are located at the outer edges of the site along the Genesee Avenue, Nobel Drive, and Esplanade Court frontages. An underground parking garage is also located under a portion of the site.

Topographically, the site is generally split into two distinct levels. The northern portion of the site is at a higher elevation than the southern portion, with an approximately 14-foot differential between the two levels. The northern portion lies at an elevation of approximately 364 feet AMSL, while the southern portion lies at an elevation of approximately 350 feet AMSL. The transition point for these two levels generally occurs in the central portion of the site at the plaza of the main shopping area.

Streetscape landscaping comprised of street trees, shrubs, and turf areas occurs along the site frontages of Genesee Avenue, Nobel Drive, Esplanade Court, and Costa Verde Boulevard. Additional landscaping occurs on site within parking lots, along internal roadways, and adjacent to buildings. Gateways featuring monument signage occur at the shopping center access points along Genesee Avenue, Nobel Drive, Esplanade Court, and Costa Verde Boulevard, as well as at the corner of Genesee Avenue and Nobel Drive.

Community and Neighborhood Character

Many elements define the visual character of an area, including, but not limited to, the visible or underlying landform and existing natural elements and their location relative to identified scenic resources, as well as land use patterns. These latter vary in development intensities, bulk or scale of built structures, massing of those structures and presence of retained open space, associated circulation elements, and (especially as the viewer grows closer) architectural style, colors and distinct identity and contribute to a sense of place. The community and neighborhood character of the project site and surrounding community are described below.

University Community

The University Community encompasses approximately 8,500 acres and is bounded by Los Peñasquitos Lagoon and the toe of the east-facing slopes of Sorrento Valley on the north; the railroad tracks, MCAS Miramar, and I-805 on the east; SR 52 on the south; and I-5, Gilman Drive, North Torrey Pines Road, La Jolla Farms, and the Pacific Ocean on the west (refer to Figure 5.1-1). The University Community is divided into four major subareas, including Torrey Pines, Miramar, South University, and Central. A number of distinct differences exist in visual character between these subareas. The Torrey Pines subarea is located in the northwestern portion of the community and is generally characterized by lower intensive development and natural features, including the UCSD campus; low-rise industrial and office uses along Genesee Avenue and North Torrey Pines Road; Torrey Pines State Park; and Torrey Pines Golf Course. The Miramar subarea is located in the eastern portion of the community, east of I-805, and is comprised of open space and limited industrial uses primarily on lands within MCAS Miramar. The South University subarea is located in the southern portion of the community, south of the railroad tracks, and mostly contains single-family residential neighborhoods. The Central subarea occurs within the central portion of the community and includes a combination of commercial, office, and residential uses at higher development intensities. The Central subarea also contains an Urban Node bound by Eastgate Mall on the north, Towne Center Drive on the east, Nobel Drive on the south, and Regents Road on the west. The Urban Node contains higher density commercial, office, and residential uses in an urban core with several moderate and high-rise buildings, a regional shopping center (Westfield UTC),

heavily traveled arterials, and transit services. The project site is located within the Urban Node of the Central subarea. As such, the discussion of existing community character is focused within the context of the Central subarea of the University Community, and neighborhood character is discussed within the context of the Urban Node.

Central Subarea

The Central subarea generally encompasses the area west of I-805, north of Rose Canyon; and south of the railroad tracks. Regional access to the Central subarea is provided from I-805 and I-5, and major roadways include La Jolla Village Drive, Genesee Avenue, Nobel Drive, Regents Road, and Eastgate Mall. I-805 forms the eastern edge of the community and has interchanges within the Central subarea at La Jolla Village Drive and Nobel Drive. I-5 traverses the western portion of the community within interchanges at Gilman Drive, Nobel Drive, La Jolla Village Drive, and Genesee Avenue within the Central subarea. La Jolla Village Drive is the main east-west roadway within the community along with Nobel Drive; both of these roadways are six-lane arterials. Major north-south roadways include Genesee Avenue, Regents Road, Towne Center Drive, and Judicial Drive. Regional freeways and major roadways within the community generally are heavily traveled.

The western boundary of the Central Subarea varies and is formed by Gilman Drive (south of La Jolla Village Drive), Regents Road (between La Jolla Village Drive and Genesee Avenue), and I-5 (north of Genesee Avenue). This subarea contains the most intensive development and diversity of uses within the overall University Community. Most residential uses consist of multi-family developments in the southern portion of the Central subarea south of La Jolla Village Drive, although there are a few multi-family residential developments located along Eastgate Mall and Genesee Avenue. Building forms of these multi-family developments generally entail large-scale complexes consisting of multiple blocks of several homogenous rectilinear buildings grouped together in generally symmetrical patterns and single or multiple moderate and high-rise residential towers. Some housing consists of smaller scale condominium and apartment complexes, but overall residential visual patterns in the Central subarea consist of higher density, large-scale buildings characterized by a mix of architectural styles, with no common style or theme.

Moderate and high-rise commercial, office, and hotels occur generally north of La Jolla Village Drive, with the largest and tallest along La Jolla Village Drive. The height and scale of these structures, which are the tallest within the community, create a highly urbanized core. Most of the moderate and high-rise buildings along La Jolla Village Drive range from approximately 150 feet to 260 feet tall, with the Wells Fargo building at 260 feet, Pacific Mercantile Bank building at 205 feet, Marriott at 167 feet, and City National Bank at 150 feet, to name a few. Industrial and research buildings are prevalent along Towne Center Drive (north of La Jolla Village Drive) and Judicial Drive, creating two north-south curvilinear spines characterized by multi-story office buildings with varying styles and form. Some of these buildings are two-story utilitarian block structures with glass windows and one-dimensional façades, while others are multi-story, modern office campuses with more stylized forms.

Westfield UTC, a regional shopping mall, is located in the southeast quadrant of La Jolla Village Drive and Genesee Avenue. Westfield UTC recently underwent a major expansion and redesign that included the addition of a multi-story parking structure, additional two-story stores, restaurants as well as water features and indoor/outdoor event spaces. Buildings within Westfield UTC are large-scale retail structures consisting of one to three stories with surrounding large surface parking

areas and structures. Additionally, a 23-story residential building (Palisade at Westfield UTC) was recently constructed in the southeast corner of the shopping center. Other major retail centers in the community besides Costa Verde include La Jolla Village Square and The Shops at La Jolla Village in the southwestern portion of the Central subarea, west of I-5 along Nobel Drive and Villa La Jolla Drive. La Jolla Village Square is a shopping center within a large two-level building, a few stand-alone restaurants, and parking facilities. The Shops at La Jolla Village is across the street from La Jolla Village Square and consists of a smaller retail center anchored by a grocery store and drug store. This center was recently renovated and consists of several one- to two-story buildings.

Urban Node

The Urban Node constitutes the highly urbanized central core of the community and contains the most intensive development patterns and forms. It is largely characterized by moderate and high-rise commercial buildings along major arterials and is currently served by bus transit, although infrastructure for the planned Mid-Coast Trolley is currently being constructed. Photographs were taken to illustrate the character of the Urban Node; Figure 5.3-1, *Photograph Key Map*, identifies the location and view orientation from which the photographs were taken.

La Jolla Village Drive and Genesee Avenue bisect the Urban Node and effectively divide the Urban Node into four quadrants. The northwest quadrant is bound by Eastgate Mall on the north, Genesee Avenue on the east, La Jolla Village Drive on the south, and Regents Road on the west. It contains multi-story office buildings, hotels, and multi-family residential buildings, as well as a Jewish Community Center, Mandell-Weiss Eastgate City Park, and police and fire station facilities. Photograph 1 in Figure 5.3-2, *Existing Off-site Development*, pictures some of the taller office and hotel buildings in this area. Visually, the northern portion of this quadrant is somewhat disparate with the character of the other three quadrants in that the civic uses, particularly the park and lower-profile civic buildings, visually contrast with the scale of the moderate and high-rise structures that predominate the Urban Node.

The northeast quadrant is bound by Eastgate Mall on the north, Towne Center Drive on the east, La Jolla Village Drive on the south, and Genesee Avenue on the west. It primarily contains multi-story office buildings and hotels. The office and hotel buildings along La Jolla Village Drive range from 150 to 260 feet tall and are characterized by a mix of architectural styles. The visually tallest structure in the Urban Node is the Wells Fargo Bank building across La Jolla Village Drive from UTC, which includes 17 stories at a height of 260 feet (City 2006). Photograph 2 in Figure 5.3-2 depicts the Wells Fargo building and adjacent office buildings.

The southeast quadrant is bound by La Jolla Village Drive on the north, Towne Center Drive on the east, Nobel Drive on the south, and Genesee Avenue on the west and features the Westfield UTC regional shopping mall, which encompasses nearly the entire quadrant. As previously discussed, Westfield UTC is characterized by large buildings oriented inward along a pedestrian promenade with large surface parking lots and structures fronting adjoining roadways. Photograph 3 in Figure 5.3-2 pictures some of the buildings in Westfield UTC. Although the vertical scale of these buildings is smaller in comparison to the surrounding moderate and high-rises, the bulk and massing of these more consistently sized and abutting structures results in a larger more uniform feature, creating dominant visual elements. Other than UTC, this quadrant contains two multi-family developments comprised of two-story condominium buildings and a small single-family

neighborhood. These residential developments, particularly the single-family homes, are uncharacteristic of the Urban Node due to their lower density and suburban nature.

The southwest quadrant is bound by La Village Drive on the north, Genesee Avenue on the east, Nobel Drive on the south, and Regents Road on the west. This quadrant contains Costa Verde Center (the character of which is described below) and surrounding high-density and high-rise residential buildings. The Vi at La Jolla Village is a retirement home comprised of two 21-story buildings each at a height of 198 feet and a smaller five-level building west of the project site. Twin 16-story high-rise residential towers, the Towers at Costa Verde, are located to the north of Vi and are each at a height of approximately 160 feet (City 2006). A small private park associated with the Towers at Costa Verde is located adjacent to Las Palmas Square and consists of turf, walkways, planters, and seating areas. North of Costa Verde Center, construction is underway for the four-tower high-rise Monte Verde residential development, which will include 16- to 23-story buildings at heights of approximately 190 to 270 feet (City 2014). One of these residential buildings (LUX UTC) has been constructed. Photograph 4 in Figure 5.3-2 pictures these existing high-rise residential buildings with the Vi shown in the left side of the photograph, the Towers at Costa Verde in the center (both buildings are visible), and the LUX UTC at the right edge. Costa Verde Village Apartments covers most of the western portion of this quadrant and consists of numerous four-story buildings at a sizable bulk and massing.

Costa Verde Center

Costa Verde Center is a developed neighborhood-/community-serving shopping center within the Urban Node. The shopping center consists of a generally linear row of four essentially connected buildings that give the appearance of one large building along the western portion of the site. Seven free-standing buildings are sited along the southern and eastern perimeters of the site, fronting Genesee Avenue, Nobel Drive, and Esplanade Court. The buildings exhibit a contemporary, postmodern architectural style typical of late 1980s and early 1990s design. These one- to three-story buildings are smaller in vertical scale than the immediately surrounding high-rise residential towers. They are also smaller in terms of horizontal scale than the neighboring Westfield UTC buildings and Costa Verde Village Apartment buildings. Expansive paved surface parking lots occur between the buildings, and an underground parking garage encompasses a portion of the site, although it is essentially not visible due to its subsurface position. Existing buildings within Costa Verde Center are described below by location on the site, starting with the northwest corner and proceeding around the site in a counter-clockwise direction.

The northern-most building of the four connected buildings (existing Building A) consists of a one-level building with a curvilinear store front that matches the arc of the Esplanade Court cul-de-sac. The façade is relatively uniform with glass windows, doors, awnings, and a generally uninterrupted straight and flat roof line. Some architectural variation occurs at the end of the building, where taller geometric, rectilinear accent features in different colors occur. The building façade is mostly gray and white, but the awnings, signage, umbrellas at outdoor dining areas, and architectural accents at each end provide a variety of colors. A pedestrian promenade and plaza front the building and extend to the south. Photograph 5 in Figure 5.3-3a, *Existing On-site Buildings*, pictures the eastern side of this building, looking southwest. This photograph shows existing Building A in front of adjacent high-rise residential towers to the west and southwest, and demonstrates the disparity in intensity and scale between on-site buildings and adjacent off-site development. Photograph 6 in Figure 5.3-3a depicts a northwestern-facing view of this same

building. The teal-colored architectural accent feature at the northern end of the building is visible along with an adjacent, off-site high-rise residential tower that further exhibits the low-scale neighborhood character of on-site buildings compared to surrounding development. At the south end of Building A, a pedestrian connection to the adjacent private park associated with the Towers at Costa Verde is provided.

South of Building A is a larger building (existing Building B) that varies in height. The northern end continues the curvilinear one-level storefront established by Building A while the southern end is two levels. The northern portion of Building B carries the same architectural style, form, accents, and color as the storefront of Building A. Photograph 7 in Figure 5.3-3a pictures the northern portion of Building B, which appears similar to Building A (refer to Photographs 1 and 2). As the storefront extends south, however, the building changes form and style to a two-level structure with a uniform ground floor with glass windows and light tan-colored walls. The upper floor is set back from the ground floor with a white railing and a terrace creating the appearance of a separate building. The line patterns are similar to the ground floor, but the color is a darker tan and the form, with double decker windows, differs enough to contrast with the ground level. Photograph 8 in Figure 5.3-3a illustrates this portion of the building. In addition to the design features described above, Photograph 4 also shows the juxtaposition of Building B in relation to the off-site residential towers to the west and the contrast in vertical scale.

Continuing in a southward direction, the next connected building (existing Building C) contains three levels (two levels up to match with Building B and one level below as this area is where the 14-foot grade change occurs) and extends the plane of the Building B storefront. A concrete plaza that is over the parking garage fronts the building as it curves at a right angle to frame the plaza. This building exhibits variety in form and exhibits visual dimension and depth because of its general shape and design. An assortment of colors, consistent with the color scheme of the overall shopping center, is also used. Photograph 9 in Figure 5.3-3b, illustrates a southwesterly view of the northern façade of this building and shows the plaza and Building C in the left side of the photograph, just left of the escalator. As shown, the ground floor generally carries the same style and form as the ground floor of adjacent Building B although it is set back by the blue superstructure fronting the building façade edge. The upper floors are also set back with the same blue superstructure, and the white railing and deck featured in Building B continues along the upper floor. The adjacent off-site residential high-rise towers to the west are also pictured in the backdrop. The eastern elevation of Building C differs from the above-described northern façade. Whereas the northern façade is built on a podium over a parking garage, the eastern façade extends down to the street level and maintains articulation and color variety. Photograph 10 in Figure 5.3-3b pictures a northwesterly view of the eastern elevation of Building C. Similar to the other photographs, the adjacent off-site residential towers can also be seen. On the north side of Building C, a pedestrian connection through the center to Las Palmas Square is provided from the plaza.

The southern end of the interconnected buildings consists of a one-level building (existing Building D) that is the largest in the center and houses a grocery store. Photograph 11 in Figure 5.3-3b shows a westerly view of the eastern building elevation. Although it is a single story, the store front is visually consistent with the store front of adjacent Building C in that the façade extends to a second-story height and is characterized with unifying architectural elements and colors. The off-site residential buildings to the west are notable behind Building D. Photograph 12 in Figure 5.3-3b depicts the southern side of the building, which drops down to a single story along this

façade. Strong line patterns and geometric forms consistent with the overall architecture of the center characterize this side of the building. The adjacent high-rise residential building is clearly visible in the background.

A gas station and car wash (existing Building E) are located in the southwestern portion of the center. Visual elements associated with these uses include gas pumps covered with a rectangular-shaped canopy, a small cubical cashier's building, a structure containing an automatic drive-through car wash, a covered canopy, and a small, one-story building for the car wash office. As pictured in Photographs 13 and 14 in Figure 5.3-3c, the gas station and car wash structures incorporate architectural accents that are consistent with the retail buildings within the center, such as columns and support structures of the overhead canopy at the gas station, the screen wall of the drive-through car wash, and the car wash office. These facilities include line patterns, building forms, and colors that visually relate to the shopping center as a whole. West of the car wash is a McDonalds restaurant (existing Building F) within a one-story building with a design that is consistent with the other buildings in the shopping center. As shown in Photograph 15 in Figure 5.3-3c, the building incorporates linear forms, colors, and some taller geometric, rectilinear accent features that are also present on the retail buildings.

Two triangular-shaped, one-level buildings are located in the southeast corner of the site near the Genesee Avenue/Nobel Drive intersection. The southern-most building (existing Building G), pictured in Photograph 16 in Figure 5.3-3c, consists of a low-profile restaurant building with white stucco exteriors, stone accents, brown awnings, and lattice windows. The defined building entry with the pop out is a typical architectural feature used throughout the center. The other building (existing Building H) is adjacent to Building G and also consists of a low-profile, one-level building. This building, shown in Photograph 17 in Figure 5.3-3d, features a linear façade painted with various earth-tone hues. The low and horizontal line patterns formed by the building's roof lines are consistent with those of a number of other buildings within the center.

North of Building H, a generally square-shaped building occurs along the Genesee Avenue frontage (existing Building I). This building is two stories and is connected to the pedestrian bridge that spans the internal roadway and connects to the existing central plaza on a podium fronting existing Buildings B and C. Photograph 18 in Figure 5.3-3c pictures this building, which includes multiple colors used consistently throughout the center. Also evident are the prevalent strong line pattern elements, although curvilinear edges form a portion of the roof line.

In the northeastern portion of the center, a one-level building is located near the Genesee Avenue/Esplanade Court intersection (existing Building J). This building, pictured in Photograph 19 in Figure 5.3-3d, exhibits a low profile and a combination of both linear and curvilinear features. A geometric articulated building entry and strong roof lines are consistent design elements, as are white stucco façade with colorful accent trim.

The remaining existing building is located on the north side of Esplanade Court (existing Building K) and consists of another one-level restaurant building in the typical geometric form of on-site buildings. Photograph 20 in Figure 5.3-3d shows the eastern side of the building. Like many other buildings in the center, the entry is articulated and well defined, and an awning is featured. Existing Building A is visible in the left side of the photograph, but is overshadowed by the off-site residential buildings to the west.

UCP Views

Designated Views

There are no scenic views or routes designated in the UCP within the project area. Two roadways, La Jolla Village Drive and Genesee Avenue, are identified as “community unifying roads” in the Urban Design Element of the UCP because they connect key activity centers and provide primary access to freeways, which make them gateways to the community and particularly the Urban Node. The UCP recommends enhanced streetscapes along these roadways to unify the visual character and image of the community. As discussed below, views of the project site are not available from La Jolla Village Drive due to intervening development, but views from Genesee Avenue are generally open. In addition, Costa Verde Boulevard, Nobel Drive, Towne Center Drive, and Regents Road are part of the Urban Node Pedestrian Network described in the Urban Design Element of the UCP. Provision of landscaped parkways is recommended along Urban Node Pedestrian Network roadways.

No designated state scenic highways are located within the project area. I-5 is identified as eligible for listing as a state scenic highway, but it is not officially designated. I-5 is located approximately 0.75 mile to the west, but the project site is not visible from I-5 due to distance and intervening development.

Public Views

Existing public views of the project site are available from portions of public roadways in the immediate vicinity, including Genesee Avenue, Nobel Drive, and Costa Verde Boulevard. Existing streetscapes and development along these roadways partially obstruct views into the site from these roadways, but open views are mostly available along the site frontage. While other public roadways in the vicinity occur in close proximity to the site, including La Village Drive and Regents Road, existing development surrounding the site obstructs views into the site from these other roadways. The project site is not visible from public parks. A small, private park associated with the Towers at Costa Verde is located adjacent to Las Palmas Square, west of Costa Verde Center, but this park is not a public facility.

Genesee Avenue

Views of the project site from Genesee Avenue are open and available from most vantage points along the site frontage particularly on the west of the roadway. Views from the east side of the roadway into the site are partially obscured by elevated structures associated with the Trolley line currently under construction within the center of Genesee Avenue. View 1 in Figure 5.3-4, *Public Views of the Project Site – Genesee Avenue*, depicts the view looking west into Costa Verde Center from the east side of the intersection of Genesee Avenue and Esplanade Court. Existing Building A is visible at the end of Esplanade Court in the middle ground and center of the photograph beneath the trolley structure. A glimpse of existing Building K (i.e., Draft Republic restaurant) is visible slightly to the right of Building A. Building J (Roy's restaurant) is also visible from this vantage point in the foreground and left side of the photograph. Other on-site visual elements shown include landscaping along site perimeters that edge the street and within the Esplanade Court median. The off-site high-rise residential towers to the west are highly visible.

View 2 in Figure 5.3-4 shows the view looking west into the site from the west side of Genesee Avenue at the entrance to the center north of Nobel Drive. The portion of Genesee Avenue sits slightly higher than the site, as evidenced by the position of the Bristol Farms building (existing Building D) in the left-side foreground of the photograph. The southern portion of existing Building C is also visible to the right and a mature street tree along Genesee Avenue screens views of other on-site development to the north. The off-site high-rise residential towers to the west are highly visible. Views into the site from this side of the Genesee Avenue are more open than from the east side of the roadway (refer to View 1) because the Trolley structures occur in the middle of the roadway behind the viewer.

Nobel Drive

Views into the Costa Verde Center from Nobel Drive are partially screened by street trees along the site frontage. View 3 in Figure 5.3-5, *Public Views of the Project Site – Nobel Drive*, pictures a view looking northwest into the site from the intersection of Nobel Drive and Genesee Avenue. As shown, direct views of Buildings G (former Coco's restaurant) and H (Wells Fargo Bank) in the southeast portion of the site are provided from this vantage point. Monument signage, street yard, and several trees (mostly palm trees) are also visible between the roadway and buildings. As seen, the grade rises at this corner between the roadway and the site. View 4 in Figure 5.3-5 shows a view looking north into the site from Nobel Drive at the site entrance. In this view, on-site elements are almost entirely screened by the large trees on both sides of this access road. An intermittent view of the McDonalds building (existing Building F) is partially visible between the trees on the left side of the photograph. Surface parking areas are also partly visible. The off-site residential towers to the west are highly visible above the on-site buildings.

Costa Verde Boulevard

Views into the project site from Costa Verde Boulevard are provided at vantage points along the segment of the roadway between Las Palmas Square (south) and Nobel Drive. North of this segment, views of the site are completely obstructed by the tall residential buildings along Costa Verde Boulevard. View 5 in Figure 5.3-6, *Public Views of the Project Site – Costa Verde Boulevard*, illustrates a view looking east into the southern portion of the site from Costa Verde Boulevard at the site entrance. The gas station and car wash facility (existing Building E) are visible in the foreground in the right side of the photograph. Not many other on-site elements can be seen from this vantage point, except for the access drive and glimpses of surface parking behind the gas station. The residential tower at Westfield UTC is visible in the left side of the view. View 6 in Figure 5.3-6 shows a view looking east from the intersection of Costa Verde Boulevard and Las Palmas Square. The pedestrian connection to Costa Verde Center and portions of the back side of existing Building C are visible in the center of the photograph at the end of the roadway in the background. Beyond that, the off-site residential tower at Westfield UTC is visible in the center of the background view. Due to the strong line elements formed by the roadway and buildings and trees lining the roadway, the focus from this vantagepoint is directed to the center of the view where on-site elements and the off-site residential tower are seen.

5.3.1.2 Regulatory Framework

Section 5.1, *Land Use*, provides a complete analysis of the consistency of the Project with the General Plan, the UCP, and the CVSP. Summarized below are some of the more notable adopted policies

related to visual quality and neighborhood character, as well as applicable regulations contained in the California Public Resources Code (PRC) and SDMC.

State

California Public Resources Code

Section 21099(d)(1) of the California PRC states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

1. The project is a residential, mixed-use residential, or employment center project, and
2. The project is located on an infill site within a transit priority area.

Local

San Diego General Plan

The Urban Design Element of the General Plan contains the goals, recommendations, and urban design objectives that relate to visual issues and community and neighborhood character. The stated purpose of the Urban Design Element is to guide physical development toward a desired scale and character that is consistent with the social, economic, and aesthetic values of the City (City 2008a). The Urban Design Element defines community and neighborhood character as the visual and sensory relationship between people and the built and natural environment. The Urban Design Element identifies several goals and policies to help guide compact, efficient, and environmentally sensitive patterns of development. The Economic Prosperity Element links economic prosperity goals with land use distribution and employment land use policies to support existing and new businesses and also encourages community revitalization. Goals and policies contained in the Urban Design Element and Economic Prosperity Element applicable to the Project as it relates to visual effects and neighborhood character are identified below.

Urban Design Element

A. General Urban Design

Goals

- A pattern and scale of development that provides visual diversity, choice of lifestyle, opportunities for social interaction, and that respects desirable community character and context.
- A city with distinctive districts, communities, neighborhoods, and village centers where people gather and interact.
- Utilization of landscape as an important aesthetic and unifying element throughout the City.

Policies

Sustainable Development

- UD-A.4 Use sustainable building methods in accordance with the sustainable development policies in the Conservation Element.

Architecture

- UD-A.5 Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.
- UD-A.6 Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.

Landscape

- UD-A.8 Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.

Transit Integration

- UD-A.9 Incorporate existing and proposed transit stops or stations into project design.

Structured Parking

- UD-A.11 Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking.

Surface Parking

- UD-A.12 Reduce the amount and visual impact of surface parking lots.

Signs

- UD-A.14 Design project signage to effectively utilize sign area and complement the character of the structure and setting.

B. Distinctive Neighborhoods and Residential Design

Goals

- A city of distinctive neighborhoods.

Policies

Residential Design

- UD-B.1 Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Projects should not be viewed singularly, but

viewed as part of the larger neighborhood or community plan area in which they are located for design continuity and compatibility.

C. Mixed-Use Villages and Commercial Areas

Goals

- Mixed-use villages that achieve an integration of uses and serve as focal points for public gathering as a result of their outstanding public spaces.
- Vibrant, mixed-use main streets that serve as neighborhood destinations, community resources, and conduits to the regional transit system.
- Attractive and functional commercial corridors which link communities and provide goods and services.

Policies

Mixed-Use Villages

- UD-C.1 In villages and transit corridors identified in community plans, provide a mix of uses that create vibrant, active places in villages.
- UD-C.2 Design village centers to be integrated into existing neighborhoods through pedestrian-friendly site design and building orientation, and the provision of multiple pedestrian access points.
- UD-C.3 Develop and apply building design guidelines and regulations that create diversity rather than homogeneity, and improve the quality of infill development.

Village Center Public Space

- UD-C.5 Design village centers as civic focal points for public gatherings with public spaces (see also UD-C.1 for village center public space requirements and UD-E.1 for the design of public spaces).

Village Street Layout and Design

- UD-C.6 Design project circulation systems for walkability.

E. Public Spaces and Civic Architecture

Goals

- Significant public gathering spaces in every community.

Policies

Public Spaces

- UD-E.1 Include public plazas, squares or other gathering spaces in each neighborhood and village center.

Economic Prosperity Element

B. Commercial Land Use

Policies

- | | |
|--------|--|
| EP-B.2 | Encourage development of unique shopping districts that help strengthen community identity and contribute to overall neighborhood revitalization. |
| EP-B.9 | Design new community commercial centers with consideration for: traffic patterns; compatibility with surrounding land uses; site planning that reinforces pedestrian movement to and through the site; superior architecture and landscape design; and sustainable design. |

Project consistency with these policies is described in detail in Section 5.1, *Land Use*.

University Community Plan

The Urban Design Element of the UCP contains goals, objectives, and recommendations to guide the form of development within the University Community. It focuses on defining the relationship of buildings and spaces and provides direction for public street improvements to create a distinctive community identity and character. Applicable goals and objectives related to visual effects and neighborhood character are identified below.

Overall Urban Design Goals

- Improve accessibility and use relationships within the community by establishing well-defined, multi-modal linkage systems.
- Ensure that every new development contributes to the public realm and street livability by providing visual amenities and a sense of place.

Objectives

Auto Traffic

- Ensure that the street yards of private developments bordering La Jolla Village Drive and Genesee Avenue support the desired image and monumental quality of these roads.

Pedestrian Linkages

- Retrofit development bordering the Urban Node Pedestrian Network with pedestrian-oriented uses and amenities which contribute to street vitality.

Subarea 2-Central

- Improve the central community's urban form and cohesiveness as new construction activity continues.

Project consistency with these policies is described in detail in Section 5.1, *Land Use*.

Costa Verde Specific Plan

The CVSP establishes proposed land uses, development guidelines, and methods of implementation for development of the CVSP area, which is planned as an urban center comprising a mixture of high-density residential and neighborhood-/community-serving commercial uses, visitor accommodations, and mixed-use residential land uses. This plan directly guides the form of the Project, and as a result, has a direct effect on the Project's visual effect resulting from the proposed uses and structural layout and massing. Applicable guidelines related to visual effects and neighborhood character are identified below. The design that results from these guidelines is addressed throughout the impact section below.

Site Design

- Primary land uses will be located to capitalize on the urbanized character of the development, i.e., the proposed mixture of uses; ease and safety of site access; and strong, unifying on-site auto, bicycle, and pedestrian circulation systems, and connections to the future trolley stop.

Site plan design will maximize off-site view opportunities and, where practical, on-site views will be created.

- On-site streetscape design will focus on integration of building masses, landforms, landscape, and pedestrian and vehicular circulation. The urban character of the Project will be reinforced through the use of various trees and plant materials, streetlights and furniture, enriched paving materials, and a conscious definition of pathways, courtyards, and open space.
- Proposed building masses, street design and open space will consider solar access to major use areas of the site.
- Utility systems serving the Project will be located below grade. Visual screening will be provided for all utility structures required to be above grade (i.e., transformers, TV and cable riser boxes, etc.).
- The Project edges and open spaces will be designed to complement and integrate adjacent land uses within the Project as well as create project identity and continuity. The Project edge and open space landscaping will relate to the regional context.
- All service areas shall be visually and acoustically screened through the use of building forms, walls, earth berms, and landscaping.
- All vision, security and sound attenuation screen walls shall be constructed of a material and architectural style that is consistent and compatible with the perimeter building. The maximum uninterrupted length of a screen wall is 24 feet, adjacent to pedestrians, 350 feet adjacent to parking. The required interruption in the surface plane may take the form of a two-foot minimum offset or other means, as approved by the planning director. This interruption and offset shall be in both the horizontal and vertical dimensions.

Architectural Design

- The design of all structures within the Project will exemplify the contemporary, urban character of the development. Buildings will be designed to integrate with adjacent development areas, preserve view opportunities and provide attractive pedestrian/open space environments.

The interface between residential and commercial uses should be reinforced through the use of similar exterior materials, colors and details.

- The buildings will incorporate elements of variety in design such as massing, and wall offsets, variations of scale, materials, colors and textures, etc. Building forms and details should be designed to create visual interest.

Residential buildings should make extensive use of balconies, decks and terraces. Building masses and materials should be integrated with the open space and landscaped areas. Residential buildings should be clustered around courtyards (except "Mixed-use Residential").

Low-rise commercial buildings shall pay special attention to roof area treatment and materials. For example, pitched roofs or other special roof forms should be designed to reduce visual exposure to mid and high rise buildings and may be used to accentuate entries or screen rooftop equipment.

All equipment, vents, fans and appurtenances over two feet by two feet shall be shielded from view when visible from adjacent buildings. Equipment and appurtenances not requiring such shielding shall be grouped and organized on building roofs when visible and when possible, shielded from view by parapets and other roof forms.

- At the interface of commercial and residential uses, buildings shall be designed with variation in building height, massing, wall offsets and roof forms. Pedestrian walkways adjoining these uses should incorporate paving and special landscaping to accentuate building entries and pedestrian gathering areas, while screening service and utility areas.

Commercial service areas shall be located such that delivery, trash pick-up and storage activities create minimal disruption to the residential areas.

The interface between commercial and residential uses shall be designed to include a variety of open spaces and courtyards for the use of residents. The primary focus of this interface will occur in the central urban park, a landscaped open space linking residential site areas with the commercial atrium/food court.

The area between the market and the residences shall be sensitively designed to create an aesthetic, functional pedestrian way while allowing service access.

Landscape Design

- The integrity of the development will be ensured through the implementation of a unified landscape design concept.

- Architectural elements of the site will be related with complementary plantings of similar species, and thematic color or texture schemes will be utilized in developing project identity. Vehicular entrances will be identified and accented with groupings of trees, shrubs and ground covers.
- All outdoor storage, loading, refuse and utility areas will be visually screened on all sides except at access points.

Project consistency with these policies is described in detail in Section 5.1, *Land Use*.

San Diego Municipal Code – Lighting and Glare Regulations

Lighting within the City is regulated by the City's Outdoor Lighting Regulations contained in SDMC Section 142.0740 (Outdoor Light Regulations). The City's Outdoor Lighting Regulations are intended to protect surrounding land uses from light pollution; including light trespass, glare, and urban sky glow in order to preserve enjoyment of the night sky and minimize conflict caused by unnecessary illumination. General regulations limit illumination intensities and times of operation; require shielding and directional controls; and mandate compliance with applicable regulatory standards (i.e., CBC and Electric Code, FAA).

Glare within the City is controlled by SDMC Section 142.0730 (Glare Regulations), which include the following proscriptions:

- A maximum of 50 percent of the exterior of a building may be comprised of reflective material that has a light-reflectivity factor greater than 30 percent (Section 142.0730 [a]).
- Reflective building materials shall not be permitted where the City Manager determines that their use would contribute to potential traffic hazards, diminished quality of riparian habitat, or reduced enjoyment of public open space (Section 142.0730 [b]).

5.3.2 Impact 1: Scenic Vistas

Issue 1: Would the Project result in a substantial obstruction of any vista or scenic view from a public viewing area as identified in the community plan?

5.3.2.1 Impact Thresholds

The City's Significance Determination Thresholds (2016a) establish thresholds for potential impacts to public views from designated open space areas, roads, or parks, and for project impacts to visual landmarks or scenic vistas. In order for a project to result in a significant impact, one or more of the following conditions must apply:

- The project would substantially block a view through a designated public view corridor as shown in an adopted community plan, the General Plan, or the Local Coastal Program;
- The project would cause substantial view blockage from a public viewing area of a public resource (such as the ocean) that is considered significant by the applicable community plan; and/or

- The project exceeds the allowed height or bulk regulations, and this excess results in a substantial view blockage from a public viewing area.

5.3.2.2 Impact Analysis

As noted above under Existing Conditions, there are no designated viewpoints, view corridors, scenic routes, or scenic vistas on site or in the project vicinity identified in the UCP. The project site is located in a developed area within the Urban Node comprised of commercial office, retail, and residential development with no substantial scenic resources. The project site is entirely developed with an existing neighborhood-/community-serving commercial center. It does not contain any substantial scenic resources or natural landforms that could be considered important visual resources. Furthermore, there are no designated state scenic highways located within the project area. Although I-5 is identified as eligible for listing as a state scenic highway (in large part due to views toward the west and the Pacific Ocean, and away from the Project), it is not officially designated. Regardless, the project site is not visible from I-5 due to distance (approximately 0.75 mile to the west) and intervening development and thus, views to the Project from I-5 would not be affected. Therefore, implementation of the Project would not result in significant impacts related to view blockage of designated scenic vistas.

The Project would exceed the current CVSP height regulations in some locations. Because of the lack of a scenic view corridor in this area, the Project would not result in a substantial view blockage from a public viewing area. The exceedance is additionally addressed below relative to development features in Section 5.3.3.1.

5.3.2.3 Significance of Impacts

The Project would not substantially block a designated view or result in substantial view blockage from a public viewing area or to a public resource identified as significant in the UCP. No significant visual impacts would occur.

5.3.2.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur, no mitigation measures are required.

5.3.3 Impact 2: Development Features

Issue 2: Would the Project create a negative aesthetic site or project?

5.3.3.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), a project may have a negative visual appearance if one or more of the following conditions occur:

- The project would create a disorganized appearance and would substantially conflict with City codes (i.e., a sign plan which proposes extensive signage beyond the City's sign ordinance allowance);

- The project significantly conflicts with the height, bulk, or coverage regulations of the zone and does not provide architectural interest (e.g., a tilt-up concrete building with no offsets or varying window treatment);
- The project includes crib, retaining, or noise walls greater than 6 feet in height and 50 feet in length with minimal landscape screening or berming where the walls would be visible to the public; and/or
- The project is large and would result in an exceeding monotonous visual environment (e.g., a large subdivision in which all of the units are virtually identical).

5.3.3.2 Impact Analysis

Potential for Disorganized Appearance

The Project consists of a redesigned neighborhood-/community-serving shopping center to create a neighborhood hub that provides community gathering spaces, additional retail shops and restaurants, and neighborhood services, as well as space for office, research and development uses, and a hotel. Currently, the site consists of two connected relatively level areas with an elevation difference of approximately 14 feet. The project layout and physical arrangement of proposed buildings and the redesigned center as a whole would provide for more consistent topographic site conditions. The redesigned center would include a uniform podium level across most of the site to provide a more cohesive and organized configuration of development. Proposed buildings would be sited around a pedestrian-oriented central promenade that would function as the central organizing and unifying element of the redesigned center. The promenade would be lined with retail, restaurant, and office buildings and public spaces along a landscaped, pedestrian-oriented central thoroughfare that would provide an integrated and uniform approach. The southern portion of the center would primarily consist of neighborhood convenience services generally within free-standing buildings along the site perimeter and separated by surface parking, with clear access to the project amenities. The improved connections to off-site community facilities and activity centers and pedestrian and bicycle connections through the center would provide additional clarity for area users and would not be confusing or disorganized. Signage is also proposed to help unify the site and provide clear navigation throughout the property. Retaining existing off-site connections and providing additional connections to surrounding facilities would contribute to an organized, unified development that would be compatible with and clearly connect to adjacent uses.

The Project has been designed as a comprehensive development with design guidelines (contained in the proposed CVSP Amendment and PDP) that would provide architectural treatments, colors, and other design elements to define and unify the overall Project. Primarily rectilinear structures with common use of elevation setback and ground-level store fronts would unify buildings associated with the shopping center. Building façades at the street level would include design elements and plane offsets, both vertical and horizontal, to provide a pedestrian-scaled store front through the use of recessed entries and doors and building projections (refer to Figures 3-3a through 3-3l). The street level along the central promenade would include recessed building entries, store windows, and other building articulation in accordance with the design guidelines contained in the proposed CVSP Amendment and PDP. Second stories of proposed buildings would include offsetting planes, articulations, setbacks, and patios (refer to Figures 3-3a through 3-3l). The hotel and southern office buildings, which are the tallest of the proposed buildings (maximum height of

135 feet), would incorporate the storefront appearance on the street level to provide continuity with other retail buildings along the central promenade and plane offsets and recesses on the upper levels to reduce monotony (refer to Figures 3-3f, 3-3g, and 3-3l). Consistent landscaping and hardscaped open space uses integrated into Project design also would provide a pattern that would be visually interesting but unify the development and minimize potential visual discord.

Proposed signage (see Figure 3-7a through 3-7c) would include a hierarchy of signage types placed throughout the site to provide a unified signage program in accordance with SDMC requirements and applicable policies (refer to Table 5.1-1 for consistency). Consistency of sizing and design would provide a unifying project feature and would minimize disorganization and confusion—both through their uniformity in design and clear direction to Project visitors. A primary identity sign would be constructed at the southeastern corner of the site at the Genesee Avenue/Nobel Drive intersection. This sign would be approximately 20 feet wide and 10 feet tall. Secondary identity signs would be placed in three locations, including one at the southwest corner of the site at the Nobel Drive/Costa Verde Boulevard intersection, one at the gateway entry at Genesee Avenue/Esplanade Court, and one at the pedestrian/bicycle entry from Las Palmas Square. Secondary identity signs would be approximately 20 feet wide by 10 feet tall. A gateway identity sign would be provided across the Esplanade Court site entrance. This suspended sign would be approximately 40 feet wide and 8 feet tall and attached to two decorative posts on each side of the access drive. Vehicular entry identity signs measuring approximately six feet high and three feet wide would be provided at each of the vehicular access points to the site. Vehicular directional signs would be placed throughout the site's vehicular areas and would be approximately six feet tall and four feet wide. Hotel and office identity signs would be placed in front of each of the respective structures. The hotel identity sign would be approximately five feet tall and eight feet wide, and the office identity signs would be approximately eight feet tall and five feet wide. Finally, pedestrian directory signs approximately eight feet tall and three feet wide would be provided throughout the site.

Landscaping would be provided around the site perimeter and within the project site, including along proposed access drives, plazas, community facilities, parking lots, and streetscapes. The proposed landscape palette includes a variety of drought-tolerant canopy and accent trees, accent and ornamental shrubs, groundcovers, and turf to provide a unified theme throughout the site (see Figure 3-6). The configuration and types of proposed street trees along public roadway frontages (Genesee Avenue, Nobel Drive, Costa Verde Boulevard, and Esplanade Court) would be compatible with existing streetscape landscaping in the community. Likewise, on-site landscaping would be provided in accordance with the landscape guidelines contained in the proposed CVSP Amendment and would include types and arrangements that are similar to surrounding landscape treatments and patterns.

These site planning and design considerations would provide for an organized and visually compatible development that would not create a disorganized visual appearance. Associated visual impacts would be less than significant.

Bulk and Scale Regulations

The UCP and CVSP establish land uses and development guidelines for the CVSP area, which encompasses a 54-acre area bounded by La Jolla Village Drive, Regents Road, Genesee Avenue, and Nobel Drive, and includes the project site. Existing designated land uses and development intensities within the CVSP area include 178,000 SF of neighborhood/community commercial uses

and 2,740 residential units. The CVSP initially designated a 400-room hotel use, but the hotel use was removed and converted to additional residential units as part of amendments to the CVSP and UCP associated with the adjacent Monte Verde development. The Project proposes to retain the current amount of commercial/retail uses (approximately 178,000 SF), add approximately 360,000 SF of research and development and 40,000 SF of commercial/office, and reintroduce a hotel use to the CVSP area. These land use plan amendments are consistent with City and SANDAG policy determinations regarding the project site, including identification of the project site in the General Plan as having a high propensity for a village site development (Figure LU-1 in the General Plan; refer to Section 5.1, *Land Use*, for additional discussion); the consent of the City Planning Commission on March 26, 2015 to initiate a CPA and SPA for the requested changes; and SANDAG's identification of the project site as an Urban Center smart growth area (UN-2) on their Smart Growth Concept Map (SANDAG 2016).

The proposed changes in land use and development intensity would result in a change in density from what is currently planned in existing adopted land use plans. Table 5.3-1, *Comparison of Existing and Proposed Bulk and Scale Development Regulations for the Costa Verde Specific Plan Area*, identifies the maximum building height, development intensity, building coverage, and maximum floor area ratio (FAR) requirements per the existing and proposed designations for the CVSP area (inclusive of the project site).

| Table 5.3-1 COMPARISON OF EXISTING AND PROPOSED BULK AND SCALE DEVELOPMENT REGULATIONS FOR THE COSTA VERDE SPECIFIC PLAN AREA | | |
|--|--|--|
| Regulation | Existing Bulk and Scale Regulations | Proposed Bulk and Scale Regulations |
| <i>Maximum Building Height</i> | | |
| Commercial/Retail | 60 feet | 60 feet |
| Commercial/Office/Research and Development | 60 feet | 135 feet |
| Hotel | -- | 135 feet |
| <i>Development Intensity</i> | | |
| Commercial/Retail | 178,000 square feet (SF) | 178,000 SF |
| Commercial/Office | -- | 40,000 SF |
| Research and Development | -- | 360,000 SF |
| Hotel | -- | 200 rooms |
| Residential | 2,740 units | 2,740 units |
| <i>Coverage</i> | | |
| Commercial/Retail | 50% | 70% |
| Commercial/Office | -- | 70% |
| Research and Development | -- | 70% |
| Hotel* | -- | 50% |
| <i>Floor Area Ratio</i> | | |
| Commercial/Retail | 2.0 | 1.0 |
| Commercial/Office/Research and Development | -- | 1.0 |
| Hotel* | -- | 3.27 |

*Hotel Coverage and Floor Area Ratio are relative to the one-acre parcel on which the hotel would be situated, not the entire site.

As shown, proposed changes would not increase the allowable height of commercial/retail buildings. While 60 feet is currently the maximum allowable height of commercial/retail buildings, proposed commercial/retail buildings would have a maximum building height of 45 feet, which would be 15 feet less than what is currently allowed. The proposed changes, however, would increase the allowable height of proposed commercial/office/research and development buildings by 75 feet over what is currently allowed for commercial buildings within the CVSP area. The reintroduced hotel use would have a proposed height of 100 feet although 135 feet is proposed for the maximum allowable height. The taller buildings would comprise only 4 of the 16 proposed buildings, including the two research and development buildings (T1 and T2), the office building (B), and the hotel building (L). The other 12 buildings would not exceed currently allowable building heights. The increased building heights of the four proposed buildings would not result in substantial changes to the visual character in terms of bulk and scale within the context of existing and planned buildings within the CVSP area. Most of the surrounding buildings within the CVSP area are substantially taller than proposed research and development, commercial/office, and hotel buildings at 135 feet or less in height. Higher surrounding structures include the Towers at Costa Verde (two 16-story residential buildings each at approximately 160 feet in height, Vi at La Jolla Village (two 21-story residential buildings at approximately 198 feet in height), the one Monte Verde residential tower (LUX UTC) that was recently constructed (16 stories at approximately 190 feet in height), and the Palisade at Westfield UTC residential tower (23 stories at approximately 240 feet). Several existing buildings beyond the CVSP area but within the Urban Node also are markedly taller than the proposed buildings. Most of the moderate and high-rise buildings along La Jolla Village Drive range from approximately 150 feet to 260 feet tall, with the Wells Fargo building at 260 feet, Pacific Mercantile Bank building at 205 feet, Marriott at 167 feet, and City National Bank at 150 feet, to name a few (City 2006).

Additionally, the Costa Verde Village Apartment Homes occupy about half of the Specific Plan area (western side between Costa Verde Boulevard, Nobel Drive, Regents Road, and La Jolla Village Drive) and include large-scale, four-story buildings containing a total of approximately 1,260 residential units. While the height of these structures would not be appreciably taller than the proposed commercial buildings and less than the proposed research and development buildings, the massing pattern and land coverage formed by this existing residential development is greater and more intense than the Project.

Project implementation would intensify this particular site within the CVSP area with 360,000 SF of commercial/research and development uses, 40,000 SF of commercial/office uses, and a hotel; however, the resulting change to the visual pattern would not be substantial in terms of bulk and scale compared to surrounding development and neighborhood character. As previously mentioned, the project site is located in an area with a high village propensity and would be consistent with the City of Villages strategy, which is intended to focus growth into mixed-use activity centers that are pedestrian-friendly centers of community linked to the regional transit system. The proposed increase in commercial services and uses would be consistent with the City of Villages strategy to provide services to residents and businesses within the Urban Node.

The resulting visual pattern created by the proposed redesign of existing on-site neighborhood/community commercial development, the addition of commercial/research and development and commercial/office development, and a hotel would be compatible with surrounding development and the existing neighborhood character. The project site is located within the Urban Node, which

allows for higher density commercial and residential development. Surrounding development is generally at a larger scale than existing on-site development and would continue to be at a greater scale upon Project implementation despite the increase in on-site development intensities and new uses. As discussed above, many surrounding buildings are or would be substantially taller than the proposed buildings and would continue to be dominant visual elements in the viewscape. While the site coverage would increase with additional and larger buildings, the massing associated with the Project would conform to the character of the surrounding development patterns. Westfield UTC is a regional shopping mall directly across the street from the project site. The size and configuration of the buildings at this shopping center exhibit an aggregated bulk and scale that would be greater than the neighboring redesigned Costa Verde Center. Moreover, the developing Monte Verde residential towers directly adjacent to the site on the north also would diminish the apparent mass and scale of the Project because some of the residential towers would be among the tallest buildings in University Community (at up approximately 270 feet). Massing patterns at the Costa Verde Village Apartments across Costa Verde Boulevard that span an entire block would appear more dense than the Project given the size, configuration, and proximity of these large buildings in relation to one another compared to the orientation and configuration of proposed on-site buildings.

Finally, as indicated above under Potential for Disorganized Appearance, as illustrated in the conceptual building elevations provided in Figures 3-3a through 3-3l, and as additionally addressed below under Monotonous Appearance, the proposed buildings would use a variety of architectural treatments, colors, and other design elements to provide visual interest, while maintaining a cohesive design aesthetic for the Project. Thus, while the proposed GPA/CPA/SPA would increase some allowable development pertaining to bulk and scale (i.e., building height, development intensity, and coverage) relative to the currently adopted UCP and CVSP, such increases would not constitute substantial conflicts resulting in significant visual impacts because (1) proposed development and visual patterns would be compatible with the highly urbanized character of surrounding development within the Urban Node, and (2) proposed architectural treatments and design elements incorporated into the Project would provide visual diversity and interest. Associated visual impacts would be less than significant.

Walls

The Project would largely grade most of the site and construct a podium level that the proposed buildings would be built upon. As a result, most of the site would be at a relatively level elevation. Despite this, construction of two retaining walls would be required on site. The total combined length of retaining walls is estimated at approximately 630 linear feet and a maximum height of 6.5 feet. One retaining wall would be constructed at the southeast corner of the site. This wall would extend approximately 210 linear feet along the Nobel Drive frontage and wrap around the corner along the Genesee Avenue frontage, with a maximum height of 6.5 feet. This wall is necessary due to the approximately 10-foot grade difference between the roadway and the project site at this location. Portions of the wall may be visible from Nobel Drive and/or Genesee Avenue; however, landscaping and a monument sign would be installed in this corner that would partially screen views of the wall. The other proposed retaining wall would be constructed along the western boundary of the site along the Las Palmas Square frontage. This retaining wall would extend approximately 420 linear feet with a maximum height of 3.25 feet. Portions of this wall may be visible from Las Palmas Square, but street trees would be installed along this roadway that would partially screen

views of the wall. Additionally, proposed walls would incorporate architectural treatments in terms of surfaces, texture, and color that would integrate them into the appearance of the adjoining or adjacent buildings. The Project, therefore, would not have a negative visual appearance associated with proposed walls. Associated visual impacts would be less than significant.

As discussed in Section 5.7, *Noise*, installation of temporary noise control barriers may be required during demolition, excavation, grading, and building construction activities. The temporary noise control barriers would be up to 12 feet high and could be greater than 50 feet in length. They would consist of wood, plywood, or flexible vinyl curtains. While these temporary barriers would likely be visible from various public vantage points and would not be screened, their visibility would be a temporary condition and a typical construction-related visual element on a development site. Because they would not be permanent, associated visual impacts related to creating a negative appearance are assessed as less than significant.

Potential for Monotonous Appearance

Although designed to present a harmonious and visually unified Project, the mixture of land uses would provide a variety of building forms with different sizes, shapes, and heights that would create a diverse (as opposed to monotonous or repetitive) visual environment within the project site. The architectural style of proposed buildings would provide articulation and various design elements to provide visual diversity and interest, as well as to reduce massing. Second levels of proposed buildings would include offsetting planes, articulations, and setbacks to provide architectural diversity (see Figures 3-3a through 3-3l). The architectural offsets, varied window use and incorporation of various architectural details would provide visual interest.

Landscape elements, which would unify the Project through consistency of plant types and presentation of “green” elements trending through the Project, also would provide visual relief from the built environment. These would include central promenade, plazas, surface parking areas with trees, outdoor dining areas, site access points, and streetscapes. In addition to landscaping, other visual features are proposed that would provide visual interest, including decorative hardscape elements such as accent/colored paving, painted murals within the surface parking area, and project signage and lighting.

The Project would not provide a single mass monotonous development. It would provide an identifiable mixed-use area focused on commercial uses that would be consistent with the character of the University Community. Associated visual impacts would be less than significant.

5.3.3.3 Significance of Impacts

The Project has been designed to integrate with the surrounding visual environment and development patterns. Proposed buildings, project features, and the overall project layout would provide for an organized and visually diverse development. Architectural treatments, design elements, and landscaping would be incorporated into the Project pursuant to the design guidelines contained in the UCP and CVSP that would provide for visual interest. Proposed retaining and block walls would not be highly visible from public viewpoints and would be largely screened by landscaping. Proposed walls also would be architecturally treated to screen and integrate them into the overall project design. Noise control barriers installed during construction activities would not be

permanent visual elements. Therefore, the Project would not have a negative visual appearance and no significant visual impacts would occur.

5.3.3.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur, no mitigation measures are required.

5.3.4 Impact 3: Neighborhood Character

Issue 3: Would the Project's bulk, scale, materials, or style be incompatible with surrounding development?

Issue 4: Would the Project result in substantial alteration to the existing or planned character of the area?

5.3.4.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), a project would severely contrast with the surrounding neighborhood character if one or more of the following conditions occur:

- The project would exceed the allowable height or bulk regulations and the height and bulk of the existing patterns of development in the vicinity of the project area by a substantial margin;
- The project would have an architectural style or use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme;
- The project would result in the physical loss, isolation, or degradation of a community identification symbol, or landmark (i.e., a stand of trees, coastal bluff, historic landmark), which is identified in the General Plan, applicable community plan, or local coastal program; and/or
- The project would be located in a highly visible area (e.g., on a canyon edge or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive bulk, signage, or architectural projections.

5.3.4.2 Impact Analysis

Bulk and Scale

As discussed in Section 5.3.3.2, the Project proposes amendments to the UCP and CVSP to add approximately 360,000 SF of research and development and 40,000 SF of commercial/office, and reintroduce a hotel use within the CVSP area. Along with the proposed increase in development intensity of commercial uses, certain development regulations pertaining to bulk and scale would also be modified within the amendments, including maximum building heights and coverage. The existing maximum building height for commercial/retail buildings within the CVSP area is 60 feet,

and the proposed land use plan amendments would increase this height to 135 feet. The maximum height of the proposed hotel use also would be 135 feet. Building coverage is also proposed to increase from 50 percent to 70 percent.

The proposed changes in land use, development intensity, and development regulations would result in a change in density from what is currently planned in existing adopted land use plans. The resulting visual pattern created by the proposed changes would be compatible with surrounding development and the existing neighborhood character. The Project occurs within the Urban Node, which is intended for higher density development within the urban core of the University Community. This is evidenced by the surrounding existing and developing large-scale and high-rise buildings. Residential towers to the west include the Towers at Costa Verde comprised of two 16-story residential buildings at approximately 160 feet in height, the Vi at La Jolla Village comprised of two 21-story residential buildings at approximately 198 feet in height, the 23-story Palisade at Westfield UTC residential tower at approximately 240 feet, the 16-story LUX UTC residential tower at approximately 190 feet, and the other three Monte Verde residential towers currently under construction, which will be 16 to 23 stories and approximately 90 to 270 feet in height. The proposed commercial retail buildings would be at a maximum height of 45 feet. Compared to the maximum height of 135 feet for the proposed commercial/office building, research and development, and hotel buildings, these existing and developing buildings adjacent to the project site would be substantially taller than proposed on-site buildings. The Costa Verde Village Apartments directly to the west are visually repetitive as they encompass an entire block and are comprised of numerous four-story buildings at a sizable bulk and massing in close proximity to one another with substantial land cover. Additionally, the Westfield UTC regional shopping mall across Genesee Avenue exhibits a greater scale and mass than the redesigned Costa Verde Center. These surrounding buildings and development would be dominant visual elements that would be substantially larger than the proposed redesigned Costa Verde Center in terms of bulk and scale despite the increase in on-site development intensities and introduction of commercial/office, commercial/research and development, and the hotel buildings. They also provide a setting with which the Project would not conflict, but would add additional variety.

In conclusion, the Project would exceed current height and bulk regulations, such as building heights for commercial/office and commercial/research and development buildings, lot coverage, and commercial development intensity. Even with these modifications, the buildings would be consistent with the height and bulk of existing surrounding development within the Urban Node. Therefore, the Project would not be out of character with surrounding development patterns and associated visual impacts would be less than significant.

Architectural Styles

The University community includes a diversity of architectural styles, building materials and colors, landscaping, lighting, and signage, rather a single dominant theme that is implemented throughout the community. Development adjacent to the project site and within the community as a whole includes a mix of uses and styles. While individual architectural themes guided development of each individual commercial or residential development, there is not a common architectural theme used for all the buildings in the area or community. Common architectural elements include offsetting planes; articulations and setbacks of upper building levels; white, tan, and earth-tone colors; recessed entries; lattice windows; and trees and shrubs at street-edge perimeters.

The proposed buildings also would include white, tan, and earth-tone colors, similar to those existing in the surrounding area. Building articulations, setbacks, recessed entries, and gridded windows also would be incorporated into the building designs. The street-edge and internal landscaping also would help to integrate the Project with the surrounding areas and provide continuity along the surrounding public streets. Therefore, the Project would not contrast with adjacent architectural styles and treatments of the surrounding area. The proposed CVSP amendment includes numerous planning, architectural, landscaping, lighting, and signage design standards that would ensure that future development provides a consistent community character for the CVSP area. The Project would not have an architectural theme in stark contrast to adjacent development and associated visual impacts would be less than significant.

Community Landmarks

No landmarks, community identification symbols, or unique visual features such as prominent stands of trees, are located on the project site or within the surrounding area. Furthermore, the project site is not located such that project features would block views toward, isolate, or cause the loss or degradation of any community identification symbols or landmarks. No impact would result.

Project Visibility and Contrast

The Project is not located on a canyon edge or adjacent to an interstate highway. Public views into the project site are provided from surrounding abutting roadways including Genesee Avenue, Nobel Drive, and Costa Verde Boulevard. Due to relatively level topography and intervening urban development in the project area, views of the site from other public vantage points are not available.

It is noted that the Urban Design Element of the UCP identifies La Jolla Village Drive and Genesee Avenue as “community unifying roads.” These two roadways function as gateways to the community and Urban Node because they connect major activity centers and provide access to freeways. The Urban Design Element states that these major arterials are important unifying urban design elements and recommends enhanced street landscaping to visually define their role as such.

Project implementation would impact the existing streetscape along the site frontage of Genesee Avenue, which forms the eastern boundary of the project site. The existing street trees, street yards, landscaping, and monument signage along the site frontage would be removed and replaced with enhanced streetscape improvements proposed as part of the Project. Proposed improvements along the Genesee Avenue frontage include installation of a uniform row of street trees, shrubs, groundcovers, benches, and new monument signage at the Genesee Avenue/Nobel Drive and Genesee Avenue/Esplanade Court intersections. Installation of the streetscape landscaping would result in a net increase in the number of street trees and an overall enhanced streetscape along Genesee Avenue. Refer to the Conceptual Landscape Plan in Figure 3-6. These improvements would provide the enhanced streetscape called for in the UCP along the project frontage to strengthen the visual character of Genesee Avenue as a unifying urban design element.

In addition, Genesee Avenue, Costa Verde Boulevard, and Nobel Drive, which abut the eastern, southern, and western site boundaries respectively, are part of the Urban Node Pedestrian Network described in the Urban Design Element of the UCP. Provision of landscaped parkways is recommended along Urban Node Pedestrian Network roadways to provide ground-level treatments to enhance the visual experience for pedestrians traveling within the Urban Node. The Project would

provide enhanced streetscape improvements along the Project frontage of Genesee Avenue (as described above), Nobel Drive, and Costa Verde Boulevard, consisting of street trees, shrubs, groundcovers, and new monument signage. These streetscape improvements would provide improved visual amenities for pedestrians (as well as for people using other transportation modes) along the segments of Genesee Avenue, Nobel Drive, and Costa Verde Boulevard that front the project site.

The following evaluates changes to the neighborhood character of the site and immediate vicinity resulting from Project implementation as viewed from public view locations along the above three named roadways.

Genesee Avenue

Views of the project site from Genesee Avenue are fairly open and available from most vantage points along the site frontage. Project changes to the neighborhood character from identified views along Genesee Avenue are discussed below.

View 1

View 1 in Figure 5.3-4 depicts the existing view looking west into Costa Verde Center from the intersection of Genesee Avenue and Esplanade Court. An elevated structure under construction as part of the Mid-Coast Trolley project is visible in the foreground that partially blocks views into the site. Existing on-site buildings can be seen beyond the trolley structure on the south corner of the intersection (on the left side of the photograph), at the terminus of Esplanade Court (in the center of the photograph), and on the north side of the intersection (but set back from the corner, on the right side of the photograph). Street trees along the site perimeter and in the landscaped median within Esplanade Court are also visible that provide some taller vertical elements against the backdrop of the two high-rise residential buildings that dominate this view.

Implementation of the Project would replace these existing on-site buildings visible within this view with new buildings, and Esplanade Court would be widened and treated with an enhanced streetscape. The existing one-story, free-standing restaurant building (Building J) to the south (left side of the photograph) would be removed and a six-story research and development building (Building T2) would be constructed at this corner. Views of the new building from this vantage point would encompass the eastern façade of the building as seen behind the Trolley structure. On the north side of Esplanade Court, the existing one-story, free-standing restaurant building (Building K) would be removed and the proposed hotel building would be constructed at this corner. Additionally, the existing one-story building (Building A) at the terminus of Esplanade Court would be removed a taller, partially two-story building (Building A) would be constructed in the same location with a similar footprint. Other visible Project features would include the gateway signage across the site entrance at Esplanade Court, installation of street trees and other street-side landscaping along the site frontage of Genesee Avenue.

Views into the site from this vantage point would change upon development of the Project. The relatively low-profile, low-intensity character of existing on-site development that is considerably overshadowed by adjacent high-rise residential towers would be replaced with larger scale buildings in the foreground. Building T2 at the south corner would extend to a height of up to 115 feet. The eastern and portions of the northern building facades would be visible, although the top floors

would be screened by the Trolley structure in the immediate foreground. The height of Building T2 and the Trolley structure combined with the viewing angle from this specific view location would block views of the two residential towers to the west that currently dominate the view, although the towers would continue to be the tallest visual elements in this view. The proposed hotel building on the north corner would be much taller than the existing building at this location. At a maximum height of 135 feet, this building would be a fairly prominent new vertical element within this viewshed. Similar to Building T2, the elevated Trolley structure would partially screen views of the hotel building. The hotel building also would partially screen current views of the residential tower to the west. In the middle ground, the new Building A would be taller than the existing building, with a partial additional level and a height of approximately 35 feet (refer to Figure 3-3a). Because it is set back from Genesee Avenue, this building would not appear as dominant as Building T2 and the hotel in the foreground. The additional level and associated height would “fill-in” some of the open sky views in the background (between the current building and the bottom of the Trolley structure as seen in Figure 5.3-4) with additional built elements. Proposed street trees along Genesee Avenue and the widened Esplanade Court and its cul-de-sac would provide some visual screening and softening of the building surfaces.

The character of Esplanade Court also would change, as the existing landscaped median would be removed and largely replaced by ramps that provide access to and from the below-podium parking. This would provide the roadway with a more developed appearance, although some turf would remain within the roadway and street trees and shrubs would be planted along its edges.

The change in character to a larger-scale, higher density commercial center from this view would be compatible with the surrounding area. As discussed above under Bulk and Scale, the Project occurs within the Urban Node, which is intended for higher density development within the urban core of the University Community. Surrounding development is currently at a larger scale and greater development intensity than existing on-site development and would continue to be so upon Project implementation despite the increase in development intensities on site. Proposed architectural features and site landscaping also would be compatible with surrounding development.

View 2

View 2 in Figure 5.3-4 shows the view looking west into the site from Genesee Avenue at the entrance to the center, north of Nobel Drive. This portion of Genesee Avenue sits slightly higher than the site, as evidenced by the position of the Bristol Farms building (existing Building D) in the left-side foreground of the photograph. The southern portion of existing Building C is also visible to the right and a mature street tree along Genesee Avenue screens views of other on-site development to the north. Additional site landscaping is visible primarily at the ground and eye levels. This view is dominated by the adjacent off-site residential high-rise building that encompasses the majority of the viewshed and largely diminishes the visibility of on-site visual elements.

Project features that would be visible from this view include portions of proposed Buildings C, D, and F, as well as streetscape improvements along Genesee Avenue. The existing Bristol Farms building would be removed and two new two-story commercial/retail buildings would be constructed in the same general location. Building C would be approximately 35 feet tall and Building D would extend approximately 25 feet from the podium level. Portions of the eastern facades of both buildings would be visible in the middle ground. In foreground views, portions of the

eastern and northern facades of Building F would be seen on the south side of the site entry. Building F would be two levels at a height of approximately 45 feet when viewed from Genesee Avenue, as the first level would be approximately at grade with the roadway. Other visible project features in the foreground would include project entry signage, street trees, and other street-side landscaping along the site frontage of Genesee Avenue.

Views into the site from this vantage point would not substantially change upon development of the Project. The off-site residential high-rise would continue to dominate this view given its scale compared to proposed buildings that would be visible from this vantage point. The existing Bristol Farms building would be replaced with a new two-story building (Building D) that would not appear to be appreciably taller than the existing building. Both floors would be visible from this vantage point. The façade would include white and earth tones, which would appear more subdued than the existing building that is peach-colored. Proposed Building C, like existing Building C, would be two levels but the building wall would change to a more uniformly linear configuration from this vantage point and would connect to Building D, which would carry the same line element along the building front. Building F would introduce another structure into this view, but only the northeast corner of this two-story building would be visible. Views of these buildings would be further screened by proposed streetscape landscaping along the Genesee Avenue frontage. The street would be lined with trees that would largely obscure the visibility of the on-site buildings viewed from this vantage point upon maturity of the trees. Portions of the buildings would be visible between the trees and their canopies.

Nobel Drive

Views into the Costa Verde Center from Nobel Drive are partially screened by street trees along the site frontage. Project changes to the neighborhood character from identified views along Nobel Drive are discussed below.

View 3

View 3 in Figure 5.3-5 shows a view looking northwest into the site from the intersection of Nobel Drive and Genesee Avenue. Direct views of Buildings G (former Coco's restaurant) and H (Wells Fargo Bank) in the southeast portion of the site are provided from this vantage point. Monument signage, street yard, and several palm trees are also visible between the roadway and buildings. While the on-site buildings appear in the middle ground, they are greatly overshadowed by the large mass and scale of the visually prominent residential high-rise to the west.

The Project would remove these two existing buildings and construct two new buildings, Buildings E and F, in this portion of the site. Building E would be a single level with a maximum height of approximately 27 feet from the podium level. Because it would sit atop parking, Building E would appear to be taller (approximately 45 feet) when viewed from Nobel Drive. Building F would be two stories at a height of approximately 45 feet, with the first level at grade with Genesee Avenue and the second level on the podium. Street yard, monument signage, and street side landscaping would be installed at the corner of Nobel Drive and Genesee Avenue in the foreground. The monument sign would be approximately 20 feet wide by 10 feet tall and would be the primary Project identity monument.

Views into the site from this view location would not substantially change upon development of the Project. Proposed Buildings E and F would be constructed in this corner of the site and would replace the two existing one-story buildings. The new buildings would be larger than the two existing buildings and also would appear taller given the grade differential between the roadway and the podium. The new buildings also would be different in terms of form, as they would be more rectilinear than the two existing buildings (refer to Figures 3-3c and 3-3d). This change in built environment features within this view would not substantially change the neighborhood character of the site or immediate vicinity. The Nobel Drive/Genesee Avenue corner would continue to be a landscaped area featuring monument signage and enhanced, native or adaptive, landscaping. A row of street trees would be planted along the Nobel Drive and Genesee Avenue frontage. The monument signage would be visible in the foreground and would be the Project's primary monument with a size of approximately 20 feet wide and 10 feet tall. This sign and the trees would partially screen views of Buildings E and F in the middle ground. This view, however, would continue to be dominated by the prominence and large scale of the adjacent residential high-rise.

View 4

View 4 in Figure 5.3-5 shows a view looking north into the site from Nobel Drive at the site entrance. The road sits slightly lower than this portion of the site. On-site elements are almost entirely screened by the large trees on both sides of this access road. An intermittent view of the McDonalds building (Building F) is partially visible between the trees on the left side of the photograph and portions of the Bristol Farms building (Building D) can be seen beneath the tree canopy at the end of the access drive in the center of the photograph. Surface parking areas are also partly visible. The large high-rise residential building to the west is visible above the tree tops (in the left side of the photograph), and another high-rise residential building to the east can be seen above the on-site buildings in the background between the trees at the site entrance (in the center of the photograph).

Project features that would be visible from this view include the existing McDonalds building (Building F), which would remain, proposed Buildings D and E, project signage, and site landscaping. The existing Bristol Farms building, which is partially visible, would be removed and a new two-level building (Building D) would be constructed in the same general location. A new one-story building (Building E) would be constructed on the eastern side of the site access drive and portions of the western and southern façades would be visible from this view. The existing street trees and site landscaping pictured would be removed and the site access road and street frontage would be lined with replacement street trees. Monument signage would also be provided at this site entrance.

Views into the site from this view location would not substantially change upon development of the Project. As stated above, the existing McDonalds building would remain in its current location and condition. The large trees at each corner of the site access would be removed, but they would be replaced with similar specimen trees. Until the trees reach maturity, views into the site would somewhat open up; however, the scale of visible elements would not be that different than what is currently seen. The Bristol Farms building would be removed and partial views of the south side and front (east elevation) of Building D would be provided. Given the slight topographic variation between the road and the site, viewers would have an elevated view of this building and both levels would be visible. Building E would be seen on the other side of the access drive (opposite of the McDonalds building), and the extent of views of this new building would be similar to those of the McDonalds building. As a result, this view would have increased symmetry. The large high-rise

residential buildings would remain dominant visual elements and would continue to be highly visible above the tree tops.

Costa Verde Boulevard

Views into the site from Costa Verde Boulevard are provided at vantage points along the segment of the roadway between Las Palmas Square (south) and Nobel Drive. North of this segment, views of the site are completely obstructed by the tall residential buildings along Costa Verde Boulevard. Project changes to the neighborhood character from identified views along Costa Verde Boulevard are discussed below.

View 5

View 5 in Figure 5.3-6 illustrates a view looking east into the southern portion of the site from Costa Verde Boulevard at the site entrance. The gas station and car wash facility (existing Building E) are visible in the foreground and middle ground in the right side of the photograph. A high-rise residential tower (Palisades at Westfield UTC) can be seen in the background behind the trees in the left side of the photograph. Besides the access drive and glimpses of surface parking behind the gas station, no other on-site elements are visible.

New project features that would be visible from this view would include portions of the southern façade of Building D and site landscaping on both sides of the access drive (right side of the photograph) and within the southern portion of the site. The gas station and car wash would remain as part of the redesigned Costa Verde Center.

This view would remain mostly unchanged upon development of the Project. Only portions of the edge of Building D would be visible and landscaping would further screen the building. The proposed landscaping improvements at this access would introduce some additional trees at the corner and along the northern edge of the gas station canopy, but these changes would not be substantial and the view and associated character essentially would be the same as the existing condition.

View 6

View 6 in Figure 5.3-6 shows a view looking east along Las Palmas Square from the intersection of Costa Verde Boulevard and Las Palmas Square. The pedestrian connection between Las Palmas Square and Costa Verde Center and the back of a portion of existing Building C are visible in the center of the photograph at the end of the roadway in the background. A high-rise residential tower (Palisades at Westfield UTC) can be seen in the background above the on-site buildings in the center of the photograph. These views of the site are in the background and confined to the convergence of the roadway terminus and as such, views into the site from this vantage point are mostly restricted.

Project features that would be visible from this view would include the pedestrian connection at this location that would be enhanced and the back side of a portion of Buildings C and Q1. The existing elevator would be relocated, which would open up this entrance visually to feel more pedestrian-friendly.

Views into the site from this vantage point would generally not change given the limited viewing opportunities and restricted breadth of the view. Although views of on-site building forms would be modified due to the new buildings that would be partially visible (Buildings C and Q1), the change from the existing view would not be highly visible given the limited view window available from this vantage point.

5.3.4.3 Significance of Impacts

The Project would introduce additional buildings and site features that would result in a higher intensity development. The intensification of the Urban Node is consistent with the UCP, CVSP, and the City of Villages Strategy, especially given the site is identified a Town Center Urban Node and Smart Growth area. Although the Project would exceed current height and bulk regulations related to building height and coverage, as well as increase the commercial development intensity with 360,000 SF of commercial/research and development uses, 40,000 SF of commercial/office, and the hotel, the proposed buildings would be consistent with the height and bulk of existing surrounding development within Urban Node. The height and bulk of the buildings would be compatible with existing development patterns in the Urban Node of the University Community, and the structures would provide architectural features and treatments consistent with existing development. The Project also would not result in the loss, isolation, or degradation of a landmark or community identification feature. Views of the site from public vantage points would not substantially change such that the Project would be out of character with surrounding development. While the site, as seen from certain view locations, would exhibit increased development intensity, the proposed buildings would be at a smaller scale and mass than surrounding development. The Project would not contrast with existing surrounding development through excessive height, bulk, signage, or architectural projections. Therefore, impacts to visual quality and neighborhood character would be less than significant.

5.3.4.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur, no mitigation measures are required.

5.3.5 Impact 4: Light and Glare

Issue 5: Would the Project result in substantial light or glare which would adversely affect daytime or nighttime views in the area?

5.3.5.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), light and glare impacts would be significant if a project would:

- Be moderate to large in scale, more than 50 percent of any single elevation of a building's exterior is built with a material with a light reflectivity greater than 30 percent, and the project is adjacent to a major public roadway or public area; and
- Shed substantial light onto adjacent, light-sensitive property or land use, or emit a substantial amount of ambient light into the nighttime sky.

The City's Significance Determination Thresholds do not address shading relative to a potential visual impact. Rather, shading is addressed relative to historic properties, solar systems, and biological resources.

5.3.5.2 Impact Analysis

Light

The project site is located in a highly urbanized area that contains existing sources of lighting associated with commercial office, retail, and residential uses, along with street lighting along major arterials and local roadways. Implementation of the Project would eliminate or replace some of the existing on-site lighting within Costa Verde Center. Lighting in the redesigned center would be provided in parking areas, on buildings, and along internal roadways. Proposed outdoor lighting would be in compliance with the City's Outdoor Lighting Regulations pursuant to SDMC Section 142.0740. Project lighting would include spill control features to direct lighting to on-site areas such that light would not trespass, beyond allowable levels, onto adjacent properties or into the nighttime sky. Additionally, proposed lighting would be consistent with the lighting guidelines contained in the CVSP. Compliance with regulatory lighting requirements and implementation of the lighting design standards would avoid emission of substantial amounts of ambient light onto adjacent properties, and into the nighttime sky. Project impacts related to light would be less than significant.

Glare

Most of the proposed buildings would incorporate metal-framed glass into the façades for windows and doors. The rest of the façades would be of non-reflective plaster or stucco, with stone veneer accents, awnings, and other architectural details. Where glass is incorporated, it would commonly be set back under an overhang. In other instances, landscaping would be sited in front of the structure, with tree canopy interrupting line-of-sight to windows. Regardless, glass used on storefronts would be non-reflective in nature, and glass used on upper levels would incorporate performance glass coatings that would meet or exceed the 30-percent reflectivity factor requirement. Therefore, no substantial glare effects would occur to motorists along adjacent roadways, on- and off-site public spaces, and off-site residents.

Shading

A shadow analysis of the proposed buildings (Figure 5.3-7, *Shadow Study*) was completed for the Project to evaluate if it would cast shadows onto adjacent properties or surrounding roadways during various times of the year and day. As the areas surrounding the project site do not contain historic properties or sensitive biological resources, there is no potential for shading from the Project to affect such resources. properties. Because public or semi-public outdoor use areas represent the areas where sunlight is most essential for the use of the area, they are the focus of the analysis that follows.

In the spring and fall, shadows from proposed on-site buildings along Genesee Avenue and Nobel Drive would mostly occur within the project site in the morning. The hotel building would cast a shadow to the west that would extend onto the adjoining property developed with a residential tower. Shading would occur within the access roadway, a portion of the off-site residential building,

and a portion of the associated off-site clubhouse building, but no public or semi-public outdoor use areas would be affected. Proposed on-site buildings in the western portion of the site would similarly cast shadows to the west that would extend onto abutting properties developed with residential towers. Most of these morning shadows would fall on access roads, parking areas, or buildings; however, areas of the adjacent off-site private park and a basketball court associated with the Towers at Costa Verde would be partially shaded in the morning. Shaded areas within the private park would be along the edges and potentially in the plazas (with seating) and not within the main grass area. The basketball court would be mostly shaded by proposed Building A in the morning. Shadows onto off-site areas to the west would subside at noon. Shading of these off-site outdoor use areas for a few hours in the morning during spring and fall would not detract from their usability. At noon, the hotel would cast a shadow to the north that would occur on the adjacent residential property to the north that is currently under construction (Monte Verde). The shadow would fall on the southeastern-most corner of this off-site property, which would not consist of a public or semi-public outdoor use area. In the afternoon, shadows would shift eastward onto the site and portions of Genesee Avenue.

In summer, morning shadows cast by the proposed buildings would mostly occur within the site. Shadows created by buildings along the western edge of the site would slightly extend off site to the west, but to a lesser extent than described above for springtime and fall conditions. A portion of the off-site basketball court would still be shaded in the morning, but the only the very edges along portions of the private park would be shaded; almost the entire useable area within the private park would not be affected. By noon, shading of these off-site areas to the west would not occur. In the afternoon, the shadows from proposed buildings would be cast eastward onto the site and Genesee Avenue.

Shadows from proposed buildings would be most pronounced during winter. In the morning, shadows from on-site structures would be cast westward and would shade the same off-site areas to the west, but to a greater degree. As described above for spring and fall conditions, most of the shadows would fall on off-site roadways, parking areas, and buildings except for portions of the adjacent private park and recreation courts. During the morning hours, much of the northeast corner of the private park would be shaded, and a portion of one tennis court (west of the basketball court) in addition to the basketball court would be shaded. No additional off-site public or semi-public outdoor use areas would be affected. At noon, shadows at the park would be gone and only a very small portion of the basketball court would remain in the shade. Shadows cast by the proposed hotel building would extend to the north, but would not affect a public or semi-public outdoor use area. By the afternoon, no shade effects would occur to off-site areas to the west, as shadows from the buildings would shift to the northeast, falling onto the project site, Genesee Avenue, and only a portion of the adjacent off-site property to the north (Monte Verde). No shadows would extend onto public or semi-public outdoor useable areas at adjacent properties during the afternoon during winter.

The Project would partially shade adjacent residential uses at certain times. Given the height of the proposed structures (maximum of 135 feet), relative to the affected uses (16 stories for the Towers at Costa Verde and 16 to 23 stories for Monte Verde), however, only the lower floors of the adjacent residential structures would be shaded. Therefore, there is no potential for the Project to adversely affect rooftop solar systems at adjacent residential structures.

In summary, Project shading effects at adjacent public or semi-public outdoor useable areas would be limited to portions of a private park, a basketball court, and a tennis court to the west in the Towers at Costa Verde residential development for a couple of hours in the morning. Such effects would not substantially interfere with public or semi-public outdoor useable areas, particularly since (1) portions of the areas potentially affected within the private park are currently shaded by existing buildings and trees; (2) the basketball and tennis courts currently experience shading created by existing buildings; (3) shading within these portions of outdoor use areas would be limited to the morning hours; and (4) the private park and recreation courts would remain useable. The Project would not result in adverse shading impacts relative to historic structures, sensitive biological resources, or rooftop solar access. For these reasons, Project shading effects would be considered less than significant.

5.3.5.3 Significance of Impacts

No significant light, glare, or shading impacts would result from the Project. Outdoor lighting would be in keeping with the area that surrounds the site. In addition, the Project would be required to comply with the City's Outdoor Lighting Regulations. No significant glare impacts would occur because glass used on storefronts would be non-reflective in nature, and glass used on upper levels would incorporate performance glass coatings that would meet or exceed the 30 percent reflectivity factor requirement. In addition, no significant shading impacts would occur because the proposed buildings would not cast shadows that would extend onto adjacent outdoor useable spaces, with the exception of some portions of a private park and recreation courts for a few hours in the morning. Shading during the morning hours would not affect the usability of these spaces.

5.3.5.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur, no mitigation measures would be required.

5.3.6 Impact 5: Landform Modification

Issue 6: Would the Project result in substantial change to the existing landform?

5.3.6.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), a project is considered to have a significant impact related to landform modification if a project would result in more than 2,000 cy of earth per graded acre by either excavation or fill. In addition, one or more of the following conditions (1 through 4) must apply to meet this significance threshold (City 2016a):

1. The project would disturb steep hillsides in excess of the encroachment allowances of the Environmentally Sensitive Lands regulations (LDC Chapter 14, Article 3, Division 1). In evaluating this issue, environmental staff should consult with permit staff.
2. The project would create manufactured slopes higher than 10 feet or steeper than 2:1 (50 percent).

3. The project would result in a change in elevation of steep hillsides as defined by the SDMC Section 113.0103 from existing grade to proposed grade of more than five feet by either excavation or fill, unless the area over which excavation or fill would exceed five feet is only at isolated points on the site. (A continuous elevation change of five feet may be noticeable in relation to surrounding areas. In addition, such a change may require retaining walls and other features to stabilize slopes, potentially resulting in a manufactured appearance.)
4. The project design includes mass terracing of natural slopes with cut or fill slopes in order to construct flat-pad structures.

However, the above conditions may not be considered significant if one or more of the following apply:

1. The grading plans clearly demonstrate, with both spot elevations and contours, that the proposed landforms will very closely imitate the existing on-site landform and/or the undisturbed, pre-existing surrounding neighborhood landforms. This may be achieved through "naturalized" variable slopes.
2. The grading plans clearly demonstrate, with both spot elevations and contours, that the proposed slopes follow the natural existing landform and at no point vary substantially from the natural landform elevations.
3. The proposed excavation or fill is necessary to permit installation of alternative design features such as step-down or detached buildings, non-typical roadway or parking lot designs, and alternative retaining wall designs which reduce the project's overall grading requirements.

5.3.6.2 Impact Analysis

The entirety of the project site has been subject to previous grading activities in association with development of the existing shopping center. The site does not support natural landforms or areas that are considered steep slopes under the ESL. Therefore, the Project would not result in disturbance of steep hillsides in excess of ESL regulations, result in a change in elevation of steep hillsides as defined by the SDMC, or include mass terracing of natural slopes. The Project includes additional excavation of previously disturbed and developed land for construction of additional sub-surface parking, but would not create visible manufactured slopes higher than 10 feet or steeper than 2:1. Therefore, impacts related to landform alteration would be less than significant.

5.3.6.3 Significance of Impacts

Impacts related to landform alteration would be less than significant.

5.3.6.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur, no mitigation measures would be required.

5.3.7 Impact 6: Loss of Community Identification Symbol

Issue 7: Would the Project result in the loss of any distinctive or landmark tree(s), or stand of mature trees as identified in a community plan?

5.3.7.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), a project is considered to have a significant impact if the project would result in the physical loss, isolation, or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark) that is identified in the General Plan, applicable community plan, or local coastal program (City 2016a).

5.3.7.2 Impact Analysis

There are no community identification symbols or landmark trees designated on the project site in the City's General Plan, UCP, or CVSP. Therefore, implementation of the Project would not result in the loss of distinctive or landmark trees.

5.3.7.3 Significance of Impacts

No impacts to distinctive or landmark trees would occur.

5.3.7.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur, no mitigation measures would be required.

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SANDAG & SanGIS
Source: Aerial (Esri, 2017)

Photograph 1: Office and Hotel Buildings North of La Jolla Village Drive



Photograph 2: Wells Fargo Building and Adjacent Office Buildings



Photograph 3: UTC Buildings



Photograph 4: Residential Buildings along Costa Verde Boulevard



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Photograph 5: Building A



Photograph 6: Building A



Photograph 7: Building B



Photograph 8: Building B



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Photograph 9: Building C



Photograph 10: Building C



Photograph 11: Building D



Photograph 12: Building D



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Photograph 13: Building E



Photograph 14: Building E



Photograph 15: Building F



Photograph 16: Building G



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Photograph 17: Building H



Photograph 18: Building I



Photograph 19: Building J



Photograph 20: Building K



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View 1: Looking West into Costa Verde Center from Genesee Avenue at Esplanade Court



View 2: Looking West into Costa Verde Center from Genesee Avenue north of Nobel Drive



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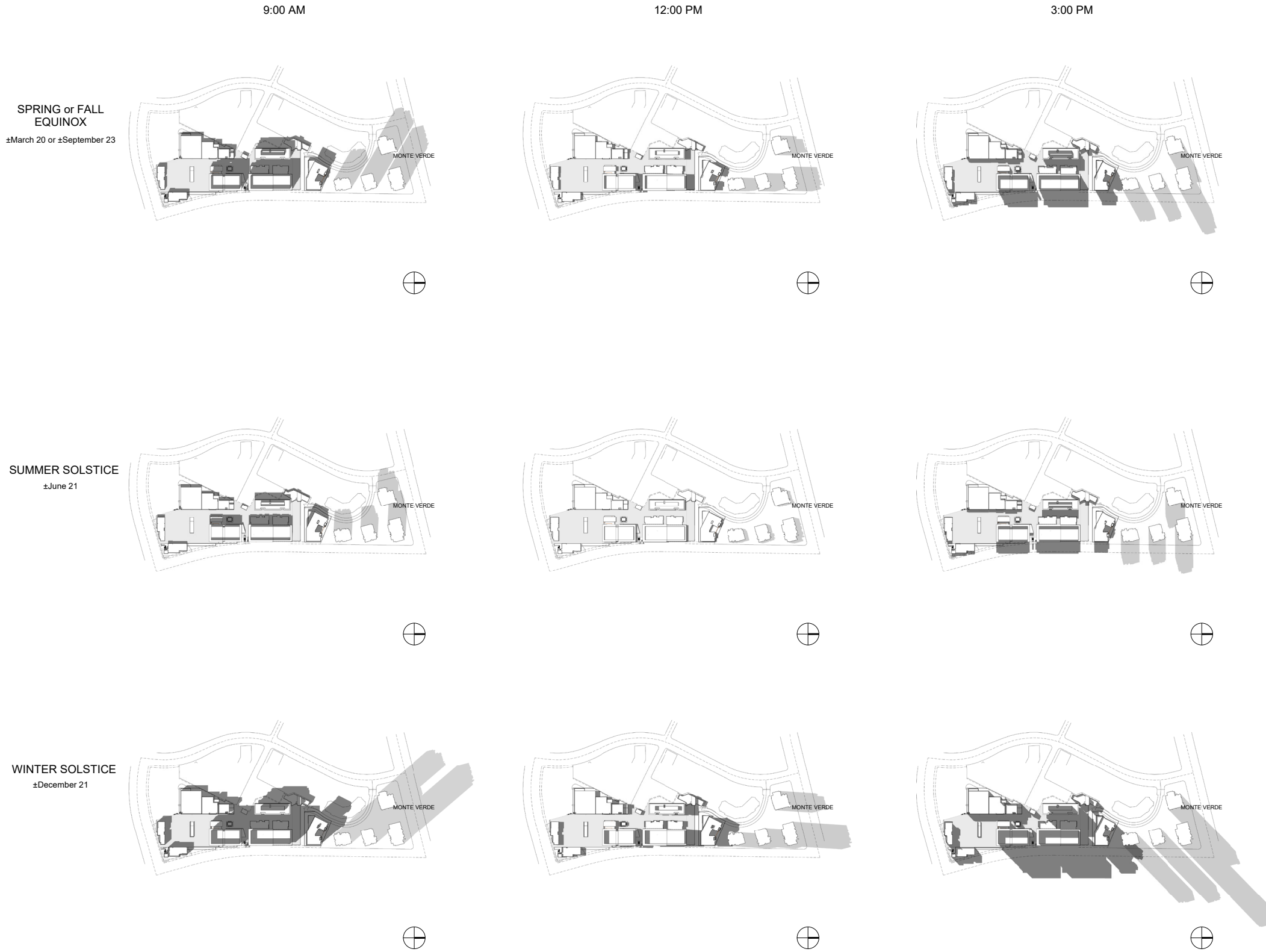
View 3: Looking Northwest into Costa Verde Center from Nobel Drive at Genesee Avenue



View 4: Looking North into Costa Verde Center from Nobel Drive at Site Entrance



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Source: RDC 2019

5.4 Air Quality

This section presents the results of an assessment of potential air quality impacts associated with the Project. This section is based on the analysis presented in the Project's Air Quality Technical Report (AQTR; HELIX 2020a). The technical report is included as Appendix C.

5.4.1 Existing Conditions

5.4.1.1 Climate and Meteorology

The climate in southern California, including the SDAB, is controlled largely by the strength and position of the subtropical high-pressure cell over the Pacific Ocean. Areas within 30 miles of the coast experience moderate temperatures and comfortable humidity.

The predominant wind direction near the Project site is from the west to northwest and the average wind speed is approximately five miles per hour (Iowa Environmental Mesonet 2019). The annual average maximum temperature in the Project area is approximately 67°F, and the annual average minimum temperature is approximately 56°F. Total precipitation in the Project area averages approximately 10 inches annually. Precipitation occurs mostly during the winter and relatively infrequently during the summer (Western Regional Climate Center 2016).

Due to its climate, SDAB experiences frequent temperature inversions (temperature increases as altitude increases), which is the opposite of general patterns. Temperature inversions prevent air close to the ground from mixing with the air above it. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere, creating a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and nitrogen dioxide (NO₂) react under strong sunlight, creating smog. Light, daytime winds, predominantly from the west, further aggravate the condition by driving the air pollutants inland, toward the foothills. During the fall and winter, air quality problems are created due to carbon monoxide (CO) and NO₂ emissions. High NO₂ levels usually occur during autumn or winter, on days with summer-like conditions.

5.4.1.2 Regulatory Framework

Criteria Pollutants

Criteria pollutants are defined by state and federal law as a risk to the health and welfare of the general public. In general, air pollutants include the following compounds:

- Ozone (O₃)
- Reactive organic gases (ROGs) or volatile organic compounds (VOCs)
- CO
- NO₂
- Respirable particulate matter (PM₁₀) and fine particulate matter (PM_{2.5})
- Sulfur dioxide (SO₂)
- Lead (Pb)

The following specific descriptions of health effects for each of the air pollutants potentially associated with Project construction and operations are based on information provided by the USEPA (2007) and CARB (2009).

Ozone. Ozone is considered a photochemical oxidant, which is a chemical that is formed when VOCs and nitrogen oxides (NO_x), both by-products of fuel combustion, react in the presence of ultraviolet light. Ozone is considered a respiratory irritant and prolonged exposure can reduce lung function, aggravate asthma, and increase susceptibility to respiratory infections. Children and those with existing respiratory diseases are at greatest risk from exposure to ozone.

Reactive Organic Gases. ROGs (also known as VOCs) are compounds composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of ROGs. Other sources of ROGs include evaporative emissions from paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by ROGs, but rather by reactions of ROGs with NO_x that form secondary pollutants such as ozone.

Carbon Monoxide. CO is a product of fuel combustion. CO is an odorless, colorless gas. It affects red blood cells in the body by binding to hemoglobin and reducing the amount of oxygen that can be carried to the body's organs and tissues. CO can cause health effects to those with cardiovascular disease and can also affect mental alertness and vision.

Nitrogen Dioxide. NO₂ is also a by-product of fuel combustion and is formed both directly as a product of combustion and in the atmosphere through the reaction of nitric oxide (NO) with oxygen. NO₂ is a respiratory irritant and may affect those with existing respiratory illness, including asthma. NO₂ can also increase the risk of respiratory illness.

Respirable Particulate Matter and Fine Particulate Matter. Respirable particulate matter, or PM₁₀, refers to particulate matter with an aerodynamic diameter of 10 microns or less. Fine particulate matter, or PM_{2.5}, refers to particulate matter with an aerodynamic diameter of 2.5 microns or less. Particulate matter in these size ranges has been determined to have the potential to lodge in the lungs and contribute to respiratory problems. PM₁₀ and PM_{2.5} arise from a variety of sources, including road dust, diesel exhaust, fuel combustion, tire and brake wear, construction operations, and windblown dust. PM₁₀ and PM_{2.5} can increase susceptibility to respiratory infections and can aggravate existing respiratory diseases such as asthma and chronic bronchitis. PM_{2.5} is considered to have the potential to lodge deeper in the lungs. Diesel particulate matter (DPM) is classified a carcinogen by CARB.

Sulfur Dioxide. SO₂ is a colorless, reactive gas that is produced from the burning of sulfur-containing fuels such as coal and oil and by other industrial processes. Generally, the highest concentrations of SO₂ are found near large industrial sources. SO₂ is a respiratory irritant that can cause narrowing of the airways leading to wheezing and shortness of breath. Long-term exposure to SO₂ can cause respiratory illness and aggravate existing cardiovascular disease.

Lead. Pb in the atmosphere occurs as particulate matter. With the phase-out of leaded gasoline, large manufacturing facilities are the sources of the largest amounts of lead emissions. Lead has the potential to cause gastrointestinal, central nervous system, kidney, and blood diseases upon prolonged exposure. Lead is also classified as a probable human carcinogen. Because emissions of

lead are found only in projects that require permits from the SDAPCD and are generally large manufacturing facilities, lead is not an air pollutant of concern for the Project.

Air quality is defined by ambient air concentrations of specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. The USEPA is responsible for enforcing the CAA of 1970 and its 1977 and 1990 Amendments. The CAA required the USEPA to establish National Ambient Air Quality Standards (NAAQS), which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. In response, the USEPA established both primary and secondary standards for the criteria pollutants discussed above. Table 5.4-1, *Ambient Air Quality Standards*, shows the federal and state ambient air quality standards for these pollutants.

| Table 5.4-1 AMBIENT AIR QUALITY STANDARDS | | | | |
|--|----------------------|------------------------------------|------------------------------------|------------------------------------|
| Pollutant | Averaging Time | California Standards | Federal Standards | |
| | | | Primary ¹ | Secondary ² |
| O ₃ | 1 Hour | 0.09 ppm (180 µg/m ³) | – | – |
| | 8 Hour | 0.070 ppm (137 µg/m ³) | 0.070 ppm (137 µg/m ³) | Same as Primary |
| PM ₁₀ | 24 Hour | 50 µg/m ³ | 150 µg/m ³ | Same as Primary |
| | AAM | 20 µg/m ³ | – | Same as Primary |
| PM _{2.5} | 24 Hour | – | 35 µg/m ³ | Same as Primary |
| | AAM | 12 µg/m ³ | 12.0 µg/m ³ | 15.0 µg/m ³ |
| CO | 1 Hour | 20 ppm (23 mg/m ³) | 35 ppm (40 mg/m ³) | – |
| | 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) | – | – |
| NO ₂ | 1 Hour | 0.18 ppm (339 µg/m ³) | 0.100 ppm (188 µg/m ³) | – |
| | AAM | 0.030 ppm (57 µg/m ³) | 0.053 ppm (100 µg/m ³) | Same as Primary |
| SO ₂ | 1 Hour | 0.25 ppm (655 µg/m ³) | 0.075 ppm (196 µg/m ³) | – |
| | 3 Hour | – | – | 0.5 ppm (1,300 µg/m ³) |
| | 24 Hour | 0.04 ppm (105 µg/m ³) | – | – |
| Pb | 30-day Avg. | 1.5 µg/m ³ | – | – |
| | Calendar Quarter | – | 1.5 µg/m ³ | Same as Primary |
| | Rolling 3-month Avg. | – | 0.15 µg/m ³ | |

| Table 5.4-1 (cont.) AMBIENT AIR QUALITY STANDARDS | | | | |
|--|----------------|---|-----------------------------|------------------------|
| Pollutant | Averaging Time | California Standards | Federal Standards | |
| | | | Primary ¹ | Secondary ² |
| Visibility Reducing Particles | 8 Hour | Extinction coefficient of 0.23 per km – visibility \geq 10 miles (0.07 per km – \geq 30 miles for Lake Tahoe) | No Federal Standards | |
| Sulfates | 24 Hour | 25 $\mu\text{g}/\text{m}^3$ | | |
| H ₂ S | 1 Hour | 0.03 ppm (42 $\mu\text{g}/\text{m}^3$) | | |
| Vinyl Chloride | 24 Hour | 0.01 ppm (26 $\mu\text{g}/\text{m}^3$) | | |

Source: CARB 2016

¹ National Primary Standards: The levels of air quality necessary, within an adequate margin of safety, to protect the public health.

² National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

O₃: ozone; ppm: parts per million; $\mu\text{g}/\text{m}^3$: micrograms per cubic meter; PM₁₀: large particulate matter;

AAM: Annual Arithmetic Mean; PM_{2.5}: fine particulate matter; CO: carbon monoxide; mg/m³: milligrams per cubic meter;

NO₂: nitrogen dioxide; SO₂: sulfur dioxide; km: kilometer; -: No Standard.

Note: More detailed information of the data presented in this table can be found at the CARB website (www.arb.ca.gov).

The CAA allows states to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards. CARB has established the more stringent California Ambient Air Quality Standards (CAAQS) for the six criteria pollutants through the California Clean Air Act of 1988 (CCAA), and also has established CAAQS for additional pollutants, including sulfates, hydrogen sulfide (H₂S), vinyl chloride, and visibility-reducing particles. Areas that do not meet the NAAQS or the CAAQS for a particular pollutant are considered to be “nonattainment areas” for that pollutant. Effective June 3, 2016, the USEPA determined that 11 areas, including the SDAB, failed to attain the 2008 Ozone NAAQS by the applicable attainment date of July 20, 2015 and, thus, are reclassified as “Moderate” nonattainment for the 2008 Ozone NAAQS (CARB 2018a). The SDAB is an attainment area for the NAAQS for all other criteria pollutants including PM₁₀ and PM_{2.5}. The SDAB is currently classified as a nonattainment area under the CAAQS for ozone, PM₁₀, and PM_{2.5} (SDAPCD 2017).

The SDAPCD is the local agency responsible for the administration and enforcement of air quality regulations for San Diego County. The SDAPCD and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The County’s RAQS was initially adopted in 1991 and is updated on a triennial basis. The most recent version of the RAQS was adopted by the SDAPCD in 2016 (SDAPCD 2016). The local RAQS, in combination with those from all other California nonattainment areas with serious (or worse) air quality problems, is submitted to CARB, which develops the California SIP. The SIP relies on the same information from SANDAG to develop emission inventories and emission reduction strategies that are included in the attainment demonstration for the air basin. The current federal and state attainment status for San Diego County is presented in Table 5.4-2, *Federal and State Air Quality Designation for the San Diego Air Basin*.

| Table 5.4-2 FEDERAL AND STATE AIR QUALITY DESIGNATION FOR THE SAN DIEGO AIR BASIN | | |
|--|----------------------------|--------------------------|
| Criteria Pollutant | Federal Designation | State Designation |
| O ₃ (1-hour) | (No federal standard) | Nonattainment |
| O ₃ (8-hour) | Moderate nonattainment | Nonattainment |
| CO | Maintenance | Attainment |
| PM ₁₀ | Unclassifiable | Nonattainment |
| PM _{2.5} | Attainment | Nonattainment |
| NO ₂ | Attainment | Attainment |
| SO ₂ | Attainment | Attainment |
| Lead | Attainment | Attainment |
| Sulfates | (No federal standard) | Attainment |
| Hydrogen Sulfide | (No federal standard) | Unclassifiable |
| Visibility | (No federal standard) | Unclassifiable |

Source: CARB 2017a

Toxic Air Contaminants

Toxic air contaminants (TACs) are a category of air pollutants that have been shown to have an impact on human health but are not classified as criteria pollutants. Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. Air toxics are generated by a number of sources, including stationary sources such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources such as automobiles; and area sources such as farms, landfills, construction sites, and residential areas. Adverse health effects of TACs can be carcinogenic (cancer-causing), short-term (acute) noncarcinogenic, and long-term (chronic) noncarcinogenic. Public exposure to TACs is a significant environmental health issue in California.

California's air toxics control program began in 1983 with the passage of the Toxic Air Contaminant Identification and Control Act, better known as Assembly Bill (AB) 1807, or the Tanner Bill. Later legislative amendments (AB 2728) required the CARB to incorporate all 189 federal hazardous air pollutants (HAPs) into the state list of TACs. When a compound becomes listed as a TAC under the Tanner process, the CARB normally establishes minimum statewide emission control measures to be adopted by local APCDs.

Supplementing the Tanner process, AB 2588 (the Air Toxics "Hot Spots" Information and Assessment Act of 1987) currently regulates over 600 air compounds, including all the Tanner-designated TACs. Under AB 2588, specified facilities must quantify emissions of regulated air toxics and report them to the local APCD. If the APCD determines that a potentially significant public health risk is posed by a given facility, the facility is required to perform a health risk assessment (HRA) and notify the public in the affected area if the calculated risks exceed specified criteria.

On August 27, 1998, CARB formally identified PM emitted in both gaseous and particulate forms by diesel-fueled engines as a TAC. The particles emitted by diesel engines are coated with chemicals, many of which have been identified by the USEPA as HAPs and by CARB as TACs. CARB's Scientific Advisory Committee has recommended a unit risk factor of 300 in 1 million over a 30-year exposure period for diesel particulates. In September 2000, the CARB approved the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* (Diesel Risk Reduction

Plan). The Diesel Risk Reduction Plan outlined a comprehensive and ambitious program that included the development of numerous new control measures over the next several years aimed at substantially reducing emissions from new and existing on-road vehicles (e.g., heavy-duty trucks and buses), off-road equipment (e.g., graders, tractors, forklifts, sweepers, and boats), portable equipment (e.g., pumps), and stationary engines (e.g., stand-by power generators). These requirements are now in force on a statewide basis.

Existing Air Quality

Attainment Designations

Attainment designations are discussed above and provided in Table 5.4-2. The SDAB is classified as a moderate nonattainment area for the 8-hour NAAQS for ozone. The SDAB currently falls under a national “maintenance plan” for CO. The SDAB is currently classified as a nonattainment area under the CAAQS for ozone (serious nonattainment), PM₁₀, and PM_{2.5}. The SDAB is an attainment area for all other criteria pollutants.

Monitored Air Quality

The SDAPCD operates a network of ambient air monitoring stations throughout the county. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the CAAQS and the NAAQS. The nearest ambient monitoring station to the Project site is the San Diego-Kearny Villa Road monitoring station located near MCAS Miramar, approximately 5.3 miles southwest of the Project site. Air quality data for this monitoring station between the years 2015 and 2017 (the most current available data) are shown in Table 5.4-3, *Air Quality Monitoring Data*.

| Table 5.4-3 AIR QUALITY MONITORING DATA | | | |
|--|-------------|-------------|-------------|
| Pollutant | 2015 | 2016 | 2017 |
| Ozone (O₃) | | | |
| Maximum 1-hour concentration (ppm) | 0.077 | 0.087 | 0.097 |
| Days above 1-hour state standard (>0.09 ppm) | 0 | 0 | 2 |
| Maximum 8-hour concentration (ppm) | 0.070 | 0.075 | 0.083 |
| Days above 8-hour state standard (>0.070 ppm) | 0 | 3 | 6 |
| Days above 8-hour federal standard (>0.075 ppm) | 0 | 0 | 4 |
| Carbon Monoxide (CO) | | | |
| Maximum 8-hour concentration (ppm) | * | * | * |
| Days above state or federal standard (>9.0 ppm) | * | * | * |
| Respirable Particulate Matter (PM₁₀) | | | |
| Maximum 24-hour concentration (µg/m ³) | 39.0 | 36.0 | 47.0 |
| Days above state standard (>50 µg/m ³) | 0 | 0 | 0 |
| Days above federal standard (>150 µg/m ³) | 0 | 0 | 0 |

| Table 5.4-3 (cont.) AIR QUALITY MONITORING DATA | | | |
|--|-------|-------|-------|
| Pollutant | 2015 | 2016 | 2017 |
| Fine Particulate Matter (PM_{2.5}) | | | |
| Maximum 24-hour concentration (µg/m ³) | 25.7 | 20.3 | 27.5 |
| Days above federal standard (>35 µg/m ³) | 0 | 0 | 0 |
| Nitrogen Dioxide (NO₂) | | | |
| Maximum 1-hour concentration (ppm) | 0.051 | 0.053 | 0.054 |
| Days above state 1-hour standard (0.18 ppm) | 0 | 0 | 0 |

From 2015 to 2017, monitoring data at the San Diego-Kearny Villa Road station show acceptable levels of NO₂, PM_{2.5} and PM₁₀. The state 8-hour ozone standard was violated three times in 2016 and six times in 2017, and the federal 8-hour ozone standard was violated four times in 2017. The 1-hour ozone standard was violated twice in 2017, with no exceedances in 2015 or 2016.

Odors

The State of California Health and Safety Code Sections 41700 and 41705 and SDAPCD Rule 51 (commonly referred to as public nuisance law) prohibit emissions from any source whatsoever in such quantities of air contaminants or other material, which cause injury, detriment, nuisance, or annoyance to the public health or damage to property. The provisions of these regulations do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals. It is generally accepted that the considerable number of persons requirement in Rule 51 is normally satisfied when 10 different individuals/households have made separate complaints within 90 days. Odor complaints from a “considerable” number of persons or businesses in the area will be considered to constitute a significant, adverse odor impact.

The SDMC also addresses odor impacts in Chapter 14, Article 2, Division 7 paragraph 142.0710, “Air Contaminant Regulations,” which states: Air contaminants including smoke, charred paper, dust, soot, grime, carbon, noxious acids, toxic fumes, gases, odors, and particulate matter, or any emissions that endanger human health, cause damage to vegetation or property, or cause soiling shall not be permitted to emanate beyond the boundaries of the premises upon which the use emitting the contaminants is located.

5.4.2 Impact 1: Air Quality Management Plan Consistency

Issue 1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

5.4.2.1 Impact Thresholds

The SDAPCD is required, pursuant to the federal CAA, to reduce emissions of criteria pollutants for which the SDAB is in nonattainment. Strategies to achieve these emissions reductions are developed in the RAQS and SIP, prepared by the APCD for the region. Both the RAQS and SIP are based on SANDAG population projections, as well as land use designations and population projections included in general plans for those communities located within the County. Population growth is typically associated with the construction of residential units or large employment centers.

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

5.4.2.2 Impact Analysis

While potential conflicts with the RAQS may occur when a proposed development, such as the proposed project, seeks to add commercial/office space and a hotel that were not accounted for on the project site when the RAQS was prepared, the effect on anticipated regional population and employment is also important. No adverse impacts to population or housing are anticipated from development of the proposed project. The retention of retail space and addition of commercial/office space on the project site in an area that already supports extensive residential development would provide for additional employment opportunities. The project is estimated to retain 280 retail jobs and accommodate an additional 1,550 office jobs. For the University Community Plan (UCP) area, SANDAG forecasts an additional 26,480 jobs to be added in the area from 2012 to 2050, for an increase of 30 percent (SANDAG 2013). Therefore, the UCP area would be able to accommodate the project's addition of jobs to the area within the existing growth projections. As there are no existing residential uses on site, the project would not displace any existing housing. The multi-use and transit-oriented nature of the project conform to overarching goals in the UCP of developing urban nodes in the community.

In addition, SANDAG's Regional Plan (SANDAG 2015) is the long-range planning document developed to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs. The Regional Plan establishes a planning framework and implementation actions that increase the region's sustainability and encourage "smart growth while preserving natural resources and limiting urban sprawl." The Regional Plan encourages the regions within the County to increase residential and employment concentrations in areas with the best existing and future transit connections, and to preserve important open spaces. The focus is on implementation of basic smart growth principles designed to strengthen the integration of land use and transportation. Consistent with the Regional Plan, the project would be developed to include smart growth concepts in a Transit-Priority Area, which clusters commercial/retail, office, and recreation (hotel) uses around services, jobs, and alternative transportation, such as the Trolley and bus. Employees of the project, those occupying the proposed offices, and hotel visitors would be able to access other areas of the City and region easily through the adjacent Trolley and bus lines and would be able to access services on site. This would help to reduce the average vehicle miles traveled (VMT) for the average commuter, which would have the effect of reducing pollutant emissions from personal vehicle trips for project employees and visitors.

In conclusion, population and housing related impacts associated with the Project would not be significant. Furthermore, as detailed in Section 5.4.3, below, the Project would not result in a significant air quality impact with regards to construction- and operational-related emissions of ozone precursors or criteria air pollutants. The Project also would comply with existing and new

rules and regulations as they are implemented by the SDAPCD, CARB, and/or USEPA related to emissions generated during construction. In addition, the mixed-use aspect of the Project site and easy access to mass transit would reduce vehicle miles traveled for Project employees and visitors, thereby reducing pollutant emissions associated with vehicle trips. Therefore, the additional land uses and employment from the project would not interfere with the SDAPCD's goals for improving air quality in the SDAB. Impacts associated with conformance to regional air quality plans would be less than significant.

5.4.2.3 Significance of Impact

The Project would not conflict with regional air quality plans and impacts would be less than significant.

5.4.2.4 Mitigation, Monitoring and Reporting

As impacts would be less than significant, no mitigation measures would be required.

5.4.3 Impact 2: Criteria Pollutant Emissions

Issue 2: Would the Project result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?

Issue 3: Would the Project exceed 100 pounds per day of particulate matter (PM) (dust)?

Issue 4: Would the Project result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

5.4.3.1 Impact Thresholds

To determine whether a project would result in emissions that would violate an air quality standard or contribute substantially to an existing or projected air quality violation, a project's emissions are evaluated based on the quantitative emission thresholds established by the SDAPCD as presented in Table 5.4-4, *Screening-Level Thresholds for Air Quality Impact Analysis*.

| Table 5.4-4 SCREENING-LEVEL THRESHOLDS FOR AIR QUALITY IMPACT ANALYSIS | | | |
|---|---|----------------|---------------|
| Pollutant | Total Emissions | | |
| Construction Emissions (Pounds per Day) | | | |
| Respirable Particulate Matter (PM ₁₀) | 100 | | |
| Fine Particulate Matter (PM _{2.5}) | 55 | | |
| Oxides of Nitrogen (NO _x) | 250 | | |
| Oxides of Sulfur (SO _x) | 250 | | |
| Carbon Monoxide (CO) | 550 | | |
| Volatile Organic Compounds (VOCs) | 75 | | |
| Operational Emissions | | | |
| | Pounds per Hour | Pounds per Day | Tons per Year |
| Respirable Particulate Matter (PM ₁₀) | --- | 100 | 15 |
| Fine Particulate Matter (PM _{2.5}) | --- | 55 | 10 |
| Oxides of Nitrogen (NO _x) | 25 | 250 | 40 |
| Oxides of Sulfur (SO _x) | 25 | 250 | 40 |
| Carbon Monoxide (CO) | 100 | 550 | 100 |
| Lead and Lead Compounds | --- | 3.2 | 0.6 |
| Volatile Organic Compounds (VOC) | --- | 75 | 13.7 |
| Toxic Air Contaminant Emissions | | | |
| Excess Cancer Risk | 1 in 1 million 10 in 1 million with T-BACT | | |
| Non-Cancer Hazard | 1.0 | | |

Source: SDAPCD Rule 20.2 and Rule 1210

T-BACT = Toxics-Best Available Control Technology

5.4.3.2 Impact Analysis

Construction

As detailed in the Air Quality Technical Report prepared for the Project (HELIX 2019a), the Project's construction emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2. Project-specific input was based on general information provided in Chapter 3.0 and default model settings to estimate reasonable worst-case conditions. Construction is anticipated to start in September 2020 and is projected to end January 2024. Modeling included the use of low-VOC coatings and relevant dust control measures in accordance with SDAPCD Rule 55. Additional details of phasing, selection of construction equipment, and other input parameters, including CalEEMod data, are included in Appendix C.

The results of the calculations for Project construction are shown in Table 5.4-5, *Maximum Daily Construction Emissions*. The data are presented as the maximum anticipated daily emissions for comparison with the SDAPCD thresholds.

| Table 5.4-5 MAXIMUM DAILY CONSTRUCTION EMISSIONS | | | | | | |
|---|----------------------------------|-----------------|------------|-----------------|------------------|-------------------|
| Phase | Pollutant Emissions (pounds/day) | | | | | |
| | ROG | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
| Underground Utilities | <0.5 | <0.5 | 5 | <0.5 | <0.5 | <0.5 |
| Demolition | 1 | 18 | 31 | <0.5 | 7 | 1 |
| Site Preparation | 2 | 48 | 37 | <0.5 | 14 | 7 |
| Grading | 6 | 169 | 93 | <1 | 15 | 5 |
| Building Construction | 6 | 101 | 86 | <0.5 | 28 | 7 |
| Paving | <0.5 | 1 | 18 | <0.5 | <0.5 | <0.5 |
| Architectural Coatings | 28 | <0.5 | 3 | <0.5 | <0.5 | <0.5 |
| MAXIMUM DAILY EMISSIONS | 28 | 169 | 93 | 1 | 28 | 8 |
| <i>SDAPCD Thresholds</i> | <i>75</i> | <i>250</i> | <i>550</i> | <i>250</i> | <i>100</i> | <i>55</i> |
| Significant Impact? | No | No | No | No | No | No |

Source: CalEEMod (output data is provided in Appendix C)

As shown in Table 5.4-5, emissions of all criteria pollutants related to Project construction, including PM, would be below the SDAPCD's significance thresholds. Therefore, direct impacts from criteria pollutants generated during construction would not cause a violation of any air quality standard, contribute substantially to an existing or projected air quality violation, or exceed the particulate matter threshold and thus, impacts would be less than significant.

Operation

The Project's operational emissions were estimated using the CalEEMod model. Operational emission calculations and model outputs are provided in Appendix C. Table 5.4-6, *Maximum Daily Operational Emissions*, presents the summary of operational emissions for the Project.

| Table 5.4-6 MAXIMUM DAILY OPERATIONAL EMISSIONS | | | | | | |
|--|----------------------------------|-----------------|------------|-----------------|------------------|-------------------|
| Emission Source | Pollutant Emissions (pounds/day) | | | | | |
| | VOC | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
| Area | 12 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 |
| Energy | <0.5 | 3 | 3 | <0.5 | <0.5 | <0.5 |
| Mobile | 6 | 23 | 65 | <0.5 | 21 | 6 |
| TOTAL DAILY EMISSIONS | 18 | 27 | 68 | <0.5 | 22 | 6 |
| <i>SDAPCD Thresholds</i> | <i>75</i> | <i>250</i> | <i>550</i> | <i>250</i> | <i>100</i> | <i>55</i> |
| Significant Impact? | No | No | No | No | No | No |

Source: CalEEMod (output data is provided in Appendix C)

As illustrated in Table 5.4-6, Project emissions of all criteria pollutants during operation would be below the daily thresholds for all criteria pollutants, including PM, and would not cause a violation of an air quality standard, contribute substantially to an existing or projected air quality violation, or exceed the 100-pound per day particulate matter threshold. Therefore, operational air quality impacts would be less than significant.

Cumulatively Considerable Increase in Nonattainment Pollutants

The region is a federal and/or state nonattainment area for PM₁₀, PM_{2.5}, and ozone. The Project would contribute particulates and the ozone precursors VOC and NO_x to the area during Project construction and operation. As described above, emissions during construction activities would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, construction emissions would not be cumulatively considerable, and the impact would be less than significant.

Long-term emissions, as shown above in Table 5.4-6, would be well below applicable thresholds and, therefore, not cumulatively considerable. Project operational emissions would not be cumulatively considerable, and the impact would be less than significant.

5.4.3.3 Significance of Impact

The Project would not result in a violation of any air quality standard nor would it contribute substantially to an existing or projected air quality violation that would contribute to a direct or cumulative impact to air quality. In addition, as shown in Tables 5.4-5, 5.4-6, and 5.4-7, none of the emission scenarios for the Project would exceed 100 pounds per day of PM. Therefore, impacts associated with construction and operational emissions would be less than significant.

5.4.3.4 Mitigation, Monitoring and Reporting

As impacts would be less than significant, no mitigation measures would be required.

5.4.4 Impact 3: Sensitive Receptors

Issue 5: Would the Project expose sensitive receptors to substantial pollutant concentrations?

5.4.4.1 Impact Thresholds

Impacts to sensitive receptors are typically analyzed for operational period CO hotspots and exposure to TACs, including diesel PM. CO hotspots are analyzed in accordance with the Caltrans Transportation Project-Level Carbon Monoxide Protocol using the CAAQS presented in Table 5.4-1. TAC thresholds are presented in Table 5.4-4 above.

5.4.4.2 Impact Analysis

Carbon Monoxide Hotspots

Intersections

A CO hotspot is an area of localized CO pollution caused by severe vehicle congestion on major roadways, typically near intersections. A quantitative screening is required in two instances: (1) if a project increases the average delay at signalized intersections operating at LOS E or F; or (2) if a project causes an intersection that would operate at LOS D or better without the project to operate at LOS E or F with the project. According to the Project's TIA (LLG 2019), 20 intersections under the

Year 2035 + Project scenario would operate at LOS E or F and experience an increase in average delay following implementation of the Project:

- Eastgate Mall at Genesee Avenue
- La Jolla Village Drive at Regents Road
- La Jolla Village Drive at Genesee Avenue
- La Jolla Village Drive at Executive Way
- La Jolla Village Drive at Towne Centre Drive
- I-805 SB Ramps at La Jolla Village Drive
- I-805 NB Ramps at Miramar Road
- Costa Verde Boulevard at Loop Road (South)
- Genesee Avenue at Esplanade Court
- I-5 NB Off Ramp at Nobel Drive
- Nobel Drive at Regents Road
- Nobel Drive at Costa Verde Boulevard
- Nobel Drive at Genesee Avenue
- Nobel Drive at Towne Centre Drive
- Nobel Drive at Judicial Drive
- Genesee Avenue at Decoro Street
- Genesee Avenue at Governor Drive
- Genesee Avenue at SR-52 WB Ramps
- Genesee Avenue at SR-52 EB Ramps
- Genesee Avenue at Centurion Square

Therefore, consistent with the CO Protocol, these findings indicate that further screening is required. Although the SDAPCD has not developed screening methods for CO hotspots, various air quality agencies in California have developed conservative screening methods. The screening methods of the Sacramento Metropolitan Air Quality Management District (SMAQMD) are used for this Project because ambient CO concentrations within the SMAQMD jurisdiction are higher than for the Project area, as measured by CARB, resulting in a more conservative analysis. The SMAQMD states that a project would not result in a significant impact to local CO concentrations if it meets the below criteria:

- The affected intersection carries less than 31,600 vehicles per hour;
- The Project does not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, below-grade roadway, or other location where horizontal or vertical mixing of air would be substantially limited; and
- The affected intersection, which includes a mix of vehicle types, is not anticipated to be substantially different from the county average, as identified by EMFAC or CalEEMod models.

The traffic volumes at the affected intersections under the highest traffic scenario from the TIA (Year 2035 + Project) are all estimated to be below 31,600 vehicles per hour, with the highest total being 9,320 vehicles in the PM peak hour at La Jolla Village Drive and Towne Centre Drive. These intersections are not located in a tunnel, urban canyon, or similar area that would limit the mixing of air, nor is the vehicle mix anticipated to be substantially different than the county average. Given the

forementioned, there would be no potential for a CO hot spot or exceedance of state or federal CO ambient air quality standard, and impacts would be less than significant.

Exposure to TACs

Construction activities would result in short-term, Project-generated emissions of diesel PM from the exhaust of off-road, heavy-duty diesel equipment. CARB identified diesel PM as a TAC in 1998. The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Therefore, the risks estimated for a maximally exposed individual (MEI) are higher if a fixed exposure occurs over a longer time period. According to the Office of Environmental Health Hazard Assessment, HRAs, which determine the exposure of sensitive receptors to TAC 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.

There would be relatively few pieces of off-road, heavy-duty diesel construction equipment in operation on the Project site, and the construction period would be relatively short, especially when compared to 30 years. Combined with the highly dispersive properties of diesel PM and additional reductions in exhaust emissions from improved equipment (as detailed under Section 3.3), construction-related emissions would not expose sensitive receptors to substantial emissions of TACs. Therefore, the potential impact during construction would be less than significant.

With regard to long-term operations, HRAs are typically conducted for substantial sources of diesel particulate emissions (e.g., truck stops, bus stations, and warehouse distribution facilities); these types of sources would not be part of the Project. Other sources of acutely and chronically hazardous toxic air contaminants include industrial manufacturing processes, automotive repair facilities, and dry cleaning facilities. A dry cleaning facility currently exists on the project site. This facility would be removed as part of the demolition of Building D, and a new dry cleaning facility may be included as part of the Project.

The main pollutant associated with dry cleaning facilities is perchloroethylene (perc), which is a TAC used in some dry cleaning operations. In 2007, CARB approved the amendments to the Airborne Toxic Control Measure for Emissions of Perchloroethylene (perc) from Dry Cleaning Operations, which began prohibiting the installation of new dry cleaning machines that use perc in 2008 (CARB 2007). CARB lists several alternative dry cleaning technologies that do not contain TACs, such as water or carbon dioxide-based cleaning (CARB 2015a). Since the CARB rules prohibit installation of new dry cleaning machines that use perc, any dry cleaner installed as part of the Project would not use perc, and therefore would not be a source of TACs. In addition, CARB recommendations on siting sensitive land uses near dry cleaners only apply if the dry cleaners use perc (CARB 2005). Therefore, the Project does not warrant a HRA and the Project uses would not generate substantial TACs during long-term operations.

5.4.4.3 Significance of Impact

No exceedances of the CO standard are predicted, and the Project would not cause or contribute to a violation of the air quality standard; therefore, the Project would not result in a significant cumulative impact for CO.

Construction and operational emissions would not expose sensitive receptors to substantial emissions of TACs. The impact would be less than significant.

5.4.4.4 Mitigation, Monitoring and Reporting

As no significant impact would occur, no mitigation measures would be required.

5.4.5 Impact 4: Odors

Issue 6: Would the Project create objectionable odors affecting a substantial number of people?

5.4.5.1 Impact Thresholds

A project would have a potentially significant environmental impact if it would generate objectionable odors or place sensitive receptors next to existing objectionable odors that would affect a considerable number of persons or the public. Any unreasonable odor discernible at the property line of the project site would be considered a significant odor impact.

5.4.5.2 Impact Analysis

The Project may produce odors during proposed construction activities resulting from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings; however, standard construction practices would minimize the odor emissions and their associated impacts. Furthermore, odors emitted during construction would be temporary, short-term, and intermittent in nature, and would cease upon the completion of the respective phase of construction. Accordingly, the Project would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.

With regard to the restaurant portion of the Project, roof vents would be installed to allow steam and food exhaust to be released into the air. Odors associated with the restaurant portion of the Project would be typical smells associated with cooked foods and would not result in unfamiliar odors that substantially differ from those already produced by similar land uses within the Costa Verde Center.

During project operation, the temporary storage of refuse also could be a potential source of odor; however, Project-generated refuse is required to be stored in covered containers and removed at regular intervals in compliance with the SDMC solid waste regulations, thereby precluding significant odor impacts. Furthermore, the Project would be required to comply with SDAPCD Rule 51 and SDMC odor regulations, which prohibit the discharge of odorous emissions that would create a public nuisance. As such, long-term operation of the Project would not create objectionable odors affecting a substantial number of people.

5.4.5.3 Significance of Impact

The Project would not create objectionable odors affecting a substantial number of people. Impacts would be less than significant.

5.4.5.4 Mitigation, Monitoring and Reporting

As no significant impact would occur, no mitigation measures would be required.

5.4.6 Impact 5: Alteration of Air Movement

Issue 7: Would the Project result in substantial alteration of air movement in the area of the Project?

5.4.6.1 Impact Thresholds

Impacts would be significant if the project results in a substantial alteration of air movement in the area of the project.

5.4.6.2 Impact Analysis

Air movement is usually associated with placement of tall structures in proximity to one-another, which can result in tunneling of air movement in an area that was previously unobstructed. The Project vicinity is characterized by relatively dense multi-story development with numerous structures that exceed 10 stories.

The predominant wind direction in the vicinity of project site is from the west to northwest, with winds less frequently coming from the east (Iowa Environmental Mesonet 2019). Existing structures to the west of the project site include two 21-story buildings of the Vi at La Jolla Village and two 16-story buildings of the Towers at Costa Verde. Structures to the east of the site include Westfield UTC (including multi-level retail buildings and parking structures) and the 23-story Palisade at Westfield UTC. While these structures may somewhat shield winds across the project site, spaces between buildings continue to allow for air movement and do not result in a tunnel effect.

The Project would construct buildings on site that would exceed the heights of the existing on-site buildings; however, none of the Project's proposed structures would exceed 10 stories or exceed the heights of existing buildings immediately to the west or further north along Genesee Avenue. The proposed on-site buildings would be of variable heights with all but one building (the hotel) ranging from one to six stories. Spaces between buildings would allow for continued air movement through and across the site. These considerations would result in air flow continuing to follow patterns of existing development in the area and winding through, over, and around Project-related built structures without experiencing considerable tunneling events. Although localized effects would vary from the existing condition of the Project site, substantial obstruction or alteration of air movement would not occur.

5.4.6.3 Significance of Impacts

The Project would not result in substantial alteration of air movement in the area of the Project. Impacts would be less than significant.

5.4.6.4 Mitigation, Monitoring, and Reporting

As no significant impacts would occur, no mitigation measures would be required.

5.5 Greenhouse Gas Emissions

This section presents the results of an assessment of potential GHG impacts associated with the Project. This section is based on the information and analysis presented in the Project's CAP Consistency Checklist (HELIX 2019a) included as Appendix D.

5.5.1 Existing Conditions

5.5.1.1 Environmental Setting

Climate Change Background

Global climate change refers to changes in average climatic conditions on Earth, as a whole, including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by atmospheric gases. These gases are commonly referred to as GHGs because they function like a greenhouse by letting light in but preventing heat from escaping, thus warming the Earth's atmosphere.

GHGs are emitted by natural processes and human (anthropogenic) activities. Anthropogenic GHG emissions are primarily associated with: (1) the burning of fossil fuels during motorized transport, electricity generation, natural gas consumption, industrial activity, manufacturing, and other activities; (2) deforestation; (3) agricultural activity; and (4) solid waste decomposition. The temperature trend, including data through 2010, shows the climate has warmed by approximately 0.36°Fahrenheit (F) per decade since the late 1970s (National Aeronautics and Space Administration [NASA] 2011). The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. The statistical models show a "high confidence" that temperature increase caused by anthropogenic GHG emissions could be kept to less than two degrees Celsius relative to pre-industrial levels if atmospheric concentrations are stabilized at about 450 parts per million (ppm) carbon dioxide equivalent (CO₂e) by the year 2100 (IPCC 2014). The IPCC estimated the concentration of CO₂e in 2011 to be 430 ppm (IPCC 2014).

GHG Emission Inventories

CARB performs statewide GHG inventories. The inventory is divided into six broad sectors: agriculture and forestry, commercial, electricity generation, industrial, residential, and transportation. Emissions are quantified in million metric tons (MMT) of CO₂e. Statewide GHG emissions totaled 433 MMT CO₂e in 1990, 469 MMT CO₂e in 2000, 456 MMT CO₂e in 2010, and 459 MMT CO₂e in 2015 (CARB 2017b). Transportation-related emissions consistently contribute the most GHG emissions, with 38 percent of the total in 2015, followed by industrial emissions (23 percent), electricity generation (19 percent), agriculture and forestry (8 percent), residential (6 percent), and commercial (5 percent).

A San Diego regional emissions inventory was prepared by the University of San Diego School of Law, Energy Policy Initiative Center (EPIC) that took into account the unique characteristics of the region. Their 2010 emissions inventory for San Diego County showed emissions of 33.2 MMT CO₂e

(EPIC 2013). Similar to statewide GHG emissions, transportation contributed the most countywide, with 43 percent of total emissions.

For the City, the most recent GHG inventory for the year 2010 estimated the total emissions at approximately 13.0 MMT CO₂e per year (City 2015a). As with state and County emissions, transportation is the largest emissions category, with 55 percent of total emissions. Energy consumption is the next largest source of emissions, with 40 percent of the total. Under a business-as-usual scenario, the City forecasts that City GHG emissions will increase to approximately 14.1 MMT CO₂e in 2020, 15.9 MMT CO₂e in 2030, and 16.7 MMT CO₂e in 2035 (City 2015a).

Types of GHGs

The GHGs, as defined under California's AB 32, include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆).

CO₂ is the most common anthropogenic GHG. CO₂ is an odorless, colorless GHG. Natural sources include the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungi; evaporation from oceans; and volcanic outgassing. Anthropogenic sources of CO₂ include burning fuels, such as coal, oil, natural gas, and wood. Data from ice cores indicate that CO₂ concentrations remained steady prior to the current period for approximately 10,000 years. The atmospheric CO₂ concentration in 2010 was 390 ppm, 39 percent above the concentration at the start of the Industrial Revolution (about 280 ppm in 1750). As of September 2017, the CO₂ concentration exceeded 402 ppm (National Oceanic and Atmospheric Administration [NOAA] 2017).

CH₄ is the main component of natural gas used in homes. A natural source of methane is from the decay of organic matter. Geological deposits known as natural gas fields contain methane, which is extracted for fuel. Other sources are from decay of organic material in landfills, fermentation of manure, and cattle digestion.

N₂O is produced by both natural and human-related sources. N₂O is emitted during agricultural and industrial activities, as well as during the combustion of fossil fuels and solid waste. Primary human-related sources of N₂O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic (fatty) acid production, and nitric acid production.

Fluorocarbons are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. Chlorofluorocarbons are nontoxic, nonflammable, insoluble, and chemically nonreactive in the troposphere (the level of air at Earth's surface).

Chlorofluorocarbons were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. They destroy stratospheric ozone; therefore, their production was stopped as required by the 1989 Montreal Protocol.

SF₆ is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF₆ is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semi-conductor manufacturing, and as a tracer gas for leak detection.

GHGs have long atmospheric lifetimes that range from one year to several thousand years. Long atmospheric lifetimes allow for GHGs to disperse around the globe. Because GHGs vary widely in the power of their climatic effects, climate scientists have established a unit called global warming potential (GWP). The GWP of a gas is a measure of both potency and lifespan in the atmosphere as compared to CO₂. For example, because methane and N₂O are approximately 25 and 298 times more powerful than CO₂, respectively, in their ability to trap heat in the atmosphere, they have GWPs of 25 and 298, respectively (CO₂ has a GWP of 1). CO₂e is a quantity that enables all GHG emissions to be considered as a group despite their varying GWP.

5.5.1.2 Regulatory Framework

Federal Clean Air Act

The U.S. Supreme Court ruled on April 2, 2007, in *Massachusetts v. USEPA*, that CO₂ is an air pollutant, as defined under the CAA, and that the USEPA has the authority to regulate emissions of GHGs. The USEPA announced that GHGs (including CO₂, CH₄, N₂O, HFC, PFC, and SF₆) threaten the public health and welfare of the American people. This action was a prerequisite to finalizing the USEPA's GHG emissions standards for light-duty vehicles, which were jointly proposed by the USEPA and the United States Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards

The USEPA and the NHTSA have worked together on developing a national program of regulations to reduce GHG emissions and to improve fuel economy of light-duty vehicles. On April 1, 2010, the USEPA and NHTSA announced a joint Final Rulemaking that established standards for 2012 through 2016 model year vehicles. This was followed up on October 15, 2012, when the agencies issued a Final Rulemaking with standards for model years 2017 through 2025. The rules require vehicles to meet a 2016 standard that is equivalent to 35.5 miles per gallon (mpg), and a 2025 standard that is equivalent to 54.5 mpg if the levels were achieved solely through improvements in fuel efficiency. The agencies expect, however, that a portion of these improvements will be made through improvements in air conditioning leakage and the use of alternative refrigerants that would not contribute to fuel economy. These standards would cut GHG emissions by an estimated 2 billion metric tons (MT) and 4 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2017–2025). The combined USEPA GHG standards and NHTSA Corporate Average Fuel Economy (CAFE) standards resolve previously conflicting requirements under both federal programs and the standards of the State of California and other states that have adopted the California standards (USEPA 2011, USEPA and NHTSA 2012).

California Code of Regulations, Title 24, Part 6

California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Energy-efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for water heating) results in GHG emissions.

The Title 24 standards are updated approximately every three years to allow consideration and possible incorporation of new energy efficiency technologies and methods. The latest update to the Title 24 standards occurred in 2019 and went into effect on January 1, 2020. The Building Energy Efficiency Standards focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The standards are divided into three basic sets. First, there is a set of mandatory requirements that apply to all buildings. Second, there is a set of performance standards—the energy budgets—that vary by climate zone (of which there are 16 in California) and building type; thus, the standards are tailored to local conditions. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that are basically a recipe or a checklist compliance approach.

California Green Building Standards Code

The California Green (CALGreen) Building Standards Code (24 CCR, Part 11) is a code with mandatory requirements for new residential and nonresidential buildings (including buildings for retail, office, public schools and hospitals) throughout California. The code is Part 11 of the California Building Standards Code in Title 24 of the CCR (CBSC 2019). The current 2019 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings went into effect on January 1, 2020.

The development of CALGreen is intended to (1) cause a reduction in GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. In short, the code is established to reduce construction waste; make buildings more efficient in the use of materials and energy; and reduce environmental impact during and after construction.

The CALGreen Code contains diverse requirements; including for storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, and site irrigation conservation. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for the verification that all building systems, such as heating and cooling equipment and lighting systems, are functioning at their maximum efficiency.

Executive Order S-3-05

On June 1, 2005, Executive Order (EO) S-3-05 proclaimed that California is vulnerable to climate change impacts. It declared that increased temperatures could reduce snowpack in the Sierra Nevada, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. In an effort to avoid or reduce climate change impacts, EO S-3-05 calls for a reduction in GHG emissions to the year 2000 level by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

Assembly Bill 32 – Global Warming Solution Act of 2006

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires that CARB develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed to set a GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill

requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

Executive Order B-30-15

On April 29, 2015, EO B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030. The EO aligns California's GHG reduction targets with those of leading international governments, including the 28-nation European Union. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in AB 32. California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the ultimate goal established by EO S-3-05 of reducing emissions 80 percent under 1990 levels by 2050.

Senate Bill 32

As a follow-up to AB 32 and in response to EO-B-30-15, Senate Bill (SB) 32 was passed by the California legislature in August 2016 to codify the EO's California GHG reduction target of 40 percent below 1990 levels by 2030.

Assembly Bill 197

A condition of approval for SB 32 was the passage of AB 197, which also occurred in the California legislature in August 2016. AB 197 requires that CARB consider the social costs of GHG emissions and prioritize direct reductions in GHG emissions at mobile sources and large stationary sources. AB 197 also gives the California legislature more oversight over CARB through the addition of two legislatively appointed members to the CARB Board and the establishment of a legislative committee to make recommendations about CARB programs to the legislature.

Assembly Bill 1493 – Vehicular Emissions of Greenhouse Gases

AB 1493 (Pavley) requires that CARB develop and adopt regulations that achieve “the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty truck and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State.” On September 24, 2009, CARB adopted amendments to the Pavley regulations to support reduction of GHG emissions in new passenger vehicles from 2009 through 2016. The amendments bind California's enforcement of AB 1493 (starting in 2009), while providing vehicle manufacturers with new compliance flexibility. The amendments also prepare California to merge its rules with the federal CAFE rules for passenger vehicles (CARB 2017c). In January 2012, CARB approved a new emissions-control program for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single packet of standards called Advanced Clean Cars (CARB 2017c).

Assembly Bill 341

In 2011, the State legislature enacted AB 341 (California Public Resource Code Section 42649.2), increasing the solid waste diversion target to 75 percent statewide. AB 341 also requires the provision of recycling service to commercial and residential facilities that generate four cy or more of solid waste per week.

Executive Order S-01-07

This EO, signed on January 18, 2007, directs that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by the year 2020. It orders that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established for California and directs CARB to determine whether an LCFS can be adopted as a discrete early action measure pursuant to AB 32. CARB approved the LCFS as a discrete early action item with a regulation adopted and implemented in April 2010. Although challenged in 2011, the Ninth Circuit reversed the District Court's opinion and rejected arguments that implementing LCFS violates the interstate commerce clause in September 2013. CARB is therefore continuing to implement the LCFS statewide.

Senate Bill 375

SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations. Metropolitan Planning Organizations (MPOs) are required to adopt an SCS, which allocates land uses in the MPO's RTP. Qualified projects consistent with an approved SCS or Alternative Planning Strategy categorized as "transit priority projects" would receive incentives to streamline CEQA processing.

California Air Resources Board: Scoping Plan

On December 11, 2008, CARB adopted the Scoping Plan (CARB 2008) as directed by AB 32. The Scoping Plan proposes a set of actions designed to reduce overall GHG emissions in California to the levels required by AB 32. Measures applicable to development projects include those related to energy-efficiency building and appliance standards, the use of renewable sources for electricity generation, regional transportation targets, and green building strategy. Relative to transportation, the Scoping Plan includes nine measures or recommended actions related to reducing vehicle miles traveled and vehicle GHGs through fuel and efficiency measures. These measures would be implemented statewide rather than on a project-by-project basis.

CARB released the First Update to the Climate Change Scoping Plan in May 2014 to provide information on the development of measure-specific regulations and to adjust projections in consideration of the economic recession (CARB 2014a). To determine the amount of GHG emission reductions needed to achieve the goal of AB 32 (i.e., 1990 levels by 2020), CARB developed a forecast of the AB 32 Baseline 2020 emissions, which is an estimate of the emissions expected to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan was implemented. CARB estimated the AB 32 Baseline 2020 to be 509 MMT of CO₂e. The Scoping Plan's current estimate of the necessary GHG emission reductions is 78 MMT CO₂e (CARB 2014b). This represents an approximately 15 percent reduction. CARB is forecasting that this would be achieved through the following reductions by sector: 25 MMT CO₂e for energy, 23 MMT CO₂e for transportation, 5 MMT CO₂e for high-GWP GHGs, and 2 MMT CO₂e for waste. The remaining 23 MMT CO₂e would be achieved through Cap-and-Trade Program reductions. This reduction is flexible. If CARB receives new information and changes the other sectors' reductions to be less than expected, the agency can increase the Cap-and-Trade reduction (and vice versa).

In response to EO B-30-15 and SB 32, all state agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet

the 2030 and 2050 targets. CARB was directed to update the Scoping Plan to reflect the 2030 target and, therefore, is moving forward with the update process. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue driving down emissions. CARB is moving forward with a second update to the Scoping Plan to reflect the 2030 target set by EO B-30-15 and codified by SB 32. The 2017 Climate Change Scoping Plan Update, Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target, was released in proposed final form on November 30, 2017 and approved on December 14, 2017.

San Diego Association of Government's San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan (SANDAG 2015) is the long-range planning document developed to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs. The Regional Plan establishes a framework to increase the region's transportation sustainability and encourage smart growth. The Regional Plan encourages local governments to increase residential and employment concentrations in areas with the best existing and future transit connections, and to preserve important open spaces. The focus is on implementation of basic smart growth principles designed to strengthen the integration of land use and transportation.

City of San Diego General Plan

The City 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 (City 2008a). 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. The 2008 General Plan was adopted in 2009, and amended in 2010 and 2012.

City of San Diego Climate Action Plan

In October 2010, the City Council established the Environmental and Economic Sustainability Task Force as an independent advisory body to work with City staff on the development of a plan for both city operations and the community to reduce GHG emissions and to begin to evaluate vulnerabilities in the community and outline adaptation strategies. The City prepared a CAP that was approved by the City Council in December 2015 (City 2015a).

The CAP serves four primary purposes: (1) providing a roadmap for the City to achieve GHG reductions; (2) conforming the City's climate change efforts to California laws and regulations; (3) implementing climate change actions from the General Plan; and (4) providing CEQA tiering for the GHG emissions of new development.

To provide a mechanism for CEQA tiering, the City developed a CAP Consistency Checklist to provide a streamlined review process for GHG emissions analysis of proposed new developments that are subject to CEQA. The checklist contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the CAP are achieved. Implementation of these measures would ensure that new development is consistent with the CAP's assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets. Projects that are consistent with the CAP as determined through the use of this Checklist may rely on the CAP for the cumulative impacts analysis of GHG emissions. Projects that are not consistent with the CAP must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the measures in this Checklist to the extent feasible. Cumulative GHG impacts would be significant for any project that is not consistent with the CAP.

5.5.2 Impact 1: Potential for GHG Emissions

Issue 1: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

5.5.2.1 Impact Thresholds

Projects that are consistent with the City's CAP, as determined using the CAP Consistency Checklist, would result in less than significant GHG impacts. If a project is not consistent with the City's CAP, as determined with the CAP Consistency Checklist, potentially significant GHG impacts would occur.

5.5.2.2 Impact Analysis

The Project was analyzed for consistency with the CAP's Checklist (see Appendix D for the Checklist). The CAP Checklist provides that projects that are consistent with the CAP as determined through use of the Checklist may rely on the CAP for the cumulative impacts analysis of GHG emissions, whereas projects that are not consistent with the CAP must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of emissions. Step 1 of the Checklist states that a project not consistent with the existing land use plan and zoning designations would be consistent with the CAP's land use assumptions if it includes a land use plan and/or zoning designation amendment and results in an increased density within a Transit Priority Area and implements CAP Strategy 3 actions. The Project would not be consistent with the Community Plan's land use and development intensity for the CVSP of 178,000 SF for Neighborhood/Community Commercial uses; the Project is proposing a land use and development intensity change through the addition of 360,000 SF of research and development space, 40,000 SF of office space and a 200-room hotel. The Project is located in a Transit Priority Area (City 2019c) and would implement CAP Strategy 3 actions to be consistent with and in support of the City's General Plan, Bicycle Master Plan, and Urban Forest Management Plan.

The Project's implementation of these CAP Strategy 3 actions includes development of a mixed-use project in a Transit Priority Area with provision of pedestrian bridges from the project site to the Trolley line and to the bus terminal at Westfield UTC to support transit use. Pedestrian use would be further encouraged through pedestrian entry from multiple areas to the north, east, south, and west, and by providing internal pedestrian walkways throughout the project site. Bicycling use would

also be supported through provision of short- and long-term bicycle parking and bicycle lockers located near the trolley station. The Project would further support Transit Oriented Development through creation of multiple new urban public spaces and implementation of a transportation demand management plan. In addition, the Project would increase urban tree canopy coverage through project landscaping. The Project's conformance with each CAP Strategy 3 action is described in further detail in Appendix D. Given the aforementioned, the Project would be consistent with the land use assumptions used in the CAP.

Step 2 of the Checklist determines a project's consistency with the applicable strategies and actions of the CAP. Consistent with the Checklist, the Project would implement strategies for energy and water efficient buildings (Checklist Strategy 1), including the use of cool roofs, as well as plumbing fixtures and fittings that comply with maximum flow rates specified in CALGreen. The Project would also meet the following bicycling, walking, transit, and land use requirements (Checklist Strategy 3): providing electric vehicle charging parking, low-emitting, fuel-efficient, and carpool/vanpool vehicle parking, and short-term and long-term bicycle parking in accordance with the City's Parking Regulations; incorporating changing/shower facilities in accordance with voluntary CALGreen measures; implementing a transportation demand management plan; and participating in SANDAG's iCommute program (which replaces the previous RideMatcher program). The Project's conformance with each CAP Measure is described in further detail in Appendix D. The measures identified in the Checklist would be conditions of approval for the Project. Because the Project would be consistent with the CAP, quantification of existing and projected GHG emissions is not required.

5.5.2.3 Significance of Impacts

Though the Project would not be consistent with the Community Plan's land use and development intensity, it is located within a Transit Priority Area and would implement CAP Strategy 3 actions. Furthermore, the Project would implement and be consistent with all seven of the CAP measures identified in Step 2 of the Checklist. Given the aforementioned, the Project would be consistent with the Checklist and, therefore, the CAP, and the Project's incremental contribution to a cumulative GHG emissions effect would not be cumulatively considerable. Impacts to GHG emissions from the Project would be less than significant.

5.5.2.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur, no mitigation measures would be required.

5.5.3 Impact 2: GHG Reduction Plan Consistency

Issue 2: Would the Project conflict with the City's Climate Action Plan or another applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

5.5.3.1 Impact Thresholds

A significant impact would occur if implementation of a project would conflict with an applicable plan, policy, or regulation for the purpose of reducing GHG emissions.

5.5.3.2 Impact Analysis

There are numerous plans, policies and regulations adopted for the purpose of reducing GHG emissions, as detailed in Section 5.5.1.2. The principal overall state plan and policy are AB 32 and the follow-up legislation, SB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. The City's CAP outlines the measures for the City to achieve its share of state GHG reductions. As discussed under Issue 1, the Project would be consistent with the measures within the CAP and, therefore, would be consistent with state GHG reduction goals.

Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the LCFS, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the statewide, rather than project-specific level. Therefore, the Project does not conflict with those plans and regulations.

The City has also adopted the City General Plan with policies to reduce GHG emissions. The Conservation Element of the General Plan lists City policies to reduce emissions. The Project's consistency with these policies is analyzed in Table 5.5-1, *City General Plan Implementation Strategies*. As shown in the table, the Project would be consistent with the City's General Plan policies for reducing GHG emissions.

| Table 5.5-1 CITY GENERAL PLAN IMPLEMENTATION STRATEGIES | |
|---|---|
| Policy | Project Consistency |
| CE-A.2: Reduce the City's carbon footprint through improved energy efficiency, land use patterns to reduce vehicular trips, and reduce fuel emissions levels by encouraging alternative transportation. | Consistent. The Project would be built in accordance with Title 24 energy-efficiency standards. In addition, the Project would be built adjacent to a Trolley stop and an existing bus stop to allow for non-vehicular trips to the Project site, and would incorporate transit-supportive land use patterns. |
| CE-A.9: Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible. | Consistent. The Project would utilize recycled construction materials where feasible, with a minimum target of 5 percent and a goal of 10 percent. |
| CE-A.10: Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas. | Consistent. Recycling facilities and bins would be provided throughout the building and parking areas in compliance with the City's Storage Ordinance. |
| CE-A.11: Implement sustainable landscape design and maintenance. | Consistent. The Project would use a drought-tolerant plant palette appropriate for U.S. Department of Agriculture Plant Hardiness Zone 10a. The landscaping would be hydrozoned and irrigated with weather-based irrigation systems to comply with the California Model Water Efficient Landscape Ordinance. |

| Table 5.5-1 (cont.) CITY GENERAL PLAN IMPLEMENTATION STRATEGIES | |
|--|--|
| Policy | Project Consistency |
| CE-A.12: Reduce the San Diego Urban Heat Island, through actions such as planting trees and other vegetation to provide shade. | Consistent. The strategic locations of Project trees throughout the Project site would provide shade that would increase pedestrian usability, and would also provide protection for pavement as described in the Urban Forest Management Plan. Palm trees would be replaced with canopy trees to provide increased canopy cover and shade. The number of trees on site would be increased, which would increase carbon sequestration. |
| CE-I.4: Maintain and promote water conservation and waste diversion programs to conserve energy. | Consistent. The Project would implement a water conservation strategy that would reduce water consumption by 20 percent, and would implement waste diversion programs. |

As described under Issue 1, the Project is also consistent with the overarching City of Villages strategy of the City General Plan to implement mixed uses connected by high-quality transit throughout the City. The transit-friendly aspects of the Project are consistent with SANDAG's The Regional Plan, which encourages local governments to increase residential and employment concentrations in areas with the best existing and future transit connections.

5.5.3.3 Significance of Impacts

The Project would not conflict with the CAP or any applicable plan, policy, or regulation for the purpose of reducing GHG emissions. Impacts would be less than significant.

5.5.3.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur, no mitigation measures would be required.

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5.6 Energy

This section provides an evaluation of existing energy production/consumption conditions and potential energy use and related impacts from the Project. The following discussion is consistent with and fulfills the intent of CEQA Guidelines Appendix F, and is based on information from the Air Quality Technical Report prepared by HELIX (2020a; Appendix C); the California Energy Demand (CED) 2018-2030 Revised Forecast (California Energy Commission [CEC] 2018a); and the CEC's 2018 Integrated Energy Policy Report (CEC 2018b).

5.6.1 Existing Conditions

5.6.1.1 Environmental Setting

Existing Energy Consumption and Generation

Units of Measure

The units of energy used in this section are the British thermal units (BTU), kilowatt hours¹ (kWh), therms, and gallons. A BTU is the quantity of heat required to raise the temperature of one pound of water one °F at sea level. Because the other units of energy can all be converted into equivalent BTU, the BTU is used as the basis for comparing energy consumption associated with different resources. A kWh is a unit of electrical energy, and one kWh is equivalent to approximately 3,413 BTU, taking into account initial conversion losses (i.e., from one type of energy, such as chemical, to another type of energy, such as mechanical) and transmission losses. Natural gas consumption is described typically in terms of cubic feet or therms; one cubic foot of natural gas is equivalent to approximately 1,050 BTU, and one therm represents 100,000 BTU. One gallon of gasoline/diesel is equivalent to approximately 125,000/139,000 BTU, respectively, taking into account energy consumed in the refining process.

Overview of Energy Supply

California's electricity needs are satisfied by a variety of entities, including investor-owned utilities, publicly owned utilities, electric service providers, and community choice aggregators.² As of 2010, in-state generating facilities accounted for about 71 percent of the total electric power produced in California, with the remaining electricity coming from out-of-state imports. In-state generation also accounted for approximately 12 percent of the state's natural gas supply and approximately 38 percent of the state's crude oil supply.

¹ Kilowatt hours is the most commonly used measure of electrical consumption; however, due to the scope of this analysis, gigawatt hours (GWh; equivalent to one million kWh) is also used.

² Community choice aggregation is authorized in California by AB 117 (Chapter 836, Statutes of 2002), which allows cities, counties, and groups of cities and counties to aggregate the electric load of the residents, businesses and institutions within their jurisdictions to provide them electricity.

Since deregulation in 1998, the CEC has licensed or given small power plant exemptions to 91 power plants, including:

- 66 projects representing 22,965 megawatts³ (MW) currently on-line;
- 4 projects totaling 2,635 MW currently under construction or pre-construction;
- 3 projects totaling 1,291 MW currently on hold or under suspension; and
- 15 projects totaling 5,844.5 MW approved but then cancelled by applicants, or license expired or terminated before construction.

In addition, as of August 2019, the CEC had two proposed projects under review, totaling approximately 179 MW (CEC 2019a). One additional geothermal steam turbine project, representing 250 MW, has been announced but have not yet filed with the CEC.

The American Recovery and Reinvestment Act of 2009 (ARRA) was signed on February 13, 2009, providing \$787 billion nationwide to create new jobs, jump-start the economy and invest in long-term growth. ARRA funding provided California additional resources to develop and conduct programs aimed at saving energy, creating jobs, and contributing to California's economic recovery through energy efficiency upgrade projects in existing buildings. The ARRA programs emphasized collaborations of local governments and industry to deliver energy assessments, ratings, efficiency improvements, and quality assurance. ARRA-funded programs have allowed California to establish revolving loan programs that will remain in operation after the ARRA funding ceases, provide loan loss reserves to encourage lenders to provide financing for energy efficiency upgrades and pilot Property Assessed Clean Energy financing in concert with local property assessments. ARRA funding will contribute to California's energy policy goals of achieving cost-effective energy efficiency in existing buildings, meeting a 33 percent renewable energy target by 2020 and reducing the state's dependence on petroleum fuels.

On the demand side, Californians consumed 284,060 gigawatt hours (GWh) of electricity in 2017; this is a decrease from the 285,434 GWh demanded in 2015 (CEC 2018a). CEC staff forecasts of future electricity demand anticipate that consumption will grow by between 0.99 and 1.59 percent per year from 2017 to 2030, with peak demand forecasts growing by 0.30 to 1.52 percent annually from 2017 to 2030 (CEC 2018a).

The San Diego Regional Energy Office's (SDREO's) 2002 *San Diego Regional Energy Infrastructure Study* provided an integrated and comprehensive analysis of the electricity and natural gas supply and demand inventory and issues (SDREO 2002). That study found that the San Diego region is unique compared to the rest of the state because of its proximity to Baja California, Mexico, and the close integration with respect to trade flows, movement of people, and capital. Currently, there is a growing interdependency between San Diego county and northern Baja California in terms of both the supply and demand of energy. Electric power transfers have taken place between California and northern Baja California, to some extent, for more than 20 years and recently, the bi-national supply and demand interdependencies have increased dramatically. In addition, while abundant renewable resources are located within San Diego County, the available resources are much greater when the potential of surrounding counties and northern Baja California are considered. The San Diego

³ Megawatts (MW) is a unit of power and represents the rate at which energy is generated or used. One MW is equivalent to one million watts.

region's economic and energy development future depends on bi-national as well as interregional cooperation and joint problem solving.

SANDAG's 2009 Regional Energy Strategy (RES; SANDAG 2009) identifies priority early implementation actions, essential to meeting the region's energy goals:

1. Pursue a comprehensive building retrofit program to improve efficiency and install renewable energy systems;
2. Create financing programs to pay for projects and improvements that save energy;
3. Utilize the SANDAG-SDG&E Local Government Partnership to help local governments identify opportunities and implement energy savings at government facilities and throughout their communities;
4. Support land use and transportation planning strategies that reduce energy use and greenhouse gas emissions;
5. Support planning of electric charging and alternative fueling infrastructure; and
6. Support use of existing unused reclaimed water to decrease the amount of energy needed to meet the water needs of the San Diego region.

The RES identified the main drivers of the strategy, including the state's preferred loading order for meeting new energy needs and global climate change and its policy implications. The California Public Utilities Commission (CPUC) and CEC adopted a preferred loading order to meet the goals for satisfying the state's growing demand for electricity, which would place top priority on increasing energy efficiency and demand response (i.e., temporary reduction or shift in energy use during peak hours), generating new energy from renewable and distributed generation resources, and improvements to clean fossil-fueled generation and infrastructure. Environmental changes caused by climate change are anticipated to have an increasing impact on energy production and peak demand for electricity. Global climate change is discussed in detail in Section 5.5, *Greenhouse Gas Emissions*, of this EIR.

The major sources of energy in the San Diego region, which encompasses the Project area, include petroleum, electricity, and natural gas. Electricity and natural gas are primarily provided to the San Diego region by SDG&E. The following discussion outlines consumption rates for these various energy sources in San Diego.

Electricity

San Diego County has two major steam electric generating units and a number of smaller combustion turbine units, most of which were constructed between 1960 and 1978. Although these units have continued operation with modifications and upgrades, they are quickly nearing technological and economical obsolescence. Reliability must-run units are generation facilities that are necessary during certain operating conditions in order to maintain the security of power systems in a competitive environment. A number of the units that are currently considered "must-run" to meet the region's energy needs have been operating in the three percent capacity

range, but need to be operating in the five percent capacity range. Must-run units are more expensive to operate and are only used as operating reserves during peak periods or in times of emergency backup. This is because the outage costs are much higher than the power generating cost (SDREO 2002).

As of 2003 when the San Diego Regional Energy Infrastructure Study was completed, San Diego had a total on-system generation capacity of about 2,359 MWs, which was about 55 percent of the region's summer peak demand. This capacity consists of 1,628-MW base-load plants. Base-load plants are the production facilities used to meet some or all of a given region's continuous energy demand, and produce energy at a constant rate, usually at a low cost relative to other production facilities available to the system. The remaining capacities are small and medium-sized peaking plants and on-site generators (excluding backup generation). All of this generation is not normally available since many of the generators are for emergency use only. During peak demand periods, approximately 64 percent of peak demand can be met by in-county electrical generation.

The project site is currently served by SDG&E. The SDG&E service area covers 4,100 square miles within San Diego and southern Orange counties. Energy is provided by SDG&E to 3.6 million customers through 1.4 million electric meters and 873,000 natural gas meters (SDG&E 2019). San Diego's electricity supply was supplemented in 2012 by the Sunrise Powerlink, a 117-mile, 500,000-volt transmission line which carries renewable energy from Imperial Valley County to San Diego County. This transmission line will eventually carry 1,000 MW of power (enough energy for 650,000 homes; SDG&E 2012).

The electricity consumption within San Diego County decreased approximately six percent from 2008 to 2010 because of the economic downturn, followed by an upward trend with an increase of approximately four percent from 2010 to 2018 (CEC 2016a). The annual electricity consumption for the county in 2018 was approximately 19,750 GWh. The CED 2018-2030 Revised Forecast presents three demand scenarios: high, mid, and low. The high demand scenario is characterized by low electricity rates, high population growth, low levels of efficiency, and low self-generation. Inversely, the low demand scenario is characterized by high electricity rates, low population growth, high levels of efficiency, and high self-generation. The mid demand scenario uses assumptions in between the high and low scenarios. The CED 2018-2030 Revised Forecast estimates that annual electricity consumption for the county would reach between 24,000 and 27,000 GWh by 2030, depending on which demand scenario is realized (CEC 2018a).

Projections are shown to increase toward the end of the forecast period (2026) as a result of consumption from electric vehicles. The recession and increased savings from conservation and energy efficiency programs combined to cause a short-term dip in per capita consumption from 2008 to 2011. By 2030, per capita electricity consumption is projected to range between approximately 7,400 and 8,200 kWh per person (CEC 2018a).

Residential and commercial sectors use the most electricity in the San Diego region, and consumption is projected to increase with regional population and job growth (SANDAG 2009). By 2030, residential electricity consumption is expected to reach between approximately 9,408 and 10,231 GWh per year and commercial electricity consumption is anticipated to reach between approximately 10,955 and 11,844 GWh based on the CED 2017 adopted forecast.

SDG&E forecasts future energy consumption demand on a continual basis; primarily based on installation of transmission and distribution lines. The SDG&E Long Term Procurement Plan (LTPP), as discussed in Section 5.6.1.2, ensures that adequate energy supplies are available to meet existing and projected future demands.

In situations where projects with large power loads are planned, this is considered together with other loads in the Project vicinity, and electrical substations are upgraded if required. Six substations are located within a two-mile radius of the project site (CEC 2016b).

Natural Gas

Natural gas continues to play an important and varied role in California. In 2012, nearly 45 percent of the natural gas burned in California was used for electricity generation, and much of the remainder was consumed in the residential (21 percent), industrial (25 percent), and commercial (9 percent) sectors (CEC 2019b). Natural gas supplies are currently plentiful and relatively inexpensive as a result of technological advances that allow recovery of natural gas from formations such as shale reservoirs that were previously inaccessible. However, potential environmental concerns are causing decision makers to reexamine the development of shale resources and consider tighter regulations, which could affect future natural gas supplies and prices.

Several major generating plants were implemented in the last two decades in San Diego County, including the 90-MW Larkspur Energy Facility in Chula Vista in 2001; the 550-MW Palomar Power Plant in Escondido in 2006; and the 513-MW Otay Mesa Center power plant near the U.S.-Mexico border in 2009. In addition, a proposal has been submitted to SDG&E to annex the proposed 558-MW Carlsbad Energy Center to the existing 965-MW Encina Power Plant, for use as a peaking or intermediate power plant.

The San Diego region consumed approximately 483 million therms (MMTh) of natural gas in 2018 (not including gas used for electricity generation, as accounted for above; CEC 2016c). The majority of natural gas uses are for residential and commercial purposes. Currently, California imports 87 percent of natural gas needs from out of state, while in-state natural gas production is decreasing. Regional gas consumption is expected to increase to 660 MMTh in 2020 and 730 MMTh in 2030 (SANDAG 2009).

Water-related Energy

Before it reaches semiarid San Diego, water is pumped hundreds of miles from either the Sacramento-San Joaquin Bay Delta in northern California or from the Colorado River. More than 50 percent of the region's water comes from the Colorado River; the San Diego County Water Authority (SDCWA) purchases some Colorado River supplies from The Metropolitan Water District of Southern California (MWD) and also on its own through a long-term water conservation and transfer agreement with the Imperial Irrigation District (IID) and two canal-lining agreements that transfer conserved water to San Diego County. In recent years about 30 percent of the region's water has come from the northern California Bay-Delta, a vast network of channels and islands at the convergence of the Sacramento and San Joaquin rivers, via the State Water Project (SWP) operated by California's Department of Water Resources (DWR). Local supplies, including surface water, groundwater, recycled water, and conservation, currently meet about 20 percent of the region's water demand.

Energy is used in the conveyance, treatment, and distribution of water; therefore, there is a certain amount of energy use in every unit of water utilized by a project. This is known as “embedded” energy. Each unit of water may have a different amount of energy embedded in it depending on how much it is processed or conveyed before it is delivered to the user. The amount of required energy is quite different in northern California compared to southern California, because it depends on pumping requirements related to distance and topography. The pumping of water along the federal and state water projects and across the Tehachapi Mountains into the Los Angeles Basin account for the higher energy embedded in consumption of water in southern California. Treatment and distribution before end use is better defined and fairly consistent across California (CEC 2007a).

As water demand grows in the state, so grows water-related energy demand. Because population growth drives demand for both resources, water and energy demands are growing at about the same rate and in many of the same geographic areas (CEC 2007a). In California, water-related energy use consumes about 19 percent of the state’s electricity (3 percent of which is used by the State Water Project to convey water from northern California to southern California [CEC 2007b]), 30 percent of its natural gas, and 88 billion gallons of diesel fuel every year. Of this amount, more than 12,000 GWh (26 percent, about 5 percent of the state’s total electricity requirements) were deemed attributable to energy used by water and wastewater systems and their operations. The balance of water-related energy was attributed to the amount of energy needed to apply and use water for agricultural, residential, commercial, and industrial purposes.

Total water-related electrical consumption for the state amounts to approximately 52,000 GWh. Electricity to pump water by the water purveyors in the state amounts to 20,278 GWh. The remaining 32,000 GWh represent electricity that customers use to move, heat, pressurize, filter, and cool water (CEC 2007b). Water supply-related electrical demands exceed 2,000 MW on summer peak days in California. Agricultural groundwater and surface water pumping represent 60 percent of the total water supply-related peak day electrical demand, with water agency demands representing the remaining 40 percent. Over 500 MW of water agency electrical demand is used for providing water/sewer services to residential water customers.

The CEC’s Water Supply Related Electricity Demand in California study (CEC 2007b) examined electrical demand necessary to treat water and get it to the customer, to take the wastewater from the customer and dispose of it, and to provide groundwater pumping and surface water pumping for the agricultural community. The study examined the water supply-related peak day demands of the California investor-owned utilities: Pacific Gas & Electric (PG&E), Southern California Edison (SCE), and SDG&E.

Within the SDG&E planning area, within which the Project is located, the predominant water-related demand is for urban water supply. Approximately 20 percent of water supply-related electricity use is due to agricultural pumping, with the remaining 80 percent from the water/sewer agencies.

SDG&E has the lowest embedded residential peak water supply-related electrical demand of any of the utility service areas. The San Diego area is at the end of the pipeline. Almost all of its water is treated somewhere else (generally in the SCE service area at the larger MWD treatment plants) and shipped to the San Diego area. Residential water demand in the San Diego area results in electrical-demand increases in the SCE area for treatment and shipping. However, collaboration between SDG&E and the region’s water agencies has resulted in most of the treatment (fresh water and sewer) facilities in this area having their own self-generation, dramatically reducing electrical

demand by the water sector as the treatment facilities produce most of their own electricity (CEC 2007b).

Wastewater Service

As further discussed in Section 3.1.11, the project is not located in a local sanitation or maintenance district. Wastewater generation is included in the CalEEMod data for water. In addition, energy demand related to wastewater treatment is accounted for in the CEC's recommended water-energy proxies based on the water-use cycles for indoor and outdoor uses, as described above (CEC 2007a).

Petroleum

Automobiles and trucks consume gasoline and diesel fuel, which are nonrenewable energy products derived from crude oil. In addition to energy consumption associated with on-road vehicle use, energy is consumed in connection with construction and maintenance of transportation infrastructure. Passenger cars and light-duty trucks are by far the largest consumers of transportation fuel, accounting for approximately 1.6 billion gallons of gasoline and diesel fuel per year (SANDAG 2009).

Based on the CARB EMFAC Emissions Database, the average fuel economy of the 2018 vehicle fleet in the county was estimated as 23 mpg for gasoline and 10 mpg for diesel. Based on the CARB EMFAC2017 vehicle fleet type breakdown for the County, approximately 94 percent of the VMT is from gasoline-powered vehicles and approximately 6 percent is from diesel-powered trucks. The energy consumption rates for gasoline- and diesel-powered vehicles are 5,378 and 14,183 BTU per VMT, respectively. The total automobile and truck-related energy usage in the county in 2018 was approximately 207 trillion BTU per year.

Energy Efficiency Potential

Infrastructure Development

Several challenges exist to siting major energy infrastructure projects in San Diego. There is a lack of suitable sites away from populous areas and near transmission lines. Power plants, particularly coastal plants that restrict public access to coastal areas, are not perceived as ideal neighbors. In addition, the transmission and distribution infrastructure required to support power plants create aesthetic, health, and quality of life concerns with residents in the local community. Lastly, siting is more problematic for water-cooled plants than dry-cooled plants due to the effects of power plant cooling systems on the ecosystem (SANDAG 2009).

In addition, the SDAB (which encompasses San Diego County) is currently classified as a nonattainment area for O₃ and particulate matter (PM₁₀ and PM_{2.5}) under state standards and 8-hour ozone is in moderate nonattainment for the federal standard as well (refer to Section 5.4). This means that all new major emission sources of ozone and particulate matter must be mitigated through the purchase of offsets (credits for reduction of emissions) from other sources within San Diego County. The SDAPCD requires emission offsets, and limited availability of emission reduction credits is a barrier to the building of new power plants. Several strategies could be used to create the needed emissions credits. These include repowering existing power plants, allowing mobile offsets to be used for stationary power plants, and creating inter-border pollution offsets.

Energy Demand Reductions

Estimates vary on what level of future energy reductions will be attributed to efficiency programs and standards over the next decade, depending on the assumptions used. A 2015 study intended to determine the remaining potential for energy efficiency programs in California included a detailed, bottom-up study of energy efficiency program potential in San Diego County. The primary objective of the work underlying this report was to produce estimates of remaining potential energy savings that might be obtainable in the near (2015) and foreseeable (2016-2024) future through publicly funded energy efficiency programs in the existing and new residential, industrial, and commercial sectors. The study focused on providing a reasonable proxy of the remaining potential for implementation of local government policies to affect energy savings. The study estimates that in the San Diego region, efficiency programs will achieve gross savings of 2,214 GWh and 33.4 MMTh between 2016 and 2024 (Navigant 2015).

5.6.1.2 Regulatory Framework

Regulatory Setting

Energy consumption is a significant source of GHGs. Regulations to address energy also address GHGs; resulting in some overlap in the discussions in the following text and Section 5.5, *Greenhouse Gas Emissions*. In addition to the federal, state, and local regulations directed at reducing GHG emissions through increased efficiencies (i.e., CAFE Standards; CCR, Title 24, Part 6: California Energy Code; CCR, Title 24, Part 11; EO S-01-07; SB 1078, EO S-14-08, and S-21-09; AB 32; AB 1493; SB 97; SB 375; SB 1368; the CARB Scoping Plan; the SANDAG Climate Action Strategy; and the City CAP), energy efficiency regulations that have the potential to considerably influence the Project are discussed below.

Federal Energy Regulations

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 established new standards for a few equipment types not already subjected to a standard, and updated some existing standards. Perhaps the most substantial new standard that HR 6 established is for general service lighting that is being deployed in two phases. First, phased in between 2012 through 2014, common light bulbs were required to use about 20 to 30 percent less energy than previous incandescent bulbs. Second, by 2020, light bulbs must consume 60 percent less energy than 2007 bulbs; this requirement will effectively phase out the incandescent light bulb.

California Energy Regulations

California Code of Regulations, Title 24, Part 6: California Energy Code

Title 24 of the CCR, *Energy Efficient Standards for Residential and Nonresidential Buildings*, was adopted in 1978 by the CEC in response to a legislative mandate to reduce California's energy consumption. New buildings in California are required to conform to energy conservation standards specified in Title 24 of the CCR. The standards apply only to residential and non-residential buildings for human occupancy.

Title 24 of the CCR comprises the State Building Standards Code. Part 6 of Title 24 is the California Energy Code, which includes the building energy efficiency standards. The standards include provisions applicable to all buildings, residential and non-residential, describing requirements for documentation and certification that the building meets the standards. These provisions include mandatory requirements for efficiency and design of the following types of systems, equipment, and appliances:

- Air conditioning systems
- Heat pumps
- Water chillers
- Gas- and oil-fired boilers
- Cooling equipment
- Water heaters and equipment
- Pool and spa heaters and equipment
- Insulation and cool roofs
- Lighting and control devices
- Windows and exterior doors
- Joints and other building structure openings ("envelope")
- Gas-fired equipment including furnaces and stoves/ovens

The standards include additional mandatory requirements for space conditioning (cooling and heating), water heating, and indoor and outdoor lighting systems and equipment in non-residential, high-rise residential, and hotel or motel buildings.

The Title 24 standards are updated approximately every three years to allow consideration and possible incorporation of new energy efficiency technologies and methods. The latest update to the Title 24 standards occurred in 2019 and went into effect on January 1, 2020. The 2019 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings.

California Code of Regulations Title 24, Part 11

Title 24, Part 11 of the CCR consists of the CALGreen Building Standards for residential, commercial, and public building construction. The guidelines are intended to reduce the amount of water and sewer service needed to serve future development. Use of recycled water is also encouraged in the standards.

California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the fewest environmental and energy costs. To further this policy, the plan identifies a number of strategies, including providing assistance to public agencies and fleet operators.

Regional

SANDAG 2009 San Diego Regional Energy Strategy

The RES is an important and integral part of the larger San Diego Regional Comprehensive Plan, intended to contain an integrated set of public policies, strategies, and action plans to promote a

smarter, more sustainable growth for the San Diego region. The following goals set forth by the RES are relevant to the Project:

- Energy Efficiency and Conservation
 - GOAL: Reduce per capita electricity consumption in the residential and commercial sectors by 20 percent by 2030 in order to keep total electricity consumption flat between now and 2030.
- Renewable Energy
 - GOAL: Support the development of renewable energy resources to meet or exceed a 33 percent renewable portfolio standard (RPS) by 2020 and a 45 percent RPS by 2030.
- Distributed Generation
 - GOAL: Increase the total amount of clean distributed generation (renewable and non-renewable) to reduce peak demand and diversify electricity resources in the San Diego region.
- Energy and Water
 - GOAL: Reduce water-related energy use.
- Peak Demand
 - GOAL: Implement cost-effective steps and incentives to utilize demand response and energy efficiency measures to reduce peak demand.
- Transportation Fuels
 - GOAL: Substantially increase the deployment of alternative transportation fuels and vehicles.

SDG&E Long Term Procurement Plan

As required by the CPUC, utility companies such as SDG&E must prepare an LTPP to ensure that adequate energy supplies are available to maintain a reserve margin of 15 percent above the estimated energy demand. These plans outline any future energy needs and how those needs can be met. In December 2006, SDG&E filed its LTPP with the CPUC, which included a 10-year energy resource plan that details its expected portfolio of energy resources over the planning horizon of 2007 through 2016. The projections included in the current LTPP were based on the CEC's CED 2008-2018 Forecast, dated November 2007. The 2016-2026 CEC CED projections are now lower than what was anticipated in 2007.

City of San Diego

City of San Diego General Plan

The following policies contained in the Conservation Element of the 2008 City General Plan are applicable to the Project's energy use:

- CE-A.2. Reduce the City's carbon footprint. Develop and adopt new or amended regulations, programs, and incentives as appropriate to implement the goals and policies set forth in the General Plan to:
 - Create sustainable and efficient land use patterns to reduce vehicular trips and preserve open space;
 - Reduce fuel emission levels by encouraging alternative modes of transportation and increasing fuel efficiency;
 - Improve energy efficiency, especially in the transportation sector and buildings and appliances;
 - Reduce the Urban Heat Island effect through sustainable design and building practices; and
 - Reduce waste by improving management and recycling programs.
- CE-A.5. Employ sustainable or "green" building techniques for the construction and operation of buildings.
 - Develop and implement sustainable building standards for new and significant remodels of residential and commercial buildings to maximize energy efficiency, and to achieve overall net zero energy consumption by 2020 for new residential buildings and 2030 for new commercial buildings.

Climate Action Plan

The City adopted a CAP in December 2015 (City 2015a). The CAP quantifies GHG emissions; establishes Citywide reduction targets for 2020 and 2035; identifies strategies and measures to reduce GHG levels; and provides guidance for monitoring progress on an annual basis. The City CAP identifies a comprehensive set of goals and actions, including ordinances, policies, resolutions, programs, and incentives, that the City can use to reduce GHG emissions. Many of these goals and actions would have the effect of reducing energy use.

5.6.2 Impact 1: Potential for Wasteful Energy Use

Issue 1: Would construction and operation of the project result in the use of excessive amounts of electrical power?

Issue 2: Would the project result in the use of excessive amounts of fuel or other forms of energy (including natural gas, oil, etc.)?

5.6.2.1 Impact Thresholds

Consistent with CEQA Guidelines Appendix F, a project would result in a significant impact to energy conservation if it would:

1. Substantially increase the consumption of electricity, natural gas, gasoline, diesel, or other non-renewable energy types such that the construction of new facilities and sources of energy or major improvements to local infrastructure would be required; or
2. Cause the use of large amounts of electricity and natural gas in a manner that is wasteful or otherwise inconsistent with adopted plans or policies.

5.6.2.2 Impact Analysis

Per CEQA Guidelines Appendix F, energy conservation impacts were analyzed by estimating Project energy requirements by amount and type, and evaluating Project compliance with regulatory requirements. These data were used to evaluate the Project's effects on energy resources and the degree to which the Project would comply with existing energy standards.

The project site is currently developed. Because the Project would replace the existing uses and add additional development, this analysis only estimates energy usage associated with the net increase in development on the project site. The analysis included in this section utilizes the CalEEMod Version 2016.3.2 results from the Project's air quality analysis to evaluate energy impacts (refer to EIR Appendix C).

Potential to Substantially Increase Consumption of Non-renewable Energy

Construction Impacts

Project construction would require the use of construction equipment for demolition, grading, hauling, and building activities, as well as construction workers and vendors traveling to and from the project site. Construction equipment requires gasoline, diesel, and potentially other fuel sources to operate. To assess construction-related energy consumption for development of the Project, a conservative analysis assessing the approximately three-year construction schedule was assumed. Construction data used in CalEEMod (refer to Section 5.4 for details) were utilized to determine energy consumption associated with the proposed construction activities.

Construction energy was calculated based on the fuel consumption rates from the SCAQMD CEQA Air Quality Handbook for each piece of off-road heavy-duty equipment (SCAQMD 1993). Fuel economy (i.e., gasoline and diesel) for all off-road equipment was determined using values provided in the CARB's OFFROAD2011 model. Fuel economy for on-road vehicles was determined by using the average fuel economy in the county for 2018 (estimated as 23 mpg for gasoline and 10 mpg for diesel) based on the CARB EMFAC Emissions Database. The analysis did not assume increases in fleet fuel economy due to changes in technology, as the effects on the average fuel economy of the future years' equipment and vehicle fleet remain uncertain.

Table 5.6-1, *Total Energy Consumption from Construction Equipment and Vehicles*, presents the amount of energy in BTU required during construction of the Project. Energy consumption from construction equipment and off-road vehicles would be approximately 40.2 billion BTU. Construction workers and haul trucks are estimated to generate 7,710,134 VMT during the three-year construction duration; this would result in approximately 86.6 billion BTU. Therefore, the total estimated amount of energy consumption required during construction would be approximately 127 billion BTU.

| Table 5.6-1 TOTAL ENERGY CONSUMPTION FROM CONSTRUCTION EQUIPMENT AND VEHICLES | | | | |
|--|-------------------------|------------|----------------------------------|-----------------------|
| Construction Phase | Equipment | Qty | Diesel Fuel (gallons) | BTU |
| Underground Utilities | Tractor/Loader/Backhoe | 2 | 4,889 | 679,582,031 |
| Demolition | Concrete/Industrial Saw | 1 | 624 | 86,793,379 |
| | Excavator | 2 | 1,268 | 176,258,227 |
| | Off-highway Truck | 2 | 3,226 | 448,454,447 |
| | Rubber Tired Loader | 1 | 772 | 107,269,747 |
| Site Preparation | Rubber Tired Dozer | 4 | 4,173 | 580,090,368 |
| | Tractor/Loader/Backhoe | 4 | 1,516 | 210,723,110 |
| Grading | Excavator | 1 | 1,363 | 189,477,594 |
| | Grader | 1 | 1,741 | 241,959,480 |
| | Off-highway Truck | 2 | 6,937 | 964,177,125 |
| | Rubber Tired Dozer | 1 | 2,243 | 311,798,573 |
| | Scraper | 3 | 11,999 | 1,667,806,779 |
| | Tractor/Loader/Backhoe | 3 | 2,445 | 339,791,016 |
| Building Construction | Crane | 1 | 16,156 | 2,245,625,114 |
| | Excavator | 1 | 16,548 | 2,300,169,865 |
| | Generator Set | 2 | 34,265 | 4,762,776,776 |
| | Off-highway Truck | 2 | 84,206 | 11,704,661,844 |
| | Rough Terrain Forklift | 4 | 44,099 | 6,129,699,840 |
| | Tractor/Loader/Backhoe | 3 | 25,966 | 3,609,291,775 |
| | Welder | 3 | 17,116 | 2,379,089,750 |
| Paving | Paver | 2 | 2,537 | 352,633,882 |
| | Paving Equipment | 2 | 2,208 | 306,907,730 |
| | Roller | 2 | 1,413 | 196,338,278 |
| Architectural Coating | Air Compressor | 1 | 1,275 | 177,232,873 |
| Construction Equipment Total | | | 288,983 | 40,168,609,634 |
| On-road Construction Vehicles | | | 7,710,134 VMT | 86,570,725,347 |
| Total Construction Energy Expenditure = 127 Billion BTU | | | | |

Source: HELIX 2020a
BTU= British thermal units

Construction of the Project would incorporate on-site energy conservation features. The following practices would be implemented during Project construction to reduce waste and energy consumption:

- Follow maintenance schedules to maintain equipment in optimal working order and rated energy efficiency, which would include, but not be limited to, regular replacement of filters, cleaning of compressor coils, burner tune-ups, lubrication of pumps and motors, proper vehicle maintenance, etc.;
- Reduce on-site vehicle idling; and
- In accordance with CALGreen criteria as well as state and local laws, at least 50 percent of on-site construction waste and ongoing operational waste would be diverted from landfills through reuse and recycling.

The Project's construction-related energy usage would not represent a significant demand on energy resources because it is temporary in nature. Additionally, with implementation of the on-site energy conservation features (refer to Section 3.2.12), Project construction would avoid or reduce inefficient, wasteful, and unnecessary consumption of energy. Therefore, the Project's construction-phase energy impacts would be less than significant.

Operational Impacts

Electricity, natural gas, water demand, and wastewater generation, as well as anticipated VMT associated with the operation of the Project, were calculated in CalEEMod (refer to EIR Appendix C), using CalEEMod defaults and features such as project size and location. Table 5.6-2, *Projected Annual Energy Consumption at Buildout*, summarizes this information and converts the values to kWh and BTU for energy comparison purposes. As shown in Table 5.6-2, the Project would result in approximately 30 GWh or 102 billion BTU of energy demand annually.

| Table 5.6-2 PROJECTED ANNUAL ENERGY CONSUMPTION AT BUILDOUT (OPERATIONAL) | | | |
|--|------------------------------------|-------------------|------------------------|
| Source | Demand (Available Unit) | kWh | BTU |
| Proposed Project | | | |
| Electricity | 5,147,950 kWh | 5,147,950 | 17,569,953,350 |
| Natural Gas | 12,265,450 kBTU | 3,593,745 | 12,265,450,000 |
| Water | 155,290,995 Gallons | 1,725,283 | 5,888,390,724 |
| Wastewater | 151,354,160 Gallons | 1,970,783 | 6,726,280,732 |
| Transportation | 10,053,209 VMT | 17,308,547 | 59,074,069,765 |
| Total | | 29,746,307 | 101,524,144,570 |

Source: HELIX 2020a

kWh= kilowatt hours; BTU= British thermal units; VMT= vehicle miles traveled

Stationary Energy. Stationary energy demands include electricity, natural gas, water, and wastewater. The total demand associated with these uses is estimated at approximately 12 GWh or 42 billion BTU annually.

As discussed in Subsection 5.6.1.1, in 2018, the county's electricity use was approximately 19,750 GWh (equivalent to 67.4 trillion BTU) and natural gas usage was approximately 483 MMTh (equivalent to 48.3 trillion BTU). The projected energy usage from the Project represents an increase from 2018 county usage of 0.025 percent for both electricity and natural gas.

While the Project would increase the consumption of energy related to electricity, natural gas, water, and wastewater, the increase is consistent with the energy projections for the state and the region, as described in Section 5.6.1.1. The Project would also be subject to the 2019 Title 24 Building Energy Efficiency Standards. Due to CalEEMod modeling limitations, energy savings associated with compliance with the 2019 standards are not reflected in the energy use estimations presented herein, and this analysis is therefore conservative. Additionally, adequate energy facilities are already located on site serving the existing uses. Thus, the incremental increase associated with implementation of the Project would not require the construction of new energy facilities or sources of energy that would not otherwise be needed to serve the region. It is anticipated that these services would be provided from existing utilities on site, or from extensions from existing facilities

immediately abutting the site. Impacts from stationary energy would, therefore, be less than significant.

Mobile Energy. Energy is used for transportation in the form of fuel for vehicular trips. The analysis used the fuel economy for on-road vehicles as described under Construction Impacts. As described further below, however, due to anticipated increases in fuel economy standards driven by legislated deadlines, the actual average fuel economy at Project buildout would likely be much higher than that included in this analysis. In addition, design and location of the Project would reduce VMT and associated energy usage. The Project is a mixed-use Transit Oriented Development that would provide easy access to both the San Diego Trolley Blue Line and UTC Transit Center.

Trip generation rates provided in the Project TIA (refer to EIR Appendix B) were used in CalEEMod to estimate the annual total number of VMT. As shown in Table 5.6-2, Project-related VMT was estimated to be 10.1 million miles per year.

Table 5.6-3, *Project Fuel Economy and Energy Consumption Rates for Autos and Trucks*, presents the fuel economy and energy consumption rates for the Project-related automobile and truck use. As shown, the total estimated direct annual energy consumption from Project-related automobile and truck use (both gasoline and diesel combined) would be approximately 59.1 billion BTU per year at buildout.

| Table 5.6-3 PROJECT FUEL ECONOMY AND ENERGY CONSUMPTION RATES FOR AUTOS AND TRUCKS | | | | |
|---|---------------------------|---------------------|---|-----------------------|
| Vehicle Type | Fuel Economy (mpg) | VMT per Year | Energy Consumption Factor (BTU/vehicle mile) | BTU per Year |
| Passenger Vehicles | 23.24 | 9,485,203 | 5,379 | 51,017,658,133 |
| Heavy Trucks | 9.8 | 568,006 | 14,184 | 8,056,411,633 |
| Total | | | | 59,074,069,765 |
| Total Mobile Energy Consumption Per Year = 59 Billion BTU | | | | |

Source: HELIX 2020a and CARB EMFAC 2017

mpg=miles per gallon; VMT=vehicle miles traveled; BTU= British thermal units

As discussed in Subsection 5.6.1.1, the County's use of energy for transportation in 2018 was estimated at 207 trillion BTU. The projected energy usage of 59 billion BTU from the Project related to transportation represents an increase of 0.028 percent. This percentage is considered analogous to the margin of error built into the inventory process and is considered negligible.

State and federal regulations are expected to require increasingly stricter standards for vehicular fuel efficiency. The federal CAFE standards, EO S-1-07 LCFS, and AB 1493 fuel efficiency standard (analogous to the federal CAFE standard), as well as light/heavy vehicle efficiency/hybridization programs, all contribute to increased fuel efficiency, and therefore, would reduce vehicle fuel energy consumption rates over time. Thus, the annual vehicular energy consumption calculated for the Project is considered a conservative estimate, since 2018-level fuel efficiency was used in the calculation. While the Project would increase the consumption of gasoline and diesel proportionately with projected population growth, the increase is consistent with the energy projections for the state and the region, as described in Section 5.6.1.1. Thus, this percentage increase would not require the construction of new regional facilities and sources of energy.

Because gasoline and diesel are transported via truck to individual service stations, the increase in demand also is not anticipated to require major improvements to local fueling infrastructure. Therefore, energy impacts related to vehicular energy during project operations would be less than significant.

Potential to Waste Non-renewable Energy or be Inconsistent with Adopted Plans and Policies

The Project is located within the SDG&E planning area which is covered by the LTPP. As discussed in Section 5.6.1.1, the current LTPP plans for higher levels of demand than has actually occurred. Thus, the Project would not result in an unanticipated increase of energy demand beyond what is already planned for and included in the LTPP. The Project would be required to comply with state, county, and City energy conservation measures related to construction and operations. Many of the regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy generation, as well as reducing water consumption and VMT.

The California Energy Code Building Energy Efficiency Standards include provisions applicable to all buildings, residential and non-residential, which are mandatory requirements for efficiency and design. As mentioned previously, updated standards will go into effect January 1, 2020. The Project would be required to comply with these new standards.

The County's Strategic Energy Plan includes energy efficiency standards for new development, renewable energy generation, water conservation measures, transportation measures to reduce trips and VMT, and waste diversion programs. This plan serves as a companion document to the County's General Plan and provides the framework for land-based policy decisions to improve energy efficiency in existing and future development. The Project would be consistent with the Strategic Energy Plan as discussed below.

As described in Section 5.1 of this EIR, the Project would be consistent with applicable energy conservation goals and policies within the General Plan. In addition to the goals and policies discussed in Section 5.1, the Project would also be consistent with the goals and policies listed and described in Section 5.6.1.1 of this discussion. The Strategic Energy Plan goal of efficient use of water and other natural resources would be met through reducing potable water usage in compliance with CALGreen standards, as well as reuse of collected rainwater for irrigation, as noted in Section 3.2.12. The Strategic Energy Plan goal of efficient energy use in buildings and infrastructure would be met through the Project's energy efficiency measures and sustainable building practices that meet the 2019 Title 24 requirements. Additional details regarding Project consistency with General Plan goals and policies are provided in Section 5.1.

The design features that are proposed as part of the project are intended to ensure that the Project would avoid or reduce inefficient, wasteful, or unnecessary consumption of energy. The Project is anticipated to generate energy use demand of 102 billion BTU or 30 GWh per year. The Project's demand on energy resources and services would not be anticipated to require the construction of new energy facilities or require improvements to local infrastructure. Therefore, impacts related to inconsistency with adopted plans and policies and energy waste would be less than significant.

5.6.2.3 Significance of Impacts

Based on the analysis provided above, the Project would have less than significant impacts related to energy.

5.6.2.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur, no mitigation would be required.

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5.7 Noise

The following discussion summarizes the Acoustical Analysis Report for the Project, which was prepared by HELIX (2019b). The report is contained in its entirety in Appendix E. Noise impacts from the environment to on-site land uses are addressed in Section 5.1, *Land Use*.

5.7.1 Existing Conditions

5.7.1.1 Environmental Setting

Noise and Sound Level Descriptors

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected, or annoying sound, which interferes with normal activities, causes physical harm, or has adverse health effects.

All noise level or sound level values presented herein are expressed in terms of decibels (dB), with A-weighting (dBA) to approximate the hearing sensitivity of humans. Time-averaged noise levels are expressed by the symbol L_{EQ} , with a specified duration. The CNEL is a 24-hour average, where noise levels during the evening hours of 7:00 p.m. to 10:00 p.m. have an added 5 dBA weighting, and sound levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. have an added 10 dBA weighting. These metrics are used to express noise levels for both measurement and municipal regulations, as well as for land use guidelines and enforcement of noise ordinances.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver contribute to the sound level and characteristics of the noise perceived by the receiver. The field of acoustics deals primarily with the propagation and control of sound.

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz (kHz), or thousands of Hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

The amplitude of pressure waves generated by a sound source determines the loudness of that source. A logarithmic scale is used to describe sound pressure level (SPL) in terms of dBA units. The threshold of hearing for the human ear is about 0 dBA.

Because decibels are logarithmic units, SPL cannot be added or subtracted through simple addition. Under the decibel scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than one source under the same conditions.

Existing Noise

The primary noise source in the vicinity of the Project consists mostly of traffic noise from Genesee Avenue and Nobel Drive. Existing noise sources also include aircraft from MCAS Miramar. Two on-site noise measurements and traffic counts were conducted on April 12, 2016; one near the intersection of Genesee Avenue and Esplanade Court, and one near the Project site driveway off Nobel Drive. The measured noise levels were 68.5 dBA L_{EQ} and 67.6 dBA L_{EQ} , respectively.

Noise and Vibration Sensitive Land Uses

NSLUs are land uses that may be subject to stress and/or interference from excessive noise, such as residential dwellings, schools, transient lodging (hotels), hospitals, educational facilities, and libraries. Industrial and commercial land uses are generally not considered sensitive to noise. NSLUs in the Project area include multi-family residential areas, including condominium towers and a continuing care retirement community adjacent to the west, a pocket park located adjacent to the west of Building B, apartments located across Nobel Drive to the south, and the (currently under construction) Monte Verde multi-family residential project adjacent to the north.

Land uses in which ground-borne vibration could potentially interfere with operations or equipment, such as research, manufacturing, hospitals, and university research operations, are considered “vibration-sensitive” (Federal Transit Administration [FTA] 2006). The degree of sensitivity depends on the specific equipment that would be affected by the ground-borne vibration. In addition, excessive levels of ground-borne vibration of either a regular or an intermittent nature can result in annoyance to residential uses or schools. Vibration-sensitive land uses in the Project area include the adjacent multi-family residences and continuing care retirement community.

5.7.1.2 Regulatory Framework

Noise Ordinance

The City’s Noise Ordinance (SDMC, Chapter 5, Article 9.5, Noise Abatement and Control) regulates noise generated by on-site sources associated with Project operation, such as heating, ventilation, and air conditioning (HVAC) units. The noise limits of the City’s Noise Ordinance for various land uses by time of day are shown in Table 5.7-1, *Property Line Noise Limits*.

| Table 5.7-1 PROPERTY LINE NOISE LIMITS | | |
|--|-------------------------|---|
| Land Use Zone | Time of Day | One-hour Average Sound Level (dBA)¹ |
| Single Family Residential | 7:00 a.m. to 7:00 p.m. | 50 |
| | 7:00 p.m. to 10:00 p.m. | 45 |
| | 10:00 p.m. to 7:00 a.m. | 40 |
| Multi-Family Residential (up to a maximum density of 1/2000) | 7:00 a.m. to 7:00 p.m. | 55 |
| | 7:00 p.m. to 10:00 p.m. | 50 |
| | 10:00 p.m. to 7:00 a.m. | 45 |
| All other Residential | 7:00 a.m. to 7:00 p.m. | 60 |
| | 7:00 p.m. to 10:00 p.m. | 55 |
| | 10:00 p.m. to 7:00 a.m. | 50 |
| Commercial | 7:00 a.m. to 7:00 p.m. | 65 |
| | 7:00 p.m. to 10:00 p.m. | 60 |
| | 10:00 p.m. to 7:00 a.m. | 60 |
| Industrial or Agricultural | Anytime | 75 |

Source: SDMC, Chapter 5, Article 9.5, Division 4, §59.5.0401, Sound Level Limits

¹ 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.

dBA = A-weighted decibel

The City's Noise Ordinance also regulates noise produced by construction activities. Construction activities are prohibited between the hours of 7:00 p.m. and 7:00 a.m. and on Sundays and legal holidays, except in the case of emergency. Section 59.5.0404 of the Noise Ordinance limits construction noise to an average sound level of 75 dBA at the affected property line during the 12-hour period from 7:00 a.m. to 7:00 p.m.

General Plan Noise Element

The City's General Plan Noise Element (City 2008a) establishes noise compatibility guidelines for uses affected by traffic noise, as shown in Table 5.1-2. The conditionally compatible noise level for the closest off-site NSLU, multi-family residential, is 70 CNEL. For outdoor uses at a conditionally compatible land use, feasible noise mitigation techniques should be analyzed and incorporated to reduce noise levels to make the outdoor activities acceptable.

5.7.2 Impact 1: Operational and Construction Noise

Issue 1: Would the Project result in the exposure of people to noise levels created by the Project which exceed the City's adopted noise ordinance and/or the City's Significance Determination Thresholds?

5.7.2.1 Impact Thresholds

A significant noise impact would occur from operation of a project if it would result in the generation of noise levels at a common property line that exceed the SDMC limits shown in Table 5.7-1. If a non-residential use, such as a commercial, industrial, or school use, is proposed to abut an existing

residential use, the decibel level at the property line should be the arithmetic mean of the decibel levels allowed for each use as set forth in SDMC Section 59.5.0401(b). Impacts related to noise levels at future on-site land uses are addressed in Section 5.1.5.

A significant noise impact would occur from construction of a project if it would result in temporary construction noise that exceeds 75 dBA L_{EQ} (12 hour) at the property line of a residentially zoned property from 7:00 a.m. to 7:00 p.m. (as identified in SDMC Section 59.0404) or if non-emergency construction occurs during the 12-hour period from 7:00 p.m. to 7:00 a.m. Monday through Saturday. Additionally, where temporary construction noise would substantially interfere with normal business communication, or affect sensitive receptors such as day care facilities, a significant noise impact may be identified.

5.7.2.2 Impact Analysis

Operational Noise Impacts to Off-site Receptors

The primary Project operational noise-generating land uses would include retail space, office space, a grocery store, additional parking structures, and a hotel. Specifically, the known or anticipated noise sources within these uses would include HVAC units, delivery truck loading docks (back up alarms), trash compactors, live music events, and vehicular traffic. Off-site NSLU receivers were modeled at the pocket park adjacent to Building B, the large residential towers adjacent to the northern portion of the Project (Towers at Costa Verde), the future Monte Verde towers north of the Project, the continuing care retirement community adjacent to the southern portion of the Project (Vi at La Jolla Village), and the multi-family residential complex south of the Project across Nobel Drive. A summary of the operational noise values at these NSLUs is included below; detailed noise levels for each receiver are included in the Project's Acoustical Analysis Report, Appendix E. Project operational noise considers the full buildout of the Project. Vehicular traffic noise levels are analyzed with the traffic noise thresholds under Section 5.7.3.

Heating, Ventilation, and Air Conditioning Units

HVAC units would be located on the roofs of the retail, hotel, and office buildings. It was estimated that 133 16-ton HVAC units would be placed on Project rooftops, spread throughout each building depending on the building's size. Due to their elevated locations atop the Project structure's rooftops, noise levels would be elevated for the high-rise structures of the Vi at La Jolla Village continuing care retirement community and at the Towers at Costa Verde residential buildings to the west. The projected HVAC noise levels range from 37.0 to 57.2 dBA L_{EQ} at the off-site receivers. The loudest noise levels would occur at the future Monte Verde South Tower.

Delivery Truck and Trash Compactor Operations

A conservative, collective noise level was calculated for a typical hour for delivery unloading and trash compaction. The delivery operations are based on a single truck trip per hour, with the main noise source being from the truck's backup alarm. The compaction equipment analysis is based on one cycle with one-minute duration per hour. Delivery truck and trash compactor operations would occur within a retail loading area behind and beneath Buildings C and D at the western edge of the

Project site. The projected delivery truck and trash compactor noise levels range from -1.3¹ to 47.5 dBA L_{EQ} at the off-site receivers. The loudest noise levels would occur at the Vi at La Jolla Village's south tower.

Parking Structure

A two-level parking structure would be located beneath the Project's podium level. The parking structure would be accessed from internal Project roadways, Esplanade Court, and Genesee Avenue. The parking structure would have minimal exterior noise impacts due to its location beneath the podium level; however, approximately surface parking spaces would occur in the southern portion of the site. A conservative assumption of each parking space being turned over every two hours was used. The projected noise levels from the parking structure would range from -1.0 to 41.7 dBA L_{EQ} at the off-site receivers. These highest noise levels would occur at the Vi at La Jolla Village's south tower.

Music Events

Outdoor Live Music

Special outdoor events could include live music being played in the center court plaza area. Planning is based on an assumed two to four musicians with only ground or low stage-mounted equipment and amplified systems. Music is planned for up to five nights per week and could run until 10:00 p.m. No festival or event staging, large-scale amplification, or seating is planned or analyzed for these events. The projected noise levels from musicians at the specified receivers range from 20.4 to 60.3 dBA L_{EQ} at the off-site receivers. The loudest noise levels would occur at the Vi at La Jolla Village's L-shaped Building.

Indoor Music

The Project could include an indoor use that would involve amplified music during nighttime hours. Because the specific location and type of operational activities of the use are unknown at this time due to the preliminary stage of design, potential noise levels cannot be quantified. However, based on the potential proximity of this use to the adjacent off-site receivers, noise levels at the off-site receivers could exceed City Noise Ordinance limits, and noise impacts are therefore assessed as potentially significant without mitigation.

Combined Operational Noise Levels

The combined operational noise impact, which includes the HVAC units, delivery truck/trash compaction operations, parking structure, and outdoor live music events, comprises a conservative estimate that assumes all studied operational sources are generating noise at the same time. For example, the live musicians were assumed to operate at the same time as the delivery trucks, when in practice events with musicians would likely occur in the afternoon or later, whereas delivery trucks typically unload cargo during morning hours.

¹ Because zero decibels represents the human threshold for hearing, any sound pressure that is lower than the threshold of human hearing will register as a negative number.

The Project's total operational noise level would range from 37.6 to 61.0 dBA L_{EQ} at off-site receiver locations. Noise levels would be highest at the Vi at La Jolla Village's L-shaped Building. This combined noise level could exceed the 60 dBA L_{EQ} standard during the hours between 7:00 a.m. and 7:00 p.m., the 55 dBA L_{EQ} standard during the hours between 7:00 p.m. and 10:00 p.m., and 52.5 dBA L_{EQ} standard during the hours between 10:00 p.m. and 7:00 a.m. Therefore, total operational noise increases to off-site receivers caused by the Project would be potentially significant without mitigation.

Operational Noise Impacts to On-site Receptors

The Project would incorporate multiple operational noise sources and would contain multiple uses; therefore, an analysis of the Project's operational noise to the Project's proposed on-site NSLUs was conducted.

On-site NSLU receptors would include the Project's hotel located to the north of Esplanade Court. Noise from the Project's HVAC, loading dock, parking structure, and outdoor live music would generate noise levels that range from 38.7 to 51.0 dBA L_{EQ} at the hotel's façades. The City Noise Ordinance limit for commercial zones is 60 dBA L_{EQ} during nighttime hours. Impacts would therefore be less than significant.

Construction Noise

The most substantial noise increases from construction activities that may affect off-site uses would occur during demolition, grading, and building construction. The loudest construction activity during demolition would be from the potential use of an excavator-mounted breaker and/or concrete saw to demolish part of the concrete underground parking garage, including parts of the ground level slabs. During demolition of the other structures and grading, a dozer or excavator, in conjunction with a loader and an off-highway truck, would be used to demolish or grade material and to load the debris for removal. Building construction would involve an excavator-mounted drill for building footings, a cement truck to fill in the footings, and a crane to raise up Project structures.

Demolition of the underground parking garage and aboveground slabs would occur within 85 feet of the nearest residentially zoned property line, which is adjacent to the pocket park to the west. A breaker and concrete saw would be expected to be used for 40 percent of an 8-hour construction day and would not be in operation simultaneously. At a distance of 85 feet, a breaker would generate a noise level of 79.7 dBA L_{EQ} (12 hour). The 75 dBA L_{EQ} noise contour would be 145 feet. At a distance of 85 feet, a concrete saw would generate a noise level of 79.3 dBA L_{EQ} (12 hour). The 75 dBA L_{EQ} noise contour would be 139 feet. Therefore, use of a breaker or concrete saw during demolition of the underground parking garage would exceed the City Noise Ordinance construction threshold of 75 dBA L_{EQ} (12 hour) at the property line of a residentially zoned property and impacts would be potentially significant.

For building demolition and grading, operation of a dozer, loader, and off-highway truck or an excavator, loader, and off-highway truck would occur throughout the site at various distances from the residentially zoned property line to the west. The pieces of equipment would be expected to operate for 40 percent of an 8-hour construction day. The 75 dBA L_{EQ} (12 hour) noise contour associated with demolition and grading using a dozer, loader, and off-highway truck would be 70 feet. The 75 dBA L_{EQ} (12 hour) noise contour associated with demolition and grading using an

excavator, loader, and off-highway truck would be 65 feet. Demolition and grading work along the western edge of the site would occur within these distances to the residentially zoned property line to the west. Therefore, the use of these pieces of equipment would exceed the City Noise Ordinance construction threshold of 75 dBA L_{EQ} (12 hour) during demolition and grading work at buildings in the western portion of the site, and impacts would be potentially significant.

Demolition and grading work for other Project areas would occur outside of these distances to the residentially zoned property line to the west, and impacts would be less than significant for these areas.

For building construction, operation of an excavator-mounted drill, cement truck, and crane would also occur throughout the site at various distances from the residentially zoned property line to the west. These pieces of equipment would be expected to operate for 40 percent of an 8-hour construction day and would not be in operation simultaneously. The 75 dBA L_{EQ} (12 hour) noise contours for a drill, concrete truck, and crane would be 41 feet, 40 feet, and 49 feet, respectively. Construction of proposed Buildings A, B, C, D, and L (refer to Figure 3-1) would be expected to occur within these distances to the residentially zoned property line to the west. Therefore, the use of these pieces of equipment would exceed the City Noise Ordinance construction threshold of 75 dBA L_{EQ} (12 hour) during building construction work for Buildings A, B, C, D, and L, and impacts would be potentially significant.

Building construction work for other Project areas would occur outside these distances to the residentially zoned property line to the west, and impacts would be less than significant for these areas.

5.7.2.3 Significance of Impact

The analysis above considered operational noise from the Project's retail, office, grocery store, parking structure, and hotel uses. This includes the known or anticipated noise sources such as HVAC units, loading docks (delivery truck back-up alarms), trash compactors, and music events. Noise levels from Project operations to off-site NSLUs could exceed the SDMC standards, and impacts would be potentially significant. Noise levels from Project operations to on-site NSLUs are not anticipated to exceed SDMC standards, and impacts would be less than significant.

Based upon the SDMC construction noise limits, construction noise would be potentially significant during the following scenarios: demolition of the underground parking garage; building demolition and grading adjacent to the western property line; and building construction of Buildings A, B, C, D, and L.

5.7.2.4 Mitigation, Monitoring and Reporting

The following mitigation measures would be required to reduce the Project's operational and construction noise impacts to below a level of significance.

NOI-1 Event Plaza Noise Barrier

Noise levels from operational noise generated by the Project shall meet the arithmetic mean of the City noise ordinance standards between a commercial and multi-family residential use. This

standard is 60 dBA L_{EQ} during the hours between 7:00 a.m. and 7:00 p.m., 55 dBA L_{EQ} during the hours between 7:00 p.m. and 10:00 p.m., and 52.5 dBA L_{EQ} during the hours between 10:00 p.m. and 7:00 a.m. Noise reduction may be accomplished through on-site sound barriers or use restrictions.

To reduce noise levels from live music performances within the Project's event plaza, all performances with amplified sound shall be directed to the east. A moveable or permanent bandshell shall be erected as a noise barrier. The barrier shall be at least 6 feet high and shall be located between the performers and the off-site receptors to the west. If amplified sound is used, any amplification equipment (e.g., speakers) shall not extend above or around the sound barrier, as viewed from the off-site receptors to the west. Non-amplified (acoustic) live music performances shall be permitted without the requirement of a noise barrier.

All sound barriers shall be solid. They shall be constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, with no cracks or gaps through or below the walls. Any seams or cracks shall be filled or caulked. If wood is used, it shall be tongue and groove and must be at least one-inch total thickness or have a density of at least 3.5 pounds per square foot. Where architectural or aesthetic factors allow, glass or clear plastic 3/8 of an inch thick or thicker may be used. Sheet metal of 18 gauge (minimum) may be used, if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind.

Prior to the first outdoor event with amplified sound, the Owner/Permittee shall engage a qualified acoustician to perform and certify a sound test to confirm that noise levels meet the specified standards. The City's Environmental Designee and MMC shall review the test methods and findings and confirm to their satisfaction that sound attenuation meets the specified standards. The noise level needed to ensure compliance shall be noted and the maximum volume level of the speakers shall be identified in Costa Verde Center standard operating procedures, leases, and future event contracts.

NOI-2 HVAC Noise Barriers

Noise levels from operational noise generated by rooftop equipment shall meet the arithmetic mean of the nighttime City noise ordinance standards between a commercial and multi-family residential use. This standard is 52.5 dBA L_{EQ} during the hours between 10:00 p.m. and 7:00 a.m. Noise reduction shall be accomplished through on-site noise barriers.

Sound barriers shall be constructed surrounding the rooftop HVAC units on all Project buildings. On Building B, the barriers shall be incorporated into the proposed 14-foot mechanical screens. On Building T1, the barriers shall be incorporated into the proposed 25-foot mechanical screens. The barriers shall be at least two feet higher than the tallest noise-generating rooftop equipment on all other structures. Barrier construction requirements are the same as those specified in Mitigation Measure NOI-1. The City's Environmental Designee and MMC shall verify the inclusion of these features on project plans prior to the issuance of building permits.

NOI-3 Indoor Music Use Noise Analysis

Prior to issuance of a Conditional Use Permit (CUP) for indoor music use (if and when such use is proposed), a noise analysis shall be completed to assess operational noise sources associated with the indoor music use. Appropriate noise attenuation measures identified in the noise analysis shall

be incorporated into the project design to ensure compliance with the City Noise Ordinance limits between a commercial use and multi-family residential use of 60 dBA L_{EQ} during the hours between 7:00 a.m. and 7:00 p.m., 55 dBA L_{EQ} during the hours between 7:00 p.m. and 10:00 p.m., and 52.5 dBA L_{EQ} during the hours between 10:00 p.m. and 7:00 a.m. Methods for ensuring compliant noise levels may include, but not be limited to, the following:

- Restricting music-generating equipment to indoor locations;
- Constructing the building so that the entry doors face away from the adjacent off-site receivers;
- Including a double set of entry doors that are offset to limit noise transmission through the doors; and
- Ensuring that any side or rear doors remain securely closed when music is playing.

NOI-4 Parking Garage Demolition Noise Barriers

Prior to issuance of demolition, grading, or building permits, the City's Environmental Designee and MMC shall ensure the following notes are included on the Project plans. For demolition of the underground parking garage and ground level slabs, if a breaker is used within 145 feet or if a concrete saw is used within 139 feet of the pocket park, a temporary 12-foot-high noise control barrier shall be erected between the breaker and concrete saw and the pocket park to reduce noise levels below the City Noise Ordinance construction threshold of 75 dBA L_{EQ} (12 hour). If applicable, a construction safety barrier may be enhanced to act as a noise control barrier by meeting the specifications listed below.

The temporary noise control barrier shall be tall enough to break the line of sight between the breaker and concrete saw and the sensitive receptor. The sound attenuation barrier shall be solid. It shall be constructed of wood, plywood, or flexible vinyl curtains that meet a rating of Sound Transmission Class (STC) 19, with no cracks or gaps through or below the wall. Any seams or cracks shall be filled or caulked. If wood or plywood is used, it shall be tongue and groove and shall be at least 5/8-inch total thickness or have a density of at least 3.5 pounds per square foot.

Alternative methods (including, but not limited to the use of alternative sound barriers, noise attenuation devices/modifications to construction equipment, limiting hours of operation, or a combination of these measures) may be employed to reduce noise levels below the City Noise Ordinance construction threshold of 75 dBA L_{EQ} (12 hour); however, if alternate measures are employed, they shall be evaluated by a qualified acoustician and approved by the City's Environmental Designee and MMC prior to the initiation of construction activities to ensure that they will reduce noise levels to within City standards.

NOI-5 Buildings Demolition, Grading, and Building Construction Noise Barriers

Prior to issuance of demolition, grading, or building permits, the City's Environmental Designee and MMC shall ensure the following notes are included on the Project plans. A temporary 12-foot high noise control barrier shall be erected between the construction equipment and residentially zoned

property lines within the following distances to reduce noise levels below the City Noise Ordinance construction threshold of 75 dBA L_{EQ} (12 hour):

- 70 feet for demolition and grading using a dozer, loader, and off-highway truck;
- 65 feet for demolition and grading using an excavator, loader, and off-highway truck;
- 41 feet for building construction using a drill;
- 40 feet for building construction using a concrete truck; and
- 49 feet for building construction using a crane.

If applicable, a construction safety barrier may be enhanced to act a noise control barrier by meeting the specifications listed below.

The temporary noise control barrier shall be tall enough to break the line of sight between the pieces of equipment and the pocket park. The sound barrier specifications and alternative compliance procedures shall be the same as those described in Mitigation Measure NOI-4.

5.7.3 Impact 2: Traffic Noise

Issue 2: Would the Project result in or create a significant permanent increase in the existing ambient noise levels?

5.7.3.1 Impact Thresholds

A significant noise impact would occur if a project would result in or create a significant permanent increase in the existing noise levels. A direct significant impact would occur to exterior noise levels if exterior useable spaces are exposed to noise levels that exceed the thresholds listed in the City Noise Element, which establishes noise compatibility guidelines for uses affected by traffic noise, if those uses were not exposed to noise levels above the thresholds before the Project. If the ambient noise level already exceeds the noted threshold, then a Project contribution of 3 CNEL or greater would constitute a direct significant impact. For the nearest NSLU to the studied roadways below, multi-family residential, the City Noise Element threshold is 70 CNEL.

For multi-family residential land uses, the interior noise threshold is 45 CNEL. As typical architectural materials are expected to attenuate noise levels by 15 CNEL, if noise levels are above 60 CNEL at the building façades, a potentially significant interior impact would occur. If noise levels without the Project already exceed the applicable significance thresholds, a potentially significant impact would occur if the Project's contribution would be 3 CNEL or greater.

5.7.3.2 Impact Analysis

Traffic Noise Model (TNM) software was used to calculate the noise contour distances for off-site roadway segments in the project vicinity for the following traffic scenarios provided in the Project's TIA: Existing, Existing + Project, Buildout (Year 2035), and Buildout (Year 2035) + Project. The off-site roadway modeling represents a conservative analysis that does not take into account topography or

attenuation provided by existing structures. The results of this analysis for the CNEL at the nearest NSLUs (multi-family residential) to the roadway segments are provided in Table 5.7-2, *Off-site Traffic Noise Levels*.

Exterior Noise

As shown in Table 5.7-2, noise levels would exceed 70 CNEL without implementation of the Project along most roadway segments. The net increase in project-added trips along these roadways would be 200 to 2,000 ADT to roadways with 15,000 to 40,000 ADT. The related increase in noise levels from project-added traffic would be a maximum of 0.6 dBA, which would not result in an increase to ambient noise levels in excess of 3 CNEL. For the roadway segments that do not exceed 70 CNEL in the scenario without the Project, the project-added trips would not increase noise levels above 70 CNEL. Therefore, direct exterior off-site transportation noise impacts would be less than significant.

Interior Noise

As noted earlier, although noise levels for the project scenarios would exceed 60 CNEL and, therefore, interior noise levels may exceed the 45 CNEL threshold, the increase in noise levels from project-added traffic along these roadways would be less than 3 CNEL. Therefore, the Project's off-site transportation noise would not cause significant direct impacts related to interior noise.

5.7.3.3 Significance of Impact

Project-generated traffic would not increase by 3 CNEL or greater off-site noise levels, and impacts would be less than significant.

5.7.3.4 Mitigation, Monitoring and Reporting

As impacts would be less than significant, no mitigation measures would be required.

| Table 5.7-2 OFF-SITE TRAFFIC NOISE LEVELS | | | | | | | |
|--|--|----------------------|-----------------------|-------------------|-------------------------|--------------------------------------|-------------------|
| Roadway Segment | Distance to Nearest NSLU (feet) ¹ | CNEL at Nearest NSLU | | | | | |
| | | Existing | | | Buildout (Year 2035) | | |
| | | Existing | Existing + Project | Change in CNEL | Buildout (Year 2035) | Buildout (Year 2035) + Project | Change in CNEL |
| La Jolla Village Drive | | | | | | | |
| Regents Road to Costa Verde Boulevard | 100 | 70.1 | 70.2 | +0.1 | 70.7 | 71.3 | +0.6 |
| Costa Verde Boulevard to Genesee Avenue | 100 | 70.4 | 70.4 | 0.0 | 71.7 | 71.7 | 0.0 |
| Nobel Drive | | | | | | | |
| Regents Road to Costa Verde Boulevard | 80 | 68.4 | 68.7 | +0.3 | 69.6 | 69.8 | +0.2 |
| Costa Verde Boulevard to Genesee Avenue | 70 | 68.3 | 68.4 | +0.1 | 70.1 | 70.2 | +0.1 |
| Genesee Avenue to Towne Centre Drive | 70 | 68.3 | 68.4 | +0.1 | 70.1 | 70.2 | +0.1 |
| Genesee Avenue | | | | | | | |
| La Jolla Village Drive to Esplanade Court | 70 | 71.1 | 71.4 | +0.3 | 73.1 | 73.2 | +0.1 |
| Nobel Drive to Decoro Street | 70 | 71.4 | 71.6 | +0.2 | 73.1 | 73.2 | +0.1 |
| Regents Road | | | | | | | |
| Executive Drive to La Jolla Village Drive | 60 | 68.6 | 68.6 | 0.0 | 69.7 | 69.8 | +0.1 |
| La Jolla Village Drive to Nobel Drive | 60 | 67.8 | 67.9 | +0.1 | 69.4 | 69.4 | 0.0 |
| South of Nobel Drive | 70 | 68.2 | 68.4 | +0.2 | 68.1 | 68.2 | +0.1 |

¹ Distance measured from roadway centerline; the nearest NSLUs on all roadways are multi-family residential land uses.
CNEL= Community Noise Equivalent Level; NSLU=noise sensitive land use

5.7.4 Impact 3: Vibration

Issue 3: Would the Project result in the exposure of persons to or generation of excessive ground-borne vibration levels?

5.7.4.1 Impact Thresholds

A significant vibration impact would occur if a project would subject vibration-sensitive land uses to construction-related ground-borne vibration that exceeds the severe vibration annoyance potential criteria for human receptors, as specified by Caltrans (2013), of 0.4 inch per second peak particle velocity (PPV), and 0.5 inch per second PPV for damage to structures for continuous/frequent intermittent construction sources (such as impact pile drivers, vibratory pile drivers, and vibratory compaction equipment).

5.7.4.2 Impact Analysis

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted by the Project. A possible source of vibration during Project construction would be a vibratory roller, which is expected to be used within 50 feet of the nearest sensitive use. A vibratory roller would create approximately 0.210 inch per second PPV at a distance of 25 feet (Caltrans 2013). Using the Caltrans criterion of 0.4 inch per second PPV at 25 feet, the approximately 0.210 inch per second PPV vibration impact would be lower than what is considered a “severe” impact for humans, and would not result in building damage. Therefore, although a vibratory roller may be perceptible to nearby human receptors, temporary impacts associated with the roller (and other potential equipment) would be less than significant.

Regarding operation, the proposed land uses do not include equipment that would generate substantial vibration. Therefore, operational vibration impacts would be less than significant.

5.7.4.3 Significance of Impact

Project-generated vibration would not exceed applicable vibration standards, and impacts would be less than significant.

5.7.4.4 Mitigation, Monitoring and Reporting

As impacts would be less than significant, no mitigation measures would be required.

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5.8 Paleontological Resources

The following analysis is based on a Geologic Reconnaissance Report conducted for the Project (Geocon 2016), included as Appendix F, and the City CEQA Significance Determination Thresholds (2016a).

5.8.1 Existing Conditions

5.8.1.1 Environmental Setting

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). Because of this, the potential for fossil remains in a given geologic formation can be predicted based on identification of a formation as sedimentary as opposed to volcanic and nature, combined with 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 following designations derived from Deméré and Walsh (1993):

- 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.

Based on the referenced Geologic Report, the surficial and geologic units present within the project site are identified below, along with associated paleontological resource sensitivity ratings (refer to Figure 5.10-1, *Geologic Map*).

- Recent Previously Placed Fill – Fill deposits are present in much of the project site in association with previous development and exhibit zero potential for the occurrence of sensitive paleontological resources.

- Quaternary Native Topsoils – Remnant native topsoil deposits may be present in portions of the project site, and exhibit zero potential for the occurrence of sensitive paleontological resources.
- Quaternary Very Old Paralic Deposits – Remnant Very Old Paralic Deposits¹ (formerly called the Lindavista Formation) may be present in portions of the site, and exhibit a moderate potential for the occurrence of sensitive paleontological resources.
- Tertiary Scripps Formation – The Scripps Formation underlies most or all of the project site, and may occur at pad grade within the existing underground parking area (refer to Figure 5.10-1). This formation exhibits a high potential for the occurrence of sensitive paleontological resources.

5.8.1.2 Regulatory Framework

CEQA Guidelines

Pursuant to Section 15065 of the State CEQA Guidelines (CCR Sections 15000–15387), a lead agency must find that “a project may have a significant effect on the environment and therefore require an EIR to be prepared for the project where the project has the potential to eliminate important examples of the major periods of California history or prehistory, which includes the destruction of significant paleontological resources.”

City of San Diego Municipal Code

San Diego Municipal Code Section 142.0151 (Paleontological Resources Requirements for Grading Activities) requires paleontological monitoring for grading that extends 10 feet or greater in depth, and involves 1,000 cubic yards or more in a High Resource Potential Geologic Deposit/Formation/Rock Unit and/or 2,000 cubic yards or more in a Moderate Resource Potential Geologic Deposit/Formation/Rock Unit.

5.8.2 Impact 1: Potential Paleontological Resources

Issue 1: Would the Project require over 1,000 cy of excavation in a high resource potential geologic deposit/formation/rock unit, or over 2,000 cy of excavation in a moderate resource potential geologic deposit/formation/rock unit?

5.8.2.1 Impact Thresholds

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

- Over 1,000 cy of excavation extending to a depth of 10 feet or greater in a high resource potential geologic deposit/formation/rock unit; or

¹ Paralic deposits are generally defined to include interfingering marine and non-marine deposits laid down on the landward side of a coast, or in shallow water subject to marine invasions.

- Over 2,000 cy of excavation extending to a depth of 10 feet or greater in a moderate resource potential geologic deposit/formation/rock unit.

5.8.2.2 Impact Analysis

The project site potentially includes two formations with moderate (Very Old Paralac Deposits) or high (Scripps Formation) potential for the occurrence of sensitive paleontological resources. The project would result in a total of approximately 163,000 cy of cut, with a maximum cut depth of 25 feet. Much of the site encompassing the formations with moderate to high paleontological resource potential has been previously disturbed and developed with existing urban uses, such that the exact amount of grading within remaining formational material cannot be accurately quantified at this time. Based on the proposed grading quantities and depths, grading associated with future development activities could potentially expose undisturbed formational areas and exceed the significance criteria noted above. The Project would be required to comply with the above-referenced SDMC section and the *General Grading Guidelines for Paleontological Resources* (Land Development Manual, Appendix P; City 2017c), which would be referenced as a condition of project approval, and this would ensure that the potential impact to paleontological resources is less than significant.

5.8.2.3 Significance of Impacts

Based on compliance with the SDMC requirements related to paleontological resources and the *General Grading Guidelines for Paleontological Resources* of the City's Land Development Manual, which would be referenced as a condition of project approval, impacts related to paleontological resources would be less than significant.

5.8.2.4 Mitigation, Monitoring and Reporting

Because potential project-related impacts to paleontological resources would be less than significant, no mitigation measures are required.

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5.9 Hydrology and Water Quality

Two technical studies related to hydrology and water quality have been prepared for the Project by Kimley-Horn and Associates, Inc. (Kimley-Horn), including: (1) Drainage Study, Costa Verde Center (Drainage Study, Kimley-Horn 2019b); and (2) Priority Development Project Storm Water Quality Management Plan (SWQMP), Costa Verde Center (SWQMP, Kimley-Horn 2019c). These studies are summarized below along with other applicable data and are included in Appendices G1 and G2, respectively.

5.9.1 Existing Conditions

5.9.1.1 Environmental Setting

Watershed and Drainage Characteristics

The project site is located within the Peñasquitos Hydrologic Unit (HU), 1 of 11 major drainage areas identified in the RWQCB Basin Plan (RWQCB 1994 as amended). The Peñasquitos HU (906.0) is a triangular-shaped area of approximately 170 square miles that extends from Poway on the east to Mission Bay-Del Mar along the coast. This HU is divided into a number of hydrologic areas (HAs) based on local drainage characteristics, with the Project site located within the Miramar HA (906.40, Figure 5.9-1, *Project Location Within Local Hydrologic Designations*). Surface drainage in the Peñasquitos HU and Miramar HA occurs through a number of small to moderate size streams, including Rose Canyon Creek in the Project site vicinity. Rose Canyon Creek is located approximately 0.5 mile south of the site at its closest point, and flows generally west and south in this area before entering Mission Bay approximately 4.9 miles south of the site. Average annual precipitation in the project site vicinity (zip code 92122) is approximately 12 inches, with much of this (nearly 83 percent) occurring during the period of November through March (Melissadata.com 2016).

The project site consists of a previously developed commercial property that includes facilities such as structures and pavement, as well as associated landscaping and utilities. Existing drainage facilities located within the site and adjacent areas include extensive storm drain system structures associated with existing development (e.g., inlets/catch basins, pipelines, etc.). Downstream drainage facilities include bridge crossings along Rose Canyon Creek at a number of roadways such as the I-5/SR 52 interchange, I-5, and Grand Avenue. The project site is generally level due to previous development, with a relative high point near Esplanade Court and minor grades to the north and south. On-site elevations range from approximately 340 to 365 feet AMSL at the southern and northern property boundaries, respectively.

Project site drainage is generally split at the noted high point, with the one-acre area north of Esplanade Court (Lot 13) flowing west to an existing 18-inch reinforced concrete pipe storm drain and then north to the existing storm drain system in La Jolla Village Drive. Flows in the area south of Esplanade Court (Lot 14) move generally south through the existing on-site storm drain system, and are conveyed south across Nobel Drive into a natural channel that is tributary to Rose Canyon Creek. Flows from the adjacent public right-of-way along Esplanade Court drain east to Genesee Avenue and eventually south to Rose Canyon Creek as described for on-site flows.

The existing drainage conditions within the project site and adjacent areas are shown on the *Existing Drainage Exhibit* included as Exhibit B of the Project Drainage Study in Appendix G1). All on-site and adjacent flows ultimately drain south to Rose Canyon Creek, with current peak flows from the site and adjacent portions of Esplanade Court totaling approximately 54.72 cubic feet per second (cfs) for the 50-year storm and 63.41 cfs for the 100-year storm (Kimley-Horn 2019b).

Flood Hazards

The Federal Emergency Management Agency (FEMA) has mapped flood hazards within the Project site and vicinity. The entire project site and adjacent areas are designated as Zone X, or areas determined to be outside of identified 100-year floodplains (FEMA 2012). The closest mapped 100-year floodplain is associated with a tributary drainage to Rose Canyon Creek approximately 0.4 mile to the southeast.

Groundwater

The project site is not located within or adjacent to the areal extent of any mapped regional groundwater basins, with the closest such aquifer (Mission Valley Basin) located approximately seven miles to the south along the San Diego River corridor (DWR 2003). Based on previous subsurface exploration, the site-specific Geologic Reconnaissance Report anticipates that the depth to permanent groundwater at the site is in excess of 150 feet below the surface (Geocon 2016). The Geologic Report also notes, however, that local groundwater seepage may potentially occur on site in association with seasonal precipitation and/or landscape irrigation.

Water Quality

Surface water within the project site and vicinity consists of intermittent flows from storm events and runoff from landscape irrigation. No known surface or groundwater quality data are available for the project site, with surface storm and irrigation flows typically subject to variations in water quality due to local conditions such as runoff rates/amounts and land use. A summary of typical pollutant sources and loadings for various land use types is provided in Table 5.9-1, *Summary of Typical Pollutant Sources for Urban Storm Water Runoff*, and Table 5.9-2, *Typical Loadings for Selected Pollutants in Runoff from Various Land Uses*. Shallow groundwater is not generally expected to occur on site, although groundwater seepage may occur locally as previously noted. The water quality characteristics of such localized aquifers could vary substantially, in association with local land uses and related surface water quality. Receiving waters associated with the project site include Rose Canyon Creek and Mission Bay as previously described. Existing sources for water quality data in downstream areas include quantitative and qualitative monitoring results, biological assessment (bioassessment) studies, and Clean Water Act (CWA) Section 303(d) impaired water evaluations conducted by the SWRCB and RWQCB. An overview of selected monitoring and reporting data is provided below.

| Table 5.9-1 SUMMARY OF TYPICAL POLLUTANT SOURCES FOR URBAN STORM WATER RUNOFF | |
|--|---|
| Pollutants | Pollutant Sources |
| Sediment and Trash/Debris | Streets, landscaping, driveways, parking areas, rooftops, construction activities, atmospheric deposition, drainage channel erosion |
| Pesticides and Herbicides | Landscaping, roadsides, utility rights-of-way, soil wash-off |
| Organic Compounds | Landscaping, streets, parking areas, animal wastes, recreation areas |
| Oxygen Demanding Substances | Landscaping, animal wastes, leaky sanitary sewer lines, recreation areas |
| Heavy Metals | Automobiles, bridges, atmospheric deposition, industrial areas, soil erosion, corroding metal surfaces, combustion processes |
| Oil and Grease/Hydrocarbons | Roads, driveways, parking lots, vehicle maintenance areas, gas stations, illicit dumping to storm drains |
| Bacteria and Viruses | Landscaping, roads, leaky sanitary sewer lines, sanitary sewer cross-connections, animal wastes, recreation areas |
| Nutrients (Nitrogen and Phosphorus) | Rooftops, landscaping, atmospheric deposition, automobile exhaust, soil erosion, animal wastes, detergents, recreation areas |

Source: USEPA 1999

| Table 5.9-2 TYPICAL LOADINGS FOR SELECTED POLLUTANTS IN RUNOFF FROM VARIOUS LAND USES (lbs/acre/year) | | | | | | | | | | |
|--|------------|-----------|------------|---------------------------|--|------------|------------|-----------|-----------|-----------|
| Land Use | TSS | TP | TKN | NH₃ - N | NO₂ + NO₃ - N | BOD | COD | Pb | Zn | Cu |
| Commercial | 1000 | 1.5 | 6.7 | 1.9 | 3.1 | 62 | 420 | 2.7 | 2.1 | 0.4 |
| Parking Lot | 400 | 0.7 | 5.1 | 2 | 2.9 | 47 | 270 | 0.8 | 0.8 | 0.04 |
| HDR | 420 | 1 | 4.2 | 0.8 | 2 | 27 | 170 | 0.8 | 0.7 | 0.03 |
| MDR | 190 | 0.5 | 2.5 | 0.5 | 1.4 | 13 | 72 | 0.2 | 0.2 | 0.14 |
| LDR | 10 | 0.04 | 0.03 | 0.02 | 0.1 | N/A | N/A | 0.01 | 0.04 | 0.01 |
| Freeway | 880 | 0.9 | 7.9 | 1.5 | 4.2 | N/A | N/A | 4.5 | 2.1 | 0.37 |
| Industrial | 860 | 1.3 | 3.8 | 0.2 | 1.3 | N/A | N/A | 2.4 | 7.3 | 0.5 |
| Park | 3 | 0.03 | 1.5 | N/A | 0.3 | N/A | 2 | 0 | N/A | N/A |
| Construction | 6000 | 80 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

Source: USEPA 1999

TSS = Total Suspended Solids; TP = Total Phosphorus; TKN = Total Kjeldahl Nitrogen; NH₃ - N = Ammonia - Nitrogen; NO₂ + NO₃ - N = Nitrite + Nitrate - Nitrogen; BOD = Biochemical Oxygen Demand; COD = Chemical Oxygen Demand; Pb = Lead; Zn = Zinc; Cu = Copper; HDR = High Density Residential; MDR = Medium Density Residential; LDR = Low Density Residential; N/A = Not available; insufficient data to characterize

Surface Water Quality Monitoring Data

As summarized below, water quality monitoring has been conducted within downstream portions of Rose Canyon Creek and Mission Bay in association with requirements under the federal CWA, NPDES, and the associated Municipal Storm Water Permit (refer to the discussion of Regulatory Framework below for additional information).

Rose Canyon Creek Wet Weather Data

Wet weather monitoring has been conducted historically at the Mission Bay Temporary Water Assessment Station (TWAS-1), which is located along Rose Canyon Creek approximately 3.3 miles south of the Project site. The most recent monitoring at the noted location was conducted in 2011/2012. This monitoring included numerous physical, chemical, and biological parameters, with resulting data indicating the following trends: (1) applicable water quality objectives were exceeded at a high frequency (more than 50 percent) for total dissolved solids (TDS), turbidity, bifenthrin (a pyrethroid insecticide), and bioassessment scores,¹ (2) water quality objectives were exceeded at a moderate frequency (25 to 50 percent) for total suspended solids (TSS), permethrin (a pyrethroid insecticide), and fecal coliform bacteria; and (3) water quality objectives were exceeded at a low frequency (less than 25 percent) for toxicity and nutrients (Weston Solutions, Inc. [Weston] 2013).

Rose Canyon Creek Dry Weather Data

Jurisdictional dry weather sampling was conducted most recently in 2011 at a number of locations downstream of the Project site within Rose Canyon Creek. These efforts documented that water quality objectives were most commonly exceeded for turbidity, conductivity, and ammonia; and less commonly for pollutants including enterococcus bacteria, methylene blue active substances (MBAS),² and total coliform bacteria (Weston 2013).

CWA Section 303(d) Impaired Water Bodies and Total Maximum Daily Loads

The SWRCB and RWQCBs produce bi-annual qualitative assessments of statewide and regional water quality conditions. These assessments are focused on CWA Section 303(d) impaired water listings and scheduling for assignment of total maximum daily load (TMDL) requirements. A TMDL establishes the maximum amount of an impairing substance or stressor that a water body can assimilate and still meet water quality standards, and allocates that load among pollution contributors. TMDLs are quantitative tools for implementing state water quality standards, based on the relationship between pollution sources and water quality conditions. States are required to identify and document any and all polluted surface water bodies, with the resulting documentation referred to as the CWA Section 303(d) List of Water Quality Limited Segments, or more commonly the CWA Section 303(d) list. This list of water bodies identifies the associated pollutants and TMDLs, along with projected TMDL implementation schedules/status. The most current (2018) approved CWA Section 303(d) list identifies the following impaired waters in downstream watersheds (SWRCB 2016a):

- Rose Canyon Creek (13.27 miles) is listed for benthic community effects, selenium, and toxicity (likened to selenium exceedances), with an expected TMDL completion date of 2025 for benthic community effects and 2021 for selenium and toxicity.

¹ Bioassessment testing involves evaluation of the taxonomic richness and diversity of benthic macroinvertebrate (BMI) communities based on the Index of Biotic Integrity (IBI), which provides a quantified score reflecting biological conditions and associated water quality.

² MBAS consist of surfactants (compounds that lower surface tension between two liquids or liquids/solids) that typically occur in substances such as commercial detergents, wetting agents, emulsifiers, foaming agents and dispersants.

- Mission Bay at the mouth of Rose Canyon Creek (9.2 acres) is listed for eutrophic conditions (excess nutrients) and lead, with an expected TMDL completion date of 2019 for both pollutants.

5.9.1.2 Regulatory Framework

The Project is subject to a number of regulatory requirements associated with federal, state, and local guidelines, as summarized below.

Federal Standards

Clean Water Act/National Pollutant Discharge Elimination System Requirements

The Project is subject to applicable elements of the CWA, including the NPDES. Specific NPDES requirements associated with the Project include conformance with the following: (1) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit, NPDES No. CAS000002, SWRCB Order 2009-0009-DWQ; as amended by Order Nos. 2010-0014-DWQ and 2012-0006-DWQ); (2) General Groundwater Extraction Discharges to Surface Waters Permit (Groundwater Permit; NPDES No. CAG919003, Order No. R9-2015-0013); (3) Waste Discharge Requirements for Municipal Separate Storm Sewer Systems (MS4) Permit (Municipal Permit, NPDES No. CAS 0109266, Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100). In California, USEPA has delegated authority for implementing NPDES requirements to the SWRCB, with these permits therefore described below under state standards (and related City requirements discussed under local standards).

State Standards

NPDES Construction General Permit

Construction activities exceeding one acre (or meeting other applicable criteria) are subject to pertinent requirements under the Construction General Permit. This permit was issued by the SWRCB, pursuant to authority delegated by the USEPA, as previously noted. Specific conformance requirements include implementing a Storm Water Pollution Prevention Plan (SWPPP), an associated Construction Site Monitoring Program (CSMP), employee training, and minimum BMPs, as well as a Rain Event Action Plan (REAP) for applicable projects (e.g., those in Risk Categories 2 or 3). Under the Construction General Permit, project sites are designated as Risk Level 1 through 3 based on site-specific criteria (e.g., sediment erosion and receiving water risk), with Risk Level 3 sites requiring the most stringent controls. Based on the site-specific risk level designation, the SWPPP and related plans/efforts identify detailed measures to prevent and control the off-site discharge of pollutants in storm water runoff. Depending on the risk level, these may include efforts such as minimizing/stabilizing disturbed areas, mandatory use of technology-based action levels, effluent and receiving water monitoring/reporting, and advanced treatment systems (ATS). Specific pollution control measures require the use of best available technology economically achievable (BAT) and/or best conventional pollutant control technology (BCT) levels of treatment, with these requirements implemented through applicable BMPs. While site-specific measures vary with conditions such as risk level, proposed grading, and slope/soil characteristics, detailed guidance for construction-related BMPs is provided in the permit and related City standards (as outlined below), as well as additional sources including the *EPA National Menu of Best Management Practices for Storm Water*

Phase II – Construction (USEPA 2016), and *Storm Water Best Management Practices Handbooks* (California Stormwater Quality Association [CASQA] 2009). Specific requirements for the Project under this permit would be determined during SWPPP development, after completion of Project plans and application submittal to the SWRCB.

NPDES Groundwater Permit

While shallow groundwater is generally not expected to occur on site as previously described, if Project-related construction activities entail the discharge of extracted groundwater into receiving waters, the applicant would be required to obtain coverage under the Groundwater Permit. Conformance with this permit is generally applicable to all temporary and certain permanent groundwater discharge activities, with exceptions as noted in the permit fact sheet. Specific requirements for permit conformance include: (1) submittal of appropriate application materials and fees; (2) implementation of pertinent (depending on site-specific conditions) monitoring/testing, disposal alternative, and treatment programs; (3) provision of applicable notification to the associated local agency prior to discharging to a municipal storm drain system; (4) conformance with appropriate effluent standards (as outlined in the permit); and (5) submittal of applicable documentation (e.g., monitoring reports).

NPDES Municipal Permit

The Municipal Permit implements a regional strategy for water quality and related concerns, and mandates a watershed-based approach that often encompasses multiple jurisdictions. The overall permit goals include: (1) providing a consistent set of requirements for all co-permittees; and (2) allowing the co-permittees to focus their efforts and resources on achieving identified goals and improving water quality, rather than just completing individual actions (which may not adequately reflect identified goals). Under this approach, the co-permittees are tasked with prioritizing their individual water quality concerns, as well as providing implementation strategies and schedules to address those priorities. Municipal Permit conformance entails considerations such as receiving water limitations (e.g., Basin Plan criteria as outlined below), waste load allocations (WLAs), and numeric water quality-based effluent limitations (WQBELs). Specific efforts to provide permit conformance and reduce runoff and pollutant discharges to the maximum extent practicable (MEP) involve methods such as: (1) using jurisdictional planning efforts (e.g., discretionary general plan approvals) to provide water quality protection; (2) requiring coordination between individual jurisdictions to provide watershed-based water quality protection; (3) implementing appropriate BMPs, including LID measures, to avoid, minimize, and/or mitigate effects such as increased erosion and off-site sediment transport (sedimentation), hydromodification³ and the discharge of pollutants in urban runoff; and (4) using appropriate monitoring/assessment, reporting, and enforcement efforts to ensure proper implementation, documentation, and (as appropriate) modification of permit requirements. The City has implemented a number of regulations to ensure conformance with these requirements, as outlined below under local standards.

³ Hydromodification is generally defined in the Municipal Permit as the change in natural watershed hydrologic processes and runoff characteristics (interception, infiltration and overland/groundwater flow) caused by urbanization or other land use changes that result in increased stream flows and sediment transport.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act established the principal legal and regulatory framework for water quality control in California. This Act is embodied in the California Water Code, which authorizes the SWRCB to implement the provisions of the federal CWA as previously described.

The State of California is divided into nine regions governed by RWQCBs, which implement and enforce provisions of the California Water Code and the CWA under the oversight of the SWRCB. The City is located within the purview of the San Diego RWQCB (Region 9). The Porter-Cologne Act also provides for the development and periodic review of basin plans that designate beneficial uses for surface waters, groundwater basins and coastal waters, and establish water quality objectives for applicable waters as outlined below.

Water Quality Control Plan for the San Diego Basin

The San Diego Basin Plan establishes a number of beneficial uses and water quality objectives for surface and groundwater resources. Beneficial uses are generally defined in the Basin Plan as “the uses of water necessary for the survival or well-being of man, plus plants and wildlife.” Identified existing and potential beneficial uses for downstream surface waters (including applicable portions of Rose Canyon Creek and Mission Bay) include: industrial service supply (IND); contact and non-contact water recreation (REC 1 and REC 2); commercial and sport fishing (COMM); estuarine habitat (EST); warm freshwater habitat (WARM); wildlife habitat (WILD); rare, threatened or endangered species (RARE); marine habitat (MAR); migration of aquatic organisms (MIGR); spawning, reproduction and/or early development (SPWN); and shellfish harvesting (SHELL). Identified beneficial uses for groundwater in the Miramar HA are limited to potential IND applications.

Water quality objectives identified in the Basin Plan are based on established beneficial uses and are defined as “the limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses.” These objectives may include both numerical and narrative criteria and are incorporated into related regulatory requirements such as the NPDES permitting process described above.

Local Standards

Drainage Design Manual

Pursuant to SDMC Chapter 14 Article 2 Division 2, Storm Water Runoff and Drainage Regulations, drainage regulations apply to all development in the City, whether or not a permit or other approval is required.

Drainage design policies and procedures for the City are provided in the Drainage Design Manual (City 1984), which is incorporated into the Land Development Manual as Appendix B. The Drainage Design Manual provides design guidelines for drainage and drainage-related facilities associated with development in the City, including criteria for determining watersheds, storm discharge, and applicable storm drain structure types and capacities.

Storm Water Standards Manual

The City has adopted a jurisdiction-specific Storm Water Standards Manual (City 2016e) to reflect related NPDES standards, as well as the associated Model BMP Manual for the San Diego Region (Project Clean Water 2016). The Storm Water Manual provides direction for associated regulatory compliance, including identification of construction and post-construction storm water requirements for Standard Projects and Priority Development Projects. Specifically, the manual identifies regulatory requirements and provides detailed performance standards and monitoring/maintenance efforts for: (1) construction BMPs; (2) overall storm water management design; (3) site design (LID) and source control BMPs applicable to all projects; (4) pollutant (or treatment) control and hydromodification management BMPs applicable to Priority Development Projects; (5) operation and maintenance requirements for applicable BMPs; and (6) specific direction and guidance to provide conformance with City and related NPDES storm water standards.

Grading Ordinance

The City Grading Ordinance (SDMC Section 142.0101 et seq.) incorporates a number of requirements related to hydrology and water quality, including BMPs necessary to control storm water pollution from sources such as erosion/sedimentation and construction materials during project construction and operation. Specifically, these include elements related to slope design, erosion/sediment control, revegetation requirements, and material handling/control.

General Plan

The City General Plan (2008a) provides a number of goals and policies related to hydrology and water quality concerns in the Public Facilities, Services, and Safety Element; and the Conservation Element, as summarized below.

Public Facilities, Services, and Safety Element. This element includes a number of goals and policies related to the provision of adequate public facilities and services for existing and proposed development. For storm water, these involve efforts to provide appropriately designed and sized infrastructure and ensure adequate conveyance capacity, protect water quality, and provide conformance with applicable regulatory standards (such as the NPDES).

Conservation Element. The Conservation Element provides a number of goals and policies related to preserving and protecting watersheds and natural drainage features, minimizing runoff and related pollutant generation during and after construction activities, and protecting drinking water resources.

5.9.2 Impact 1: Impervious Surfaces and Runoff

Issue 1: Would the Project result in an increase in impervious surfaces and associated increased runoff?

5.9.2.1 Impact Thresholds

The City *Significance Determination Thresholds* (2016a) identify potentially significant impacts related to impervious surfaces and runoff if a project would:

- Impose flood hazards on other properties or development, or be proposed to develop wholly or partially within the 100-year floodplain identified on the FEMA maps; or
- Result in decreased aquifer recharge or result in extraction from an aquifer resulting in a net deficit in the aquifer volume or reduction in the local groundwater table.

5.9.2.2 Impact Analysis

As described in Section 5.9.1.1, the project site is not located within or adjacent to a 100-year floodplain, with no associated effects related to Project implementation. Development of the Project would result in the construction of impervious surfaces such as structures and pavement, which can increase both the rate and amount of runoff within and from a site by reducing infiltration capacity and concentrating flows. Such conditions can potentially generate impacts related to local flooding hazards (e.g., if storm drain capacities are exceeded), erosion and sedimentation (e.g., if increased runoff rates or amounts occur in local receiving waters), and/or local groundwater recharge rates if impervious areas are increased (i.e., through decreased surface water percolation). The site is currently developed and largely impervious, however, with the extent of proposed impervious areas to be slightly (approximately 2.5 percent) less than the existing site (Kimley-Horn 2019c). However, calculated (unregulated) 50-year storm peak flows within the site and adjacent portions of Esplanade Court under the Project would be approximately 58.38 cfs, an increase of 3.66 cfs (6.7 percent) from the current flow total of 54.72 cfs (Kimley-Horn 2019b).

The proposed storm drain system includes a series of inlets, catch basins, and pipelines on both lots, which would be designed to convey 50-year storm flows (per City requirements) through Bioclean Modular Wetland Units (or approved equal) to an underground hydromodification storage facility on the south lot. The 100-year rain event was used to determine the minimum required detention volume for the hydromodification storage. Portions of the existing 50-year flow from adjacent portions of Esplanade Court would also be conveyed to the on-site hydromodification storage facility (and are included in the noted post-development flow of 58.38 cfs), with additional discussion provided below under Issue 2 in Section 5.9.3.

Due to the “No Infiltration” condition of the site determined the by Feasibility Screening Criteria (Worksheet C.4-1), runoff captured in the proposed hydromodification storage facility would be released at a low-flow threshold of 0.1Q₂ (i.e., 10 percent of the two-year storm flow) rate using restrictor orifice structures at the outlet of the hydromodification storage facility, entering an existing 42-inch RCP storm drain that connects to the Nobel Drive storm drain. As previously described, drainage from the southern discharge point at Nobel Drive would flow south to Rose Canyon Creek and a related tributary, similar to existing drainage conditions. With this proposed storm drain system design, the Project Drainage Study concludes: “Runoff generated from this proposed Project will not negatively affect neighboring properties and/or projects.” Based on the described conditions and conclusions, the proposed storm drain system would be designed to accommodate 50-year peak flows within the site (per City requirements).

An additional concern related to runoff generation involves potential hydromodification effects, as previously described. Based on the nature of proposed development, the Project is considered a Priority Development Project and is subject to associated hydromodification criteria. Accordingly, the Project SWQMP includes a Hydromodification Management Plan (HMP) analysis to address associated potential effects. Specifically, the HMP analysis identifies one hydromodification Point of Compliance (POC) which represents a discharge location from the project site, based on a default low-flow threshold 0.1Q2 (i.e., 10 percent of the two-year storm flow). POC No. 1 is located along the southern property boundary and would encompass flows from 13.50 acres of proposed impervious surfaces. As described below in Section 5.9.3, existing on-site flows to POC No. 2 would be rerouted south to POC No. 1, with no proposed discharge at POC No. 2 under the proposed design (Figure 5.9-2, *Hydromodification Management Exhibit*). In addition, the previously noted flows from Esplanade Court are discharged at an off-site location in Genesee Avenue (POC No. 3), with this flow being rerouted to the on-site hydromodification storage facility as previously described (resulting in no proposed discharge at POC No. 3, refer to Section 5.9.3). Based on the noted conditions, the proposed underground hydromodification storage facility has been designed to provide flow regulation that would meet applicable hydromodification requirements for all described flows, prior to discharging to POC No. Specifically, the Project SWQMP notes that the proposed underground hydromodification storage facility was sized to water quality and hydromodification storage volumes. As a result, the Project would comply with applicable hydromodification requirements. Because the Project would slightly reduce the amount of existing on-site impervious cover, as well as the fact that the permanent groundwater table is located 150 feet or more below the surface, the Project would not result in a notable net decrease of on-site impervious area or associated potential groundwater recharge capacity.

5.9.2.3 Significance of Impacts

The Project storm drain system would be designed to accommodate peak 50-year storm flows, and the increased runoff leaving the site would be regulated by the proposed detention facility. Accordingly, potential impacts from Project implementation related to runoff rates/amounts, and associated potential storm drain capacity, flooding, erosion/sedimentation, and hydromodification effects would be less than significant (with additional discussion of potential erosion/sedimentation effects provided below under Issue 3 in Section 5.9.4).

Because implementation of the Project would slightly reduce the on-site impervious area cover, associated potential groundwater recharge capacity would not be decreased and related potential impacts would be less than significant.

5.9.2.4 Mitigation, Monitoring and Reporting

Because potential project-related impacts associated with runoff rates/amounts, storm drain system capacity, hydromodification, impervious surfaces, and groundwater recharge would be less than significant, no mitigation measures are required.

5.9.3 Impact 2: Potential for Drainage Alteration

Issue 1: Would the Project result in a substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes?

5.9.3.1 Impact Thresholds

The City *Significance Determination Thresholds* (2016a) identify potentially significant impacts related to drainage alteration if a project would:

- Grade, clear, or grub more than 1.0 acre of land, especially into slopes over a 25 percent grade and drain into a sensitive water body or stream, causing uncontrolled runoff that results in erosion and subsequent sedimentation of downstream water bodies; or
- Modify existing drainage patterns such that environmental resources, including biological communities or archaeological sites, would be adversely affected.

5.9.3.2 Impact Analysis

As described in Section 5.9.1.1, existing surface flows within the project site are variable in direction with local topographic conditions. Specifically, the site drainage is generally split at a high point along Esplanade Court, with areas to the north draining west and north to an existing storm drain in La Jolla Village Drive, and areas to the south draining generally south through the existing on-site storm drain system before crossing Nobel Drive and entering a tributary drainage to Rose Canyon Creek. All flows leaving the site (as well as off-site flows from Esplanade Court) ultimately move south and enter Rose Canyon Creek (approximately 0.5 mile south of the site boundary) and Mission Bay.

As previously described, Project implementation would result in modification of the existing on- and off-site drainage patterns and directions through proposed grading and construction. Specifically, flows from the northern site area (Lot 13) would be directed south to confluence with the southern lot storm drain system, with the combined runoff conveyed south across Nobel Drive into the adjacent tributary drainage, similar to current conditions (refer to Exhibits B and C [Proposed Drainage Exhibit] of the Project Drainage Study in Appendix G1). In addition, the existing flows associated with the adjacent Esplanade Court right-of-way would be rerouted to the proposed hydromodification storage facility as previously described. After leaving the site, all project-related flows would continue south and ultimately enter Rose Canyon Creek and Mission Bay, similar to existing conditions. Based on the described considerations, overall post-development drainage patterns would be similar to existing conditions.

5.9.3.3 Significance of Impacts

The Project storm drain system would be designed to retain the current overall drainage patterns, and the runoff leaving the site would be regulated by a proposed detention facility. Accordingly, potential impacts from Project implementation related to drainage alteration would be less than significant.

5.9.3.4 Mitigation, Monitoring and Reporting

Because potential project-related impacts associated with drainage alteration would be less than significant, no mitigation measures are required.

5.9.4 Impact 3: Potential for Pollutant Discharge and Water Quality

Issue 1: Would the Project result in an increase in pollutant discharge to receiving waters during or following construction, or discharge identified pollutants to an already impaired water body?

Issue 2: What short-term and long-term effects would the Project have on local and regional water quality, and what types of pre- and post-construction BMPs would be incorporated into the proposal to preclude impacts to regional and local water quality?

5.9.4.1 Impact Thresholds

The City *Significance Determination Thresholds* (2016a) note that compliance with applicable City (and related) water quality standards is assured through permit conditions provided by LDR Engineering. Adherence to the City storm water standards is thus considered adequate to preclude surface water quality impacts, unless substantial evidence supports a fair argument that a significant impact will occur. Because the Project does not involve activities that could directly affect groundwater quality (e.g., underground fuel storage tanks or septic systems), potential impacts to groundwater quality are limited to the percolation of Project-related surface runoff and associated pollutants (e.g., in pervious portions of the proposed storm drain system). Accordingly, conformance with the City storm water standards is the applicable threshold for both surface and groundwater water resources.

5.9.4.2 Impact Analysis

Potential project-related pollutant discharge and water quality impacts are associated with both short-term construction activities and long-term operation and maintenance, as described below.

Short-term Construction Impacts

Potential pollutant discharge/water quality impacts related to project construction include erosion/sedimentation, the use and storage of construction-related hazardous materials (e.g., fuels, etc.), generation of debris from demolition activities, and disposal of extracted groundwater (if required), as described below.

Erosion and Sedimentation

Project-related excavation, grading, and construction activities could potentially result in associated erosion and sedimentation effects. Specifically, Project activities would involve the removal of surface stabilizing features such as structures and vegetation, excavation of existing compacted materials from cut areas, redeposition of excavated (and/or imported) material as fill in development areas, and potential erosion from disposal of extracted groundwater (if required).

Project-related erosion could result in the influx of sediment into downstream receiving waters, with associated water quality effects such as turbidity and transport of other pollutants that tend to adhere to sediment particles (e.g., hydrocarbons).

While graded, excavated, and filled areas associated with construction activities would be stabilized through efforts such as compaction and installation of hardscape and landscaping, erosion potential would be higher in the short-term than for existing conditions. Proposed development areas would be especially susceptible to erosion between the beginning of grading/construction and the installation of structures/pavement or establishment of permanent cover in landscaped areas. Erosion and sedimentation are not considered to be significant long-term concerns for the Project, as developed areas would be stabilized through installation of hardscape or landscaping as noted. The Project would also incorporate long-term water quality controls pursuant to City and NPDES guidelines, including (among other efforts) measures that would avoid or reduce off-site sediment transport. This would include efforts such as the use of water quality (detention and filtration) facilities and drainage facility maintenance (e.g., to remove accumulated sediment).

Short-term water quality effects from Project-related erosion and sedimentation could potentially affect downstream waters and associated wildlife habitats. These potential impacts would be addressed through conformance with City storm water standards and the related NPDES Construction General Permit, as described above in Section 5.9.1.2. This would include implementing an authorized SWPPP for proposed construction, including (but not limited to) erosion and sedimentation BMPs.

The Project SWQMP identifies construction-related requirements for implementing a SWPPP and related BMPs, including efforts related to erosion/sedimentation. While Project-specific BMPs would be determined during the SWPPP process based on site characteristics (soils, slopes, etc.), they would include standard industry measures and guidelines from the City Storm Water Manual and NPDES Construction General Permit, as well as the additional sources identified in Section 5.9.1.2. Typical erosion and sediment control BMPs that may be required in the Project SWPPP include: (1) seasonal grading restrictions during the rainy season; (2) preparation and implementation of a CSMP and, if applicable, a REAP to provide enhanced erosion and sediment control measures prior to predicted storm events; (3) use of erosion control/stabilizing measures such as geotextiles, mats, fiber rolls, or soil binders; (4) use of sediment controls to protect the site perimeter and prevent off-site sediment transport, including measures such as inlet protection, silt fencing, fiber rolls, gravel bags, temporary sediment basins, street sweeping, stabilized construction access points and sediment stockpiles, and use of properly fitted covers for sediment transport vehicles; (5) compliance with local dust control measures; (6) appropriate BMP performance monitoring and as-needed maintenance; and (7) implementation of additional BMPs as necessary to ensure adequate erosion/sediment control and regulatory conformance.

Construction-related Hazardous Materials

Project construction would involve the on-site use and/or storage of hazardous materials such as fuels, lubricants, solvents, concrete, paint, and portable septic system wastes. The accidental discharge of such materials during construction could potentially result in significant impacts if these pollutants reach downstream receiving waters, particularly materials such as petroleum compounds that are potentially toxic to aquatic species in low concentrations. As described in Section 5.9.1.1, identified impairments in downstream receiving waters include toxicity and metals,

with pollutants affecting these impairments to potentially be generated during construction from sources such as vehicle and equipment operations. Implementation of a SWPPP would be required under City and NPDES guidelines as previously described, and would include detailed measures to avoid or mitigate potential impacts related to the use and potential discharge of construction-related hazardous materials.

As noted above under the discussion of erosion and sedimentation, the Project SWQMP identifies requirements for implementing a SWPPP and related BMPs. While detailed BMPs would be determined as part of the NPDES/SWPPP process based on project-specific parameters, they are likely to include standard industry measures and guidelines from sources including the City Storm Water Manual and Construction General Permit, as well as the additional sources identified in Section 5.9.1.2 under Regulatory Framework. Typical BMPs associated with construction-related hazardous materials that may be required in the Project SWPPP include the following: (1) minimizing and properly locating (e.g., away from drainages/storm drains) hazardous material use/storage areas; (2) providing appropriate covers/enclosures, secondary containment (e.g., berms), monitoring/maintenance, and inventory control (e.g., delivery logs/labeling) for hazardous material use/storage areas; (3) restricting paving operations during wet weather and providing appropriate sediment control downstream of paving activities; (4) utilizing properly designed and contained washout areas for materials including concrete, drywall, and paint; (5) properly maintaining all construction equipment and vehicles, and providing appropriate containment for associated fueling and maintenance operations; (6) providing training to applicable construction employees on the proper use, handling, storage, disposal, and notification/cleanup procedures for construction-related hazardous materials; (7) storing appropriate types and quantities of containment and cleanup materials on site; (8) implementing appropriate solid waste containment, disposal, and recycling efforts; and (9) properly locating, maintaining, and containing portable wastewater facilities.

Demolition-related Debris Generation

Implementation of the Project would involve the demolition of existing on-site facilities including structures and pavement. These activities would generate construction debris, potentially including particulates (e.g., from pavement removal), concrete, asphalt, glass, metal, drywall, paint, insulation, fabric, and wood. The introduction of demolition-related debris into local drainages or storm drain systems could result in downstream water quality impacts, potentially including pollutants contributing to identified downstream water quality impairments.

Project construction would be subject to a number of regulatory controls related to demolition, including City storm water standards and related NPDES/SWPPP requirements as previously described. While detailed BMPs would be determined as part of the NPDES/SWPPP process based on Project-specific parameters, they are likely to include the following types of standard industry measures and guidelines from sources including the City Storm Water Manual and Construction General Permit, as well as the additional sources identified in Section 5.9.1.2: (1) recycle appropriate (i.e., non-hazardous) construction debris for on- or off-site use whenever feasible; (2) properly contain and dispose of construction debris to avoid contact with storm water; (3) use dust-control measures such as watering to reduce particulate generation for pertinent locations/activities (e.g., concrete removal); and (4) implement appropriate erosion prevention and sediment control measures downstream of all demolition activities.

Disposal of Extracted Groundwater

While shallow groundwater is generally not expected to occur in the project site and vicinity, construction dewatering could potentially be required during construction (e.g., in association with locally perched groundwater aquifers). Disposal of groundwater extracted during construction activities into local drainages and/or storm drain facilities could potentially generate significant water quality impacts through erosion/sedimentation or the possible occurrence of pollutants in local aquifers (including pollutants associated with impaired waters). Project construction would require conformance with NPDES Groundwater Permit criteria prior to disposal of extracted groundwater. While specific BMPs to address potential water quality concerns from disposal of extracted groundwater would be determined based on site-specific parameters, they would likely include the types of standard measures outlined in Section 5.9.1.2.

Long-term Operation and Maintenance Impacts

Based on analysis in the project SWQMP, the Project is identified as a Priority Development Project. As a result, Project development would require the implementation of applicable pollutant (treatment) and hydromodification control BMPs, in addition to site design and source control BMPs (which are required for both Standard Projects and Priority Development Projects).

Urban pollutants accumulate in areas such as streets, parking areas, and drainage facilities, and are picked up in runoff during storm events. Runoff within the project site would be generated from construction of impervious surfaces as previously described, with corresponding pollutant loading potential. Because the site is currently developed with commercial uses, existing runoff also includes associated pollutant loading, and due to the date of existing site development (1989) it is anticipated that standard pollutant control BMPs required by current regulatory criteria are not present. Accordingly, although pollutant loading from the Project is expected to be generally similar to existing conditions, long-term operation could result in the on- and off-site transport of urban pollutants and associated effects per current regulatory standards; such as increased turbidity, oxygen depletion, and toxicity to attendant species in downstream receiving waters. As a result, and based on the described conditions and related CWA Section 303(d) impaired water listings outlined in Section 5.9.1.1, Project implementation could potentially result in long-term water quality impacts under current regulatory standards. The Project SWQMP identifies measures to address potential long-term pollutant generation from implementation of the Project, based on procedures identified in the City storm water standards and related NPDES Municipal Permit. Specifically, the project design would conform to applicable City and NPDES storm water standards to address these concerns, with such conformance to include the use of appropriate post-construction LID site design, source control, pollutant (treatment) control, and hydromodification management BMPs. Specific proposed BMPs are identified in the Project SWQMP (Appendix G2) and include applicable requirements from the City Storm Water Manual and the NPDES Municipal Permit. These measures are summarized below, followed by a discussion of associated monitoring and maintenance activities.

LID Site Design BMPs

LID site design BMPs are intended to avoid, minimize, and/or control post-development runoff, erosion potential and pollutant generation to the MEP by mimicking the natural hydrologic regime. The LID process employs design practices and techniques to effectively capture, filter, store,

evaporate, detain, and infiltrate runoff close to its source. Specific LID site design BMPs are identified in the Project SWQMP, based on requirements in the City Storm Water Manual. These strategies/measures include efforts to use appropriate types and densities of street trees, disperse impervious areas (e.g., by diverting associated flows into landscaping where feasible), collect and reuse runoff, provide green roofs/roof gardens where feasible, and use native and/or drought-tolerant landscaping. All of the proposed LID site design BMPs would help reduce long-term urban pollutant generation by minimizing runoff rates and amounts, retaining permeable areas, increasing on-site filtering and reducing erosion/sedimentation potential.

Source Control BMPs

Source control BMPs are intended to avoid or minimize the introduction of pollutants into storm drains and natural drainages to the MEP by reducing on-site pollutant generation and off-site pollutant transport. Specific source control BMPs are identified in the Project SWQMP, based on requirements in the City Storm Water Manual. These include efforts to prevent illicit discharges, provide appropriate “no dumping” signs/stencils at storm drain system inlets/catch basins (and other applicable locations), properly design/contain trash storage areas (e.g., by providing containment), protect storm drain inlets, provide interior parking structures, implement non-chemical pest control measures (and restrict chemical use appropriately when necessary), and provide applicable pollutant controls for food service and loading dock areas (e.g., use of pre-treatment facilities). All of the proposed source control BMPs would help to improve long-term water quality within and downstream from the Project site by avoiding or minimizing pollutant generation and exposure to storm flows at the source.

Pollutant Control BMPs

Pollutant control BMPs are designed to remove pollutants from urban runoff for a design storm event to the MEP through means such as filtering or treatment. Pollutant control BMPs are required to address applicable pollutants of concern for Priority Development Projects and must provide medium or high levels of removal efficiency for these pollutants (per applicable regulatory requirements). Pursuant to Chapter 5 of the City Storm Water Manual (Part 1), preliminary pollutant control BMPs identified in the Project SWQMP include the previously described modular wetland units (BMPs 1-10) and underground hydromodification storage (BMP 11). The selection and design of the proposed BMPs was based on applicable site-specific conditions and City requirements, including the identification of associated Drainage Management Areas (DMAs) within the site. Specifically, one DMA (DMA 1) and 10 sub-DMAs were identified on site. The proposed pollutant control BMPs would operate as part of a “treatment train” in concert with the LID site design and source control BMPs described above. Summary descriptions of proposed pollutant control BMPs are provided below, with specific BMP locations illustrated on Figure 5.9-2.

Runoff would be conveyed through 10 recommended proprietary filtration devices (Bioclean Modular Wetlands or equivalent approved facilities), before entering the proposed hydromodification storage located beneath the parking slab in the southern portion of the site. This hydromodification storage facility (BMP 11) would include a DCV of approximately 49,000 cubic feet as noted to meet associated treatment requirements (with additional design information provided in the Project SWQMP). Overflow runoff discharge would be regulated for storm water and hydromodification control as previously described.

Hydromodification Management Facilities

As outlined above and under Issue 1 in Section 5.9.2, the proposed hydromodification storage facility also would be designed to address potential hydromodification impacts. Specifically, discharge from the hydromodification storage facility would be subject to appropriate flow regulation to meet applicable hydromodification requirements, prior to discharging to the associated POC 1. As a result, the Project would comply with applicable hydromodification requirements.

Post-construction BMP Monitoring/Maintenance Schedules and Responsibilities

Identified BMPs include physical structures such as a hydromodification storage facility, modular wetlands, and signs/stencils that require ongoing monitoring and maintenance. Pursuant to requirements in the City Storm Water Manual and the related NPDES Municipal Permit (as outlined in Attachment 3 of the Project SWQMP), the Applicant would be required to enter into a written Maintenance Agreement with the City for applicable facilities and implement an associated Operation and Maintenance Plan. Specifically, this process would entail identifying and documenting maintenance responsibilities, funding sources, activities, and schedules to ensure proper BMP function in perpetuity. A summary of typical maintenance procedures for applicable proposed BMPs is provided below, pursuant to direction in the City Storm Water Manual and manufacturer's recommendations.

Detention Basins, Biofiltration, and Filtration Facilities

Inspections are typically conducted every 6 or 12 months and after major storm events to identify: (1) accumulation of sediment, litter, and/or debris; (2) standing water; (3) inlet/outlet obstructions; and (4) damaged structural components. Ongoing maintenance generally includes removal (and proper disposal) of accumulated materials (e.g., sediment and debris), elimination of standing water (and causes), clearing of inlet/outlet structures, as-needed structural repairs, and identification of additional maintenance/cleaning services if applicable.

Signs/Stencils




Inspections are generally conducted annually to ensure legibility, with associated maintenance including as-needed repairs or replacement of faded, vandalized or otherwise illegible signs, stencils, or other labeling facilities.

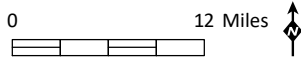
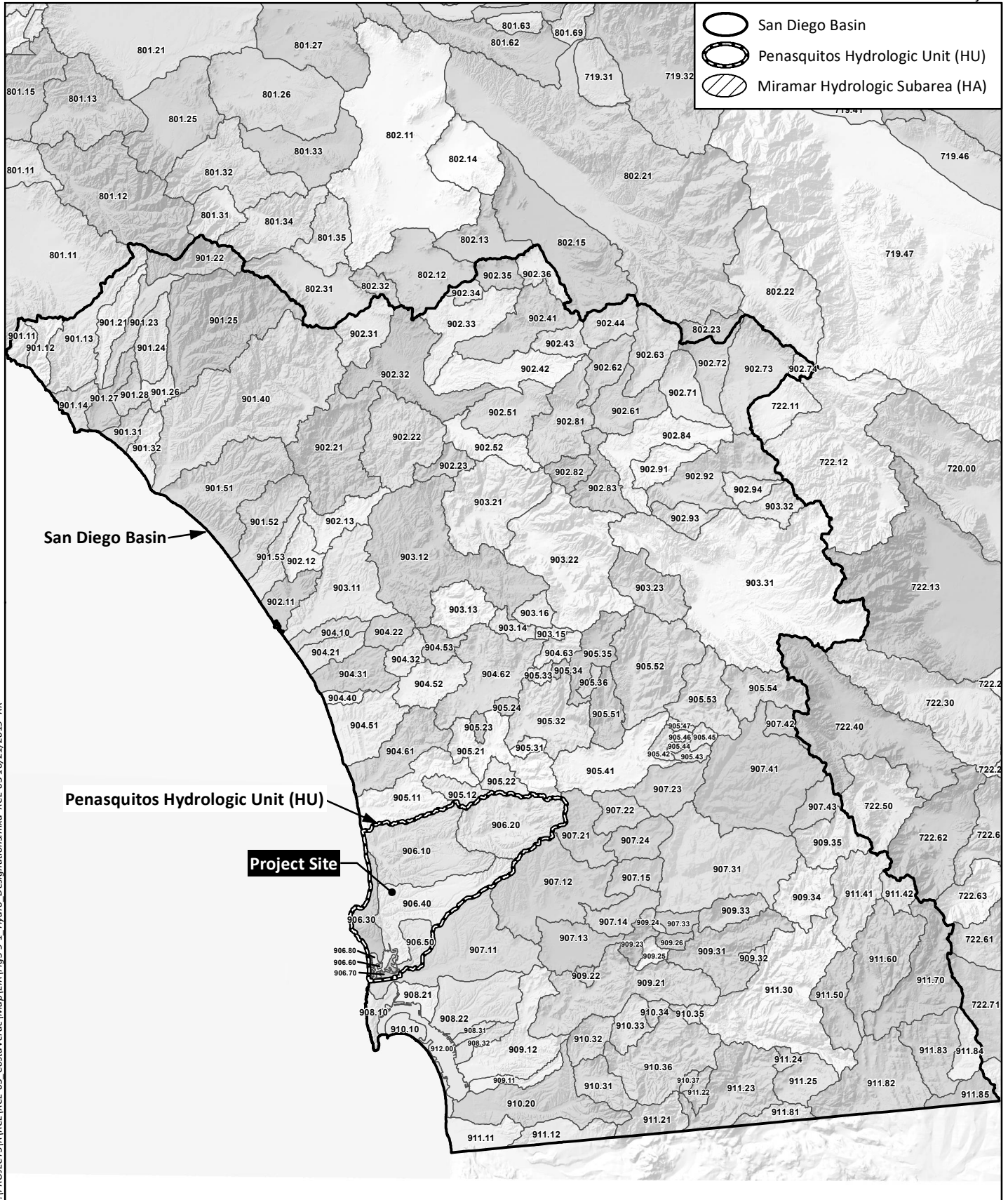
5.9.4.3 Significance of Impacts

Based on the implementation of the Project design elements, including construction and post-construction BMPs, related maintenance efforts, and required conformance with City storm water standards and associated requirements (including the NPDES Construction General, Municipal and Groundwater permits), potential construction and long-term Project-related pollutant discharge and water quality impacts would be less than significant.

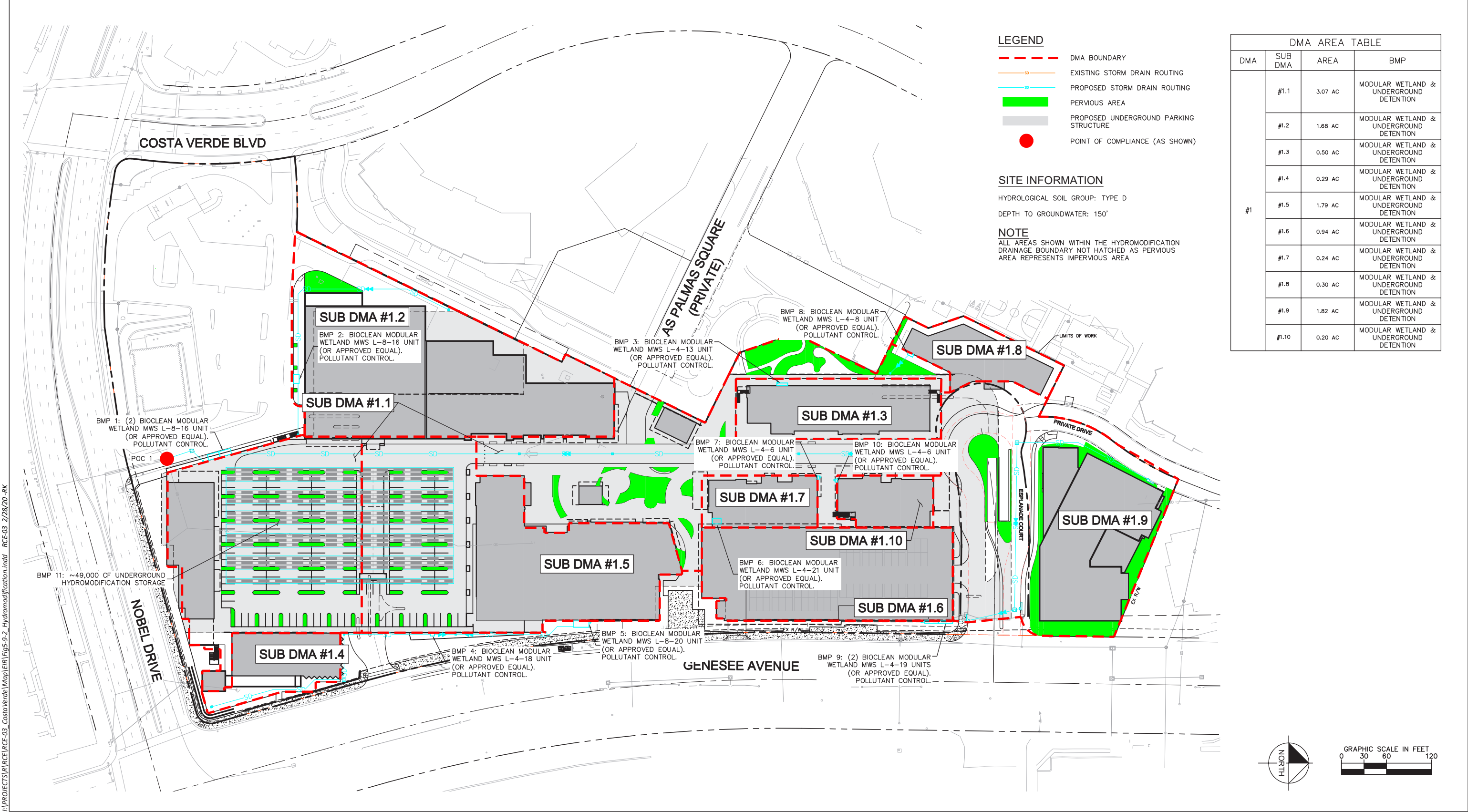
5.9.4.4 Mitigation, Monitoring and Reporting

Because potential Project-related impacts associated with pollutant discharge and water quality would be less than significant, no mitigation measures are required.

-  San Diego Basin
-  Penasquitos Hydrologic Unit (HU)
-  Miramar Hydrologic Subarea (HA)



Source: RWQCB (1994)



5.10 Geology and Soils

A Geologic Reconnaissance Report was prepared for the Project by Geocon, Inc. (Geocon 2016). This investigation encompassed the entire project site and relevant off-site areas, and includes applicable information from previous geotechnical investigations of the project site and other nearby properties. The results of the 2016 Project Geologic Report are summarized below along with other pertinent information, and the complete report is included as Appendix F.

5.10.1 Existing Conditions

5.10.1.1 Environmental Setting

Geologic Setting

Geology/Topography

The project site is located within the coastal plain portion of the Peninsular Ranges Geomorphic Province (Province), a region characterized by relatively uplifted northwest-trending structural blocks and relatively down-dropped intervening fault zones and alluvial valleys. The Province extends approximately 920 miles from the Los Angeles Basin to the southern tip of Baja California, and varies in width from approximately 30 to 100 miles. Bedrock units in the Province include Jurassic (approximately 144 million to 206 million years old) metavolcanic and metasedimentary rocks, and Cretaceous (approximately 65 to 144 million years old) igneous rocks of the Southern California Batholith (a large igneous intrusive body). The coastal plain area in San Diego County encompasses a series of stair-stepped marine terraces that increase in age from west to east, and typically include a sequence of relatively undisturbed and non-conformable (i.e., not in direct chronologic sequence) upper Cretaceous through Pleistocene (between approximately 11,000 and 2 million years old) marine and non-marine sedimentary strata. These deposits have been dissected by west-flowing drainages to produce the characteristic canyon and mesa topography present today in western San Diego County, as well as deposit surficial materials such as alluvium and topsoil.

Surficial and geologic units present (or potentially present) within and adjacent to the project site include fill materials placed during previous development, native topsoils, Quaternary (less than approximately 2 million years old) Very Old Paralic Deposits and the Tertiary (between approximately 2 and 65 million years old) Scripps Formation. Additional description of on-site surficial and formational deposits is provided below under the discussion of Stratigraphy.

Topographically, the project site is generally level due to previous development, with a relative high point near Esplanade Court and gentle grades to the north and south. On-site elevations range from approximately 340 to 365 feet AMSL at the southern and northern property boundaries, respectively. Project site drainage is generally split at the noted high point, with areas north of Esplanade Court flowing into an existing storm drain in La Jolla Village Drive, and flows south of this point moving south to Nobel Drive and entering a tributary channel to Rose Canyon Creek. All surface flows from the project site ultimately drain to Rose Canyon Creek, which is located approximately 0.5 mile south of the site at its closest point.

Stratigraphy

Geologic and surficial units identified or potentially occurring within the project site include recent fill, native topsoils, Very Old Paralic Deposits, and the Scripps Formation. These units are described below in order of increasing age and observed on-site deposits are depicted on Figure 5.10-1, *Geologic Map*. Additional bedrock units may potentially underlie the project site and vicinity at depth, although these rocks are not anticipated to be encountered during proposed development and are, therefore, not discussed further in this section.

Recent Previously Placed Fill (Qpf)

Recent fill associated with previous site development is anticipated to be present in most or all of the project site. These deposits include fill covering the majority of the site to depths of approximately 10 to 15 feet (Qpf₂), as well as material placed within a backfilled canyon (along with two subdrains) in the southwestern portion of the site extending to depths of approximately 35 to 40 feet (Qpf₁). On-site fill deposits are generally composed of clayey or silty, fine- to coarse-grained sand and sandy clay.

Quaternary Native Topsoils (Not Mapped)

Topsoils within the project site are mapped as fine sandy loams of the Gaviota (2 to 5 percent slopes) and Chesterson (30 to 50 percent slopes) soil series (Geocon 2016). Based on the developed nature of the site and surrounding areas, topsoils have likely been largely removed and/or mixed with fill materials. Accordingly, while physical characteristics of local topsoils related to geologic hazards (e.g., expansion potential) are discussed below in this section, it is anticipated that most or all on-site topsoils have been removed or altered as noted.

Quaternary Very Old Paralic Deposits (Not Mapped)

Middle to early Pleistocene Very Old Paralic Deposits (formerly called the Lindavista Formation) were encountered throughout much of the site during previous development, with these materials underlying local topsoils in undeveloped areas and overlying the Scripps Formation (Geocon 2016). While the Project Geologic Report notes that these deposits were likely removed and/or used in on-site fill during development, remnant deposits may potentially remain on site. The Very Old Paralic Deposits generally consist of reddish brown, fine- to medium-grained sandstone and sandy siltstone, with occasional fine gravel layers. As described above for topsoils, the physical characteristics of Very Old Paralic Deposits related to geologic hazards are discussed below in this section, although it is anticipated that most or all these materials have been removed or altered.

Tertiary Scripps Formation (Tsc)

The Middle Eocene (approximately 46 million years old) Scripps Formation underlies the on-site fill deposits and may occur at pad grade within the existing underground parking area (Figure 5.10-1; Geocon 2016). This formation generally consists of hard and very dense, slightly to moderately cemented, silty sandstone and silty to clayey, fine sandstone, with localized thick lenses of cobble conglomerate. The Scripps Formation also typically includes localized areas of highly cemented concretionary beds.

Groundwater

Based on previous subsurface exploration, the depth to permanent groundwater at the project site is anticipated to be in excess of 150 feet below the surface (Geocon 2016). The Project Geologic Report also notes, however, that local groundwater seepage may potentially occur on site in association with seasonal precipitation or landscape irrigation.

Geologic Hazards

Based on previous investigations, current reconnaissance efforts, and review of published and other available information including the City Seismic Safety Study (City 2008b), the Project Geologic Report provides an overview of potential geologic hazards within the project site and vicinity. Specifically, Map Sheet 30 of the City Seismic Safety Study identifies the following hazard categories within the site: (1) Category 51, level mesas underlain by terrace deposits and bedrock with nominal risk; and (2) Category 54, other terrain with steep slopes, unfavorable or fault-controlled geologic structure, and moderate risk. The Seismic Safety Study also identifies an approximately 500-foot long fault trace located approximately 100 feet southwest of the project site, with this feature designated as “potentially active, inactive, presumed inactive, or activity unknown.” Associated potential seismic and non-seismic hazards identified for the site and vicinity in the Project Geologic Report are outlined below.

Faulting and Seismicity Hazards

The project site is located within a broad, seismically active region characterized by a series of northwest-trending faults associated with the San Andreas Fault System (Figure 5.10-2, *Regional Fault Map*). No active faults or associated California Geological Survey (CGS) Earthquake Fault Rupture Hazard Zones are mapped or known to occur within the project site vicinity (Geocon 2016). The closest known active fault structures are associated with the Newport-Inglewood and Rose Canyon faults, approximately three miles to the west. Active faults are defined as those exhibiting historic seismicity or displacement of Holocene (less than approximately 11,000 years old) materials, while potentially active faults have no historic seismicity and displace Pleistocene but not Holocene strata. The described CGS fault rupture zone designations are generally intended to “[r]egulate development near active faults so as to mitigate the hazard of surface fault rupture” (CGS 2007). The closest CGS Fault Rupture Hazard Zone designations to the project site are located along on-shore segments of the Rose Canyon Fault.

A number of additional major active faults are located within approximately 50 miles of the site, as shown in Table 5.10-1, *Summary of Regional Fault Locations and Earthquake Magnitudes*. As indicated in the Project Geologic Report, the Newport-Inglewood and Rose Canyon Fault Zone are considered the dominant sources of potential seismic-related hazards at the project site, as outlined below.

Table 5.10-1
SUMMARY OF REGIONAL FAULT LOCATIONS AND EARTHQUAKE MAGNITUDES

| Fault Name | Distance from Site (miles) | Direction from Site | Maximum Earthquake Magnitude (Mw) |
|------------------------|-----------------------------------|----------------------------|--|
| Newport-Inglewood | 3 | W | 7.5 |
| Rose Canyon | 3 | W | 6.9 |
| Coronado Bank | 16 | W | 7.4 |
| Palos Verdes Connected | 16 | NW | 7.7 |
| Elsinore | 35 | NE | 7.9 |
| Earthquake Valley | 42 | NE | 6.8 |
| Palos Verdes | 42 | NW | 7.3 |

Source: Geocon 2016; CGS 2010

W=West; NW=Northwest; NE=Northeast; Mw=moment magnitude

Fault Rupture

Based on the fact that no known active faults or CGS Fault Rupture Hazard Zones are located within or adjacent to the project site, the potential for seismic-related ground rupture hazards is generally considered low.

Ground Acceleration (Ground Shaking)

The principal seismic hazard that could affect the project site is ground shaking associated with earthquake events along one or more regional active faults. Ground shaking can affect the integrity of surface and subsurface facilities such as structures, foundations, and utilities, either directly from vibration-related damage to rigid structures, or indirectly through associated hazards including liquefaction (as described below). The Project Geologic Report identifies maximum peak ground acceleration (PGA) values of 0.47g and 0.56g (where g equals the acceleration due to gravity), in association with deterministic and probabilistic evaluations, respectively. Specifically, deterministic analyses utilize geologic and seismic data to determine the maximum earthquake magnitudes and PGA values capable of being produced along individual faults, while probabilistic analyses identify the probability of earthquake magnitudes and PGA values being exceeded within a specified time period (e.g., a two percent chance of being exceeded within a 50-year period). The Project Geologic Report also notes, however, that while identifying PGA values is useful for comparing potential seismic effects in a particular region, other considerations (e.g., ground motion frequency/duration and local soil conditions) are also important. As a result, the report states that seismic design parameters for proposed structures should be evaluated in accordance with current CBC guidelines and related City standards.

Liquefaction and Seismically Induced Settlement

Liquefaction and seismically induced settlement are most commonly caused by seismic ground shaking. Liquefaction typically occurs in areas with cohesionless and granular (low clay/silt content) soils (or silt/clay soils with low plasticity), relative densities of less than approximately 70 percent, and groundwater within 50 feet of the surface. The occurrence of liquefaction under the described conditions results in a rapid pore-water pressure increase and a corresponding loss of shear strength, with affected soils behaving as a viscous liquid. Surface manifestations from these events can include effects such as a loss of bearing capacity for structures/foundations, ground subsidence,

differential settlement (different degrees of settlement over relatively short distances), and lateral spreading (horizontal displacement on sloped surfaces as a result of underlying liquefaction). While seismically induced settlement can occur whether or not liquefaction potential exists, the Project Geologic Report concludes that the potential for on-site liquefaction and seismically induced settlement is negligible based on the dense nature of the underlying Scripps Formation and the anticipated lack of shallow groundwater (with permanent groundwater at the site anticipated to be in excess of 150 feet below the surface, as described in Section 5.9, *Hydrology and Water Quality*).

Tsunamis and Seiches

Tsunamis consist of a series of long-period ocean waves generated by sources such as underwater earthquakes, volcanic eruptions, or slope failures. Associated potential impacts include coastal inundation and water- or debris-related structural damage. Because the project site is located approximately three miles inland and at minimum elevations of approximately 340 feet AMSL, the potential for on-site tsunami hazards is identified as negligible in the Project Geologic Report.

Seiches are defined as wave-like oscillatory movements in enclosed or semi-enclosed bodies of water such as lakes or reservoirs, and are most typically associated with seismic activity. Seiches can result in flooding damage and related effects (e.g., erosion) in surrounding areas from spilling or sloshing water, as well as increased pressure on containment structures. Because the site is not located near or downstream of surface water bodies susceptible to seiche effects, the Project Geologic Report identifies the associated hazard potential as negligible.

Landslides

The occurrence of landslides and other types of slope failures (e.g., rockfalls and mudslides) is influenced by a number of factors including slope grade, geologic and soil characteristics, moisture levels, and vegetation cover. Landslides can be triggered by one or more potentially destabilizing conditions or events, such as gravity, fires, precipitation, grading, and seismic activity. Based on review in the Project Geologic Report, as well as the generally level nature of the site, it is concluded that landslides are not present on site (Geocon 2016).

Settlement

The Project Geologic Report concludes that existing fill deposits within the site could potentially be subject to settlement due to the proposed placement of new compacted fill and structural (building) loading conditions. The report also notes that the magnitude of such settlement would depend on the amount of fill present below the proposed improvements, as well as the specific loading characteristics from proposed structures. Due to the dense nature of the Scripps Formation, the magnitude of potential settlement in areas underlain by these deposits is identified as “much smaller” than settlement potential for fill deposits in the Project Geologic Report.

Subsidence/Shrinkage

Non-seismic soil subsidence generally consists of a gradual settling or sudden sinking of the ground surface, and is most typically associated with conditions such as aquifer system compaction (e.g., due to groundwater withdrawal), drainage of organic soils, subsurface mining, and natural compaction. Subsidence can result in a loss of support capability within the associated soil or

formational materials, potentially resulting in damage to surface and subsurface structures such as buildings, pavement, and utilities. Shrinkage (also known as hydro-consolidation) is the reduction of soil volume resulting from changes in soil water content. Hydro-consolidation is most common in arid and semi-arid areas, with the associated effects generally localized and including settlement and related effects to overlying foundations or other improvements. Based on assessment of on-site soil and geologic conditions, the Geologic Report concludes that the risk of subsidence and hydro-consolidation at the site is negligible.

Slope/Soil Instability

While the site is primarily level as previously described, a number of small manufactured slopes are present in the southern and southeastern portions of the property. Associated potential instability hazards are considered low, with the Project Geologic Report noting, "Existing fill slopes have been performing as intended and do not show slope instability or excessive soil erosion."

Erosion and Sedimentation

Similar to the above discussion of landslides, potential hazards related to erosion and sediment transport (sedimentation) within and from the project site are generally low due to the level and developed nature of the property.

Expansive Soils

Expansive (or shrink-swell) behavior is attributable to the water-holding capacity of clay minerals and can adversely affect the integrity of facilities such as pavement or structure foundations. Based on the results of laboratory testing conducted during previous site investigation, the Project Geologic Report concludes that on-site materials are expected to exhibit "very low" to "medium" expansion potential under applicable (e.g., CBC) criteria (i.e., an Expansion Index rating of 90 or less, Geocon 2016).

Corrosive Soils

Surficial and underlying materials can exhibit corrosive properties related to factors such as pH, chloride or soluble sulfate levels, and resistivity values (i.e., the ability to restrict, or resist, electric current). Long-term exposure to corrosive soils can result in effects related to deterioration and eventual failure of concrete (from sulfate) and metal (from pH, chloride, and resistivity) structures, including foundations, reinforcing steel, and subsurface pipelines or other utilities. Based on the results of laboratory testing conducted during previous site investigation, the Project Geologic Report concludes that on-site materials are expected to exhibit sulfate severity ratings of "not applicable" to "severe" under applicable CBC criteria (i.e., Exposure Class ratings of S0 to S2, Geocon 2016).

Shallow Groundwater

As previously described, the permanent groundwater table is anticipated to occur at depths of 150 feet or more below the surface at the project site, although local groundwater seepage may potentially occur at shallower depths, particularly during the rainy season. While the presence of shallow groundwater is not a geologic or geotechnical hazard per se, it can contribute to other

potential hazards (e.g., liquefaction) as outlined above, and may necessitate temporary dewatering to accommodate development-related grading and excavation.

5.10.1.2 Regulatory Framework

The following discussion identifies regulatory and industry standards related to geology and soils issues that are applicable to the Project.

State Standards

California Seismic Hazards Mapping Act

The California Seismic Hazards Mapping Act (PRC Division 2, Chapter 7.8, Section 2690 et seq.) provides a statewide seismic hazard mapping and technical advisory program to assist local governments in protecting public health and safety relative to seismic hazards. The act provides direction and funding for the State Geologist to compile seismic hazard maps and to make those maps available to local governments. The Act, along with related standards in the Seismic Hazards Mapping Regulations (CCR Title 14, Division 2, Chapter 8, Article 10, Section 3270 et seq.), also directs local governments to require the completion and review of appropriate geotechnical studies prior to approving development projects. These requirements are implemented on a local level through means such as general plan directives and regulatory ordinances (with applicable City standards outlined below).

California Alquist-Priolo Earthquake Fault Zoning Act

The California Alquist-Priolo Act (PRC Section 2621 et seq.) is intended to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The law requires the State Geologist to establish regulatory zones known as Earthquake Fault Zones (previously called Special Studies Zones and Fault-Rupture Hazard Zones) around the surface traces of active faults, and to distribute maps of these zones to all affected cities, counties, and state agencies. The Act also requires completion of a geologic investigation prior to project approval, to demonstrate that applicable structures will not be constructed across active faults and/or that appropriate setbacks from such faults (generally 50 feet) are included in the project design.

California Building Code

The CBC (CCR Title 24, Part 2) encompasses a number of requirements related to geologic issues. Specifically, these include general provisions (Chapter 1); structural design, including soil and seismic loading (Chapters 16/16A); structural tests and special inspections, including seismic resistance (Chapters 17/17A); soils and foundations (Chapters 18/18A); concrete (Chapters 19/19A); masonry (Chapters 21/21A); wood, including consideration of seismic design categories (Chapter 23); construction safeguards (Chapter 33); and grading, including excavation, fill, drainage, and erosion control criteria (Appendix J). The CBC encompasses standards from other applicable sources, including the IBC as outlined below, and ASTM International (formerly the American Society for Testing and Materials [ASTM]), with appropriate amendments and modifications to reflect site-specific conditions and requirements in California.

City Standards

City of San Diego Seismic Safety Study

The previously referenced Seismic Safety Study includes a series of maps identifying potential geologic hazards throughout the City. These maps provide a guide to determine relative risks and identify areas prone to hazards including active fault zones, liquefaction, and landslides/slope stability that require appropriate levels of geotechnical investigation prior to discretionary approvals. Specific requirements related to the nature and level of required geotechnical investigations are outlined in Article 5, Division 18, Section 145.1803 of the SDMC; and Appendix D of the City Land Development Manual.

City of San Diego General Plan Policies

The Public Facilities, Services and Safety Element of the City General Plan (2008a) identifies a number of applicable policies related to seismic, geologic, and structural considerations. Specifically, Policies PF-Q.1 and PF-Q.2 include measures regarding conformance with state laws related to seismic and geologic hazards, conducting/reviewing geotechnical investigations, and maintaining structural integrity with respect to geologic hazards.

Additional City of San Diego Requirements

In addition to the regulatory standards listed above, City requirements related to geologic and geotechnical issues include obtaining a grading permit (per Article 9, Division 6, Section 129.0601 et seq. of the SDMC), and conformance with applicable elements of the City Storm Water Standards Manual and related documents (per Article 3, Division 3, Section 43.0301 et seq. of the SDMC), with storm water standards discussed in more detail in Section 5.9 of this EIR as previously noted.

Industry Standards

International Building Code

The IBC (which encompasses the former Uniform Building Code) is produced by the International Code Council (formerly the International Conference of Building Officials) to provide standard specifications for engineering and construction activities, including measures to address geologic and soil concerns. Specifically, these measures encompass issues such as seismic loading (e.g., classifying seismic zones and faults), ground motion, engineered fill specifications (e.g., composition, compaction, and moisture content), expansive soil characteristics, and pavement design. The referenced guidelines, while not comprising formal regulatory requirements per se, are widely accepted by regulatory authorities and are routinely included in related standards such as municipal grading codes. The IBC guidelines are regularly updated to reflect current industry standards and practices, including criteria such as the American Society of Civil Engineers (ASCE) and ASTM International.

5.10.2 Impact 1: Potential Geologic Hazards

Issue 1: Would the Project expose people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure or similar hazards?

5.10.2.1 Impact Threshold

Based on the City Significance Determination Thresholds, impacts related to geology and soils would be significant if a project would result in the exposure of people or property to geologic hazards such as ground shaking, fault rupture, landslides, mudslides, ground failure, or similar hazards.

5.10.2.2 Impact Analysis

The Project Geologic Report concludes that "...soil or geologic conditions do not exist at the site that would prohibit the planned re-development project." This conclusion assumes conformance with applicable regulatory/industry guidelines, as well as completion of a detailed geotechnical investigation under City guidelines to "...provide additional evaluation of the soil conditions, potential hazards on the property, and site-specific recommendations for re-development once grading and structural plans are prepared." Specifically, this would include applicable field/laboratory investigations and construction monitoring, to: (1) evaluate proposed structure locations and identify appropriate subsurface exploration and sampling sites/methodologies; (2) conduct pertinent soil testing for criteria such as density, shear strength, and expansion/corrosion potential; (3) provide design and construction recommendations for proposed excavation/grading activities, engineered fill, structures (including seismic loading parameters), foundations/footings, pavement, manufactured slopes, and drainage/landscaping (including potential infiltration of storm water runoff); and (4) review site grading/excavation and construction operations in the field to ensure conformance with applicable requirements/recommendations and/or provide modified criteria as appropriate. The results and recommendations of the Project Geologic Report, along with additional investigation/regulatory requirements and standard remedial measures to address identified concerns, are described in the following impact analyses and are requirements of Project implementation. With implementation of recommendations outlined within the report and compliance with the CBC and standard engineering measures, potential impacts would be reduced to an acceptable level of risk.

Potential for Hazards from Earthquakes

Surface/Fault Rupture

As previously described, the potential for seismic-related ground rupture hazards is considered low due to the fact that no known active faults or CGS Fault Rupture Hazard Zones are located within or adjacent to the project site. Accordingly, potential impacts related to surface/fault rupture hazards from implementation of the Project would be less than significant.

Ground Shaking

Project development could potentially be subject to relatively high PGA levels and associated potential effects, as outlined above in Section 5.10.1. All proposed development and related

activities, however, would be required to conform with applicable regulatory/industry and code standards related to geologic hazards, including seismic ground shaking. Specifically, this would include pertinent elements of the Seismic Hazards Mapping Act, CBC/IBC, and related City standards. Associated criteria under the CBC for example, include: (1) applicable seismic loading factors for the design of facilities such as structures, foundations/slabs, pavement, and utilities; (2) remedial grading standards (e.g., removing/replacing and/or reconditioning unsuitable soils); (3) appropriate manufactured slope, retaining wall, and drainage design; and (4) use of properly engineered fill. Implementation of such measures in conformance with applicable regulatory/industry standards would be mandated through completion of appropriate site-specific geotechnical investigation submitted during the ministerial process. The noted requirements for regulatory/industry conformance would reduce potential impacts related to seismic ground shaking hazards from implementation of the Project to an acceptable level of risk.

Landslides

As previously described, the project site and adjacent areas are essentially level, and no landslides or related slope failures are known or anticipated to be present. While the proposed development would also include a number of manufactured slopes, associated potential instability hazards are considered low for similar reasons as noted with regard to existing conditions. If potential impacts related to slope instability are identified during the required site-specific geotechnical investigation, they would be addressed through implementation of standard measures to reduce associated potential hazards. Specifically, this may include efforts such as employing applicable slope grade and/or height limitations, providing appropriate slope setbacks and surface treatment/compaction, implementing pertinent landscaping/irrigation design (e.g., use of native/drought-tolerant varieties and precipitation/pressure shut-off sensors for irrigation systems), and use of slope drainage controls per established regulatory/industry standards (e.g., IBC/CBC and City standards/codes). Based on the generally low potential for slope instability at the project site, as well as the availability of standard remedial measures to address such hazards if identified during detailed geotechnical investigation, associated potential impacts from implementation of the Project would be reduced to an acceptable level of risk.

Liquefaction and Seismically Induced Settlement

The Project Geologic Report concludes that the potential for liquefaction and seismically induced settlement at the project site is negligible, due to the dense nature of underlying strata and the lack of shallow groundwater. The report also notes, however, that shallow groundwater seepage could potentially occur on site, in association with precipitation (and potential storm water infiltration) and/or landscape irrigation. If such conditions and associated potential for liquefaction and related hazards are identified during required site-specific geotechnical investigation, they would be addressed through implementation of standard measures to reduce the potential for liquefaction and related effects such as settlement and lateral spreading. Specifically, this may include remedial efforts such as: (1) removal of unsuitable soils and replacement with engineered fill per applicable regulatory/industry standards (e.g., IBC/CBC); (2) use of efforts such as deep soil mixing (i.e., introducing cement to consolidate loose soils) or subsurface structures (e.g., stone columns or piles) to provide support (i.e., by extending structures into competent underlying units); (3) installation of subdrains and/or other drainage facilities (e.g., infiltration controls) in appropriate areas to avoid or reduce near-surface saturation; and (4) designing proposed facilities for potential settlement of liquefiable materials through means such as use of post-tensioned foundations

and/or flexible couplings for pipeline connections. Based on the low potential for liquefaction and related effects at the project site, as well as the availability of standard remedial measures to address such hazards if identified during detailed geotechnical investigation, associated potential impacts from implementation of the Project would be reduced to an acceptable level of risk.

Tsunamis and Seiches

As previously described, the project site is located approximately three miles inland, exhibits minimum surface elevations of approximately 340 feet AMSL, and is not located near or downstream of surface water bodies susceptible to seiche effects. As a result, potential impacts related to tsunami and seiche hazards from implementation of the Project would be less than significant.

5.10.2.3 Significance of Impacts

Implementation of project design features and appropriate building design measures per the CBC would reduce the risk of potential effects from geologic hazards. Therefore, impacts would be less than significant.

5.10.2.4 Mitigation, Monitoring and Reporting

Impacts would be less than significant; therefore, no mitigation is required.

5.10.3 Impact 2: Potential for Erosion and Sedimentation

Issue 2: Would the Project result in a substantial increase in wind or water erosion of soils either on or off the site?

5.10.3.1 Impact Threshold

Based on the City Significance Determination Thresholds (2016a), impacts related to geology and soils would be significant if a project would result in a substantial increase in wind or water erosion of soils.

5.10.3.2 Impact Analysis

As previously described, the potential for erosion and sedimentation within the project site are generally low. Potential erosion and sedimentation impacts would be temporarily increased during proposed construction, however, through activities such as excavation, grading, and removal of surface stabilizing features (e.g., vegetation and pavement). Extensive or prolonged erosion can result in effects such as damaging or destabilizing slopes, soil loss, and deposition of eroded material in roadways or drainage structures. In addition, the off-site transport of sediment can potentially result in effects to downstream receiving water quality, such as increased turbidity and the provision of a transport mechanism for other contaminants that tend to adhere to sediment particles (e.g., hydrocarbons). Additional discussion of potential water quality effects related to erosion and sedimentation is provided in Section 5.9, *Hydrology and Water Quality*.

Developed areas would be most susceptible to erosion between the beginning of grading/construction and the installation of pavement or establishment of permanent cover in landscaped areas. Erosion and sedimentation are not considered to be significant long-term concerns at the project site, as developed areas would be stabilized through installation of structures/hardscape and landscaping as noted.

Short-term erosion and sedimentation impacts would be addressed through conformance with applicable elements of the City storm water program and related NPDES standards. Specifically, this would entail conformance with applicable City regulatory codes as outlined above in Section 5.10.1.2, as well as the NPDES Construction General Permit. Pursuant to the discussion of construction-related water quality concerns in Section 5.9, *Hydrology and Water Quality*, this would entail implementing an approved SWPPP and related plans and BMPs, including appropriate measures to address erosion and sedimentation. Based on implementation of appropriate erosion and sediment control BMPs as part of, and in conformance with, an approved SWPPP and related City and NPDES requirements, associated potential erosion and sedimentation impacts from implementation of the Project would be less than significant.

5.10.3.3 Significance of Impact

Potential impacts related to erosion and sedimentation from implementation of the Project would be avoided or reduced below a level of significance through mandatory conformance with applicable regulatory/industry standard and codes, including applicable requirements under the City Storm Water Program and NPDES as outlined in Section 5.9.

5.10.3.4 Mitigation, Monitoring and Reporting

Impacts would be less than significant; therefore, no mitigation is required.

5.10.4 Impact 3: Potential for Geologic Instability

Issue 3: Would the Project be located on a geological unit or soil that is unstable as a result of the project, and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse?

5.10.4.1 Impact Threshold

Based on the City Significance Determination Thresholds (2016a), impacts related to geology and soils would be significant if a project would be located on a geological unit or soil that is unstable or that would become unstable as a result of the Project and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse.

5.10.4.2 Impact Analysis

Potential impacts associated with landslides, liquefaction, and related hazards (including lateral spreading) are addressed above under Issue 1, with analysis of other potential geologic instability issues provided below.

Subsidence/Shrinkage

As previously described, the potential for non-seismic soil subsidence and shrinkage (hydro-consolidation) at the project site is identified as negligible due to the nature of local geologic conditions (Geocon 2016). The phenomenon of soil collapse results primarily from hydro-consolidation, where dry soils rapidly lose fine material upon saturation. Based on the described conditions, potential impacts related to non-seismic soil subsidence and hydro-consolidation (collapse) from implementation of the Project would be less than significant.

Settlement

The Project Geologic Report identifies the potential for localized settlement hazards associated with the placement of proposed structures and new compacted fill in areas underlain with existing fill deposits. If such conditions and associated settlement hazards are identified during required site-specific geotechnical investigation, they would be addressed through implementation of standard measures to reduce the potential for settlement and related effects. Specifically, this may include remedial efforts such as the use of properly compacted engineered fill, surcharging (i.e., loading prior to construction to induce settlement), and/or settlement monitoring (e.g., through the use of settlement monuments) in appropriate areas (e.g., areas of identified settlement potential). Based on the generally low potential for settlement, as well as the availability of standard remedial measures to address such hazards if identified during detailed geotechnical investigation, associated potential impacts from implementation of the Project would be less than significant.

Slope/Soil Instability

As previously described, potential impacts related to erosion/sedimentation from project implementation would be less than significant (refer to Issue 2), and potential instability hazards associated with manufactured slopes are considered low provided appropriate related design, maintenance, drainage, and landscaping practices are implemented, as outlined in Section 5.10.2.2. Therefore, associated potential impacts from implementation of the Project would be less than significant.

Expansive Soils

As noted above in Section 5.10.1, soils with moderate expansion potential are expected to be present at the project site. As a result, Project development in applicable areas may be subject to associated impacts. As previously described, however, Project development would be required to conform with applicable regulatory/industry and code standards related to expansive soil hazards. Specifically, this would involve pertinent elements of the CBC/IBC and related City criteria, including implementation of associated standard remedial efforts such as: (1) removal/replacement or (if applicable) mixing of unsuitable materials with engineered and non-expansive fill; (2) capping expansive materials with engineered fill in pertinent areas; and (3) use of appropriate foundation and/or footing design per site-specific geotechnical recommendations. Based on the required conformance with noted regulatory/industry standards, as well as the availability of standard remedial measures to address expansive soil hazards if identified during detailed geotechnical investigation, associated potential impacts from implementation of the Project would be less than significant.

Corrosive Soils

The Project Geologic Report identifies potential on-site hazards related to soil corrosion in association with previously documented sulfate levels, as well as potential concerns related to pH/chloride levels and resistivity values. If such conditions are identified during required site-specific geotechnical investigation, they would be addressed through implementation of standard measures to reduce the potential for corrosion-related effects, such as: (1) removal of unsuitable (corrosive) deposits and replacement with non-corrosive fill; (2) use of corrosion-resistant construction materials (e.g., corrosion-resistant concrete and coated or non-metallic facilities); and (3) installation of cathodic protection devices (e.g., use of a more easily corroded "sacrificial metal" to serve as an anode and draw current away from the structure to be protected) per established regulatory/industry standards (e.g., IBC/CBC). Based on the availability of standard remedial measures to address potential soil corrosion hazards if identified during detailed geotechnical investigation, associated potential impacts from implementation of the Project would be less than significant.

Shallow Groundwater

As previously described, the presence of shallow groundwater would not constitute a geologic or geotechnical hazard per se, but can necessitate temporary dewatering to accommodate development-related grading and excavation. If such dewatering is required during development of the Project, it would be subject to associated requirements under the appropriate NPDES Groundwater Permit (as discussed in Section 5.9). Based on required conformance with associated regulatory standards, potential impacts related to the presence of shallow groundwater would be less than significant.

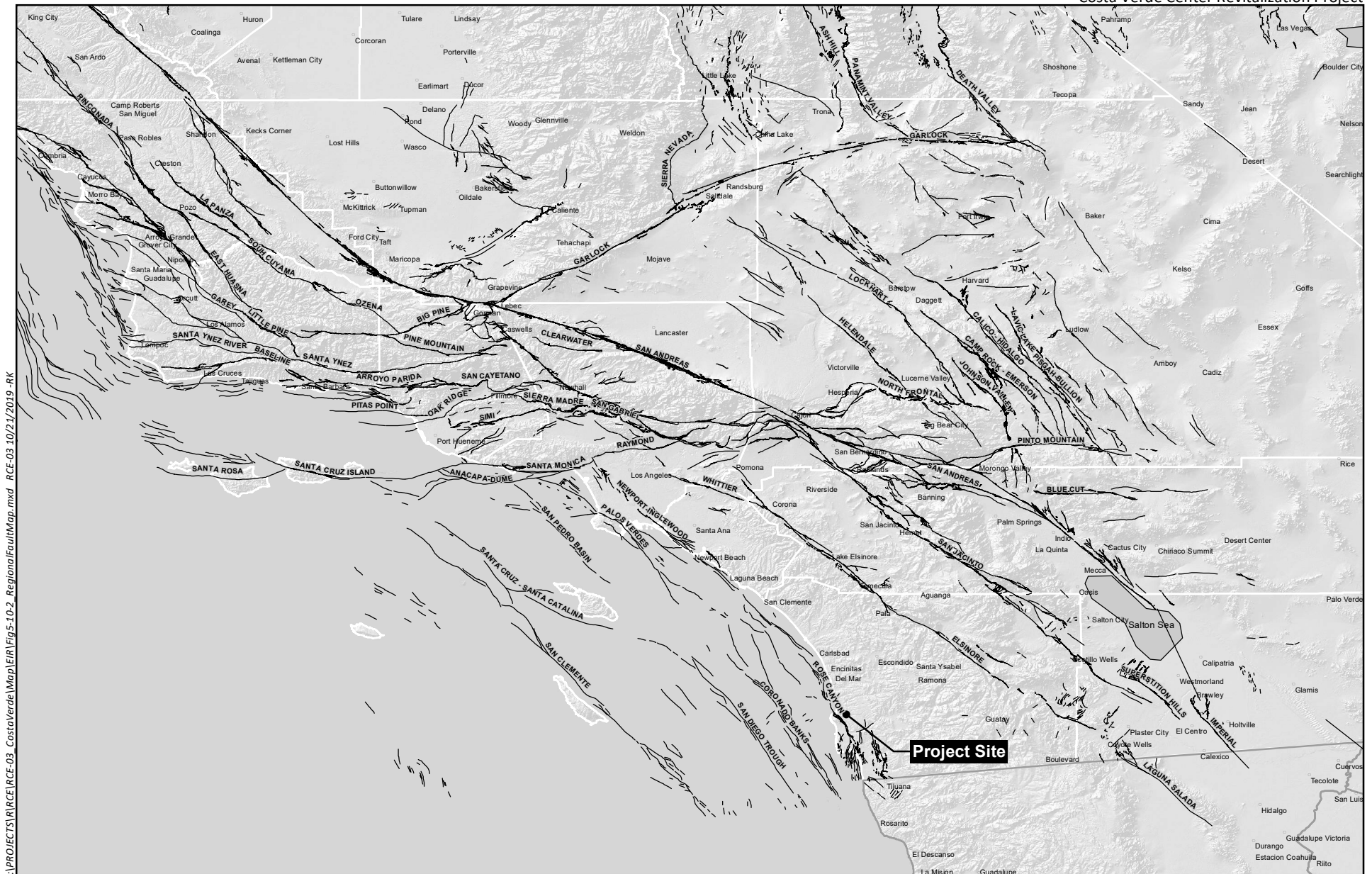
5.10.4.3 Significance of Impact

Potential impacts related to geologic instability from implementation of the Project would be avoided or reduced below a level of significance through required site-specific geotechnical investigation, implementation of associated design/construction recommendations, and mandatory conformance with applicable regulatory/industry standard and codes, including the IBC/CBC and pertinent City criteria.

5.10.4.4 Mitigation, Monitoring and Reporting

Impacts would be less than significant; therefore, no mitigation is required.





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Source: U.S. Geological Survey and California Geological Survey, 2006, Quaternary fault and fold database for the United States, accessed April 30, 2007, from USGS web site: <http://earthquake.usgs.gov/regional/qfaults/>.

5.11 Public Utilities

A Water Supply Assessment (WSA) and Addendum were prepared by the City's Public Utilities Department (PUD 2017c and City 2019f) and can be found in Appendix H1. A Sewer Memorandum from Kimley-Horn and Associates, Inc. (Kimley-Horn) was prepared for the Project (Kimley-Horn 2019a) and can be found in Appendix H2. A Waste Management Plan (WMP) was also prepared for the Project by HELIX (2020b) and is provided in Appendix H3.

5.11.1 Existing Conditions

5.11.1.1 Environmental Setting

The City serves the project site with water, wastewater, and solid waste management services, as detailed below.

Water

Facilities

Water service to the project site is provided by the PUD. The PUD serves nearly 1.4 million people populating over 404 square miles, with average deliveries of 200 mgd. The PUD maintains a complex water system that includes nine surface reservoirs, three drinking water treatment plants, 29 treated water storage facilities, 49 pump stations, and approximately 3,295 miles of water transmission and distribution pipelines (City 2017d). Potable water lines are located in Costa Verde Boulevard, Nobel Drive, and Genesee Avenue adjacent to the project site.

The PUD has developed a separate recycled water system to offset the demand for potable water. The goal is to reduce the City's dependence on imported water and increase reliability by providing non-potable water supplies. Recycled water service is available through the North City Water Reclamation Plant (northern service area) and the South Bay Water Reclamation Plant (southern service area). Recycled water is approved for use in some construction activities, recreational water bodies, and the irrigation of parks, playgrounds, schoolyards, residential landscaping, common areas, nurseries, freeway landscaping, golf courses, dual plumbed-uses, and cooling towers. Customers can purchase recycled water for approved uses if they are fronting an existing recycled water distribution pipeline. The project site is located within the northern service area. The nearest recycled water distribution pipeline is along Nobel Drive adjacent to the southern boundary of the project site.

Supply

The City currently purchases most of its potable water (fresh water) from SDCWA, a wholesale water agency that provides imported water to its 24 member agencies in San Diego County (City 2016f). The SDCWA, in turn, purchases much of its water from MWD. Below is a summary of these water supply sources.

Current water usage on site is estimated at approximately 47,725 gallons per day (gpd), or 53.5 acre-feet per year (AFY). The majority of this is potable water, with a portion of the site's irrigation needs currently met by recycled water.

The Metropolitan Water District of Southern California

MWD is a consortium of 26 cities and water districts that provides imported water to nearly 19 million people in parts of Los Angeles, Orange, San Diego, Riverside, San Bernardino, and Ventura counties. MWD currently delivers an average of 1.4 billion gallons of water per day to a 5,200-square-mile service area (MWD 2016). MWD imports its water from two main sources—the Colorado River (via the Colorado River Aqueduct [CRA]) and the Sacramento and San Joaquin Rivers (via the State Water Project [SWP]). Together, these two sources provide approximately 45 percent of Southern California's water; the remainder comes from various local sources. The CRA is owned and operated by MWD, and extends approximately 242 miles from the Colorado River at Lake Havasu to Lake Mathews in Riverside County. From there, a series of canals, siphons, pipelines, and pump stations moves water west to several MWD reservoirs for local distribution. The principal structure conveying water south through the SWP is the California Aqueduct, which extends approximately 444 miles south from the Sacramento-San Joaquin Delta to Lake Perris in Riverside County (MWD 2016). Additional water sources currently or potentially available to MWD include local supplies, groundwater banking, water transfers, seawater desalination, and water recycling (MWD 2016).

San Diego County Water Authority

The SDCWA is an independent public agency that serves as a wholesale water supplier to its 24 member agencies. The SDCWA supplies approximately 95 percent of the population of San Diego County, in a service area of 951,000 acres (SDCWA 2016a). The SDCWA operates and maintains a regional water delivery system capable of delivering more than 900 million gallons per day (mgd) of water. This system consists of two major aqueducts and numerous related facilities, including approximately 300 miles of pipeline and over 100 flow control facilities (SDCWA 2016b).

MWD is SDCWA's largest supplier, but SDCWA has pursued strategies over the last two decades to diversify San Diego's regional water supply portfolio and reduce the region's dependence on water deliveries from MWD, including through purchases from the IID and the Carlsbad Desalination Plant. In 1998, the SDCWA entered into a water conservation and transfer agreement with the IID, an agricultural district in neighboring Imperial County that receives Colorado River water. The agreement gave SDCWA a higher priority water right to Colorado River water, and includes strategies to provide SDCWA with a larger share of Colorado River water. These strategies involve voluntary conservation measures by Imperial Valley farmers, a canal lining project on the All American and Coachella Canals, and the transfer of water conserved by these measures directly to SDCWA. This agreement, along with amendments related to the 2003 Quantification Settlement Agreement, is expected to provide over 40 percent of the region's water supply by 2020 (SDCWA 2016c).

In December 2015, SDCWA added desalinated water to its supply portfolio, with the completion of a seawater desalination facility capable of providing 50 mgd of potable water. SDCWA purchases up to 56,000 acre-feet per year of desalinated water from the Carlsbad Desalination Plant (SDCWA 2016a).

By 2013, SDCWA had reduced its dependency on MWD water purchases from 95 percent to 45 percent (SDCWA 2016c). SDCWA continues to pursue strategies for water supply diversification and reliability, such as additional seawater desalination projects, groundwater utilization, increased recycled water use, and the recent dam raise on the San Vicente Reservoir, which doubled its storage capacity. By 2020, SDCWA intends to increase local water resources to approximately 40 percent of total supply (SDCWA 2016c).

In coordination with its 24 member agencies, the SDCWA developed its most recent Urban Water Management Plan (UWMP) to demonstrate regional water supply reliability over the next 25 years (2015 to 2040; SDCWA 2016a). Main components of the plan are the baseline demand forecasts under varying future climate conditions, conservation savings estimates, water demand projections, a water supply assessment for the region, supply reliability analysis, and scenario planning. The SDCWA UWMP also includes water demand associated with accelerated forecasted residential development as part of its municipal and industrial sector demand projections. These housing units were identified by SANDAG's land use plan in the course of its regional housing needs assessment, but are not yet included in existing general land use plans of local jurisdictions. This Accelerated Forecasted Growth (AFG) is intended to account for growth that was originally anticipated to occur between 2040 and 2050, but has the likely potential to occur on an accelerated schedule. The AFG is an additional demand increment that can be used to confirm that water demands would be met for some development projects are not currently identified in general land use plans.

City of San Diego Public Utilities Department

In June 2016, the City issued its most recent UWMP (City 2016f), which outlines current and future water supplies and demands in the City's service area. The City is engaged in several strategies to increase water reliability, including the development of local groundwater supplies; increased utilization of recycled water, or potable reuse; continued conservation efforts; and ongoing strategic water resources planning. The UWMP projects water supply reliability for average years, single dry years, and multiple dry years, and concludes that the PUD will have sufficient water supplies to serve the City through the year 2040 (City 2016f). Subsequent to publication of the UWMP, Pure Water Phase I was approved as a verifiable water supply source. PUD and interim supply and demand forecast tracking in 2018 also support a reduction in 2015 UWMP projected demands as a possible result of less water consumption than what was originally projected (City 2019f).

Conservation

The Water Conservation Program implemented by the PUD aims to reduce water use in San Diego by offering various rebate programs, landscaping classes, education, and free water conservation surveys for property owners and tenants. These programs are credited with achieving over 32.2 mgd of potable water savings (City 2015b). Depending on conditions, these savings can account for as much as 20 percent of raw water purchases annually. Water conservation continues to be a priority throughout California, and water suppliers are tasked with adopting programs and policies designed to promote water conservation practices and implementing comprehensive public information and educational campaigns.

Wastewater

The wastewater branch of the PUD serves residents within the City and extends its service area to 12 neighboring cities and agencies to cover a total area of 450 square miles. Over 2.2 million people are served and nearly 180 million gallons of sewage are collected, treated, and disposed of each day (City 2016g). While some wastewater is treated at the City's reclamation plants and re-used as recycled water, the majority of the wastewater from the entire service area is piped to Pump Station 2 on Harbor Drive, where it is then pumped to the Point Loma Wastewater Treatment Plant (PLWTP) located on the bluffs in Point Loma. The PLWTP has a total treatment capacity of 240 mgd (City 2016g).

The project site generates wastewater from its existing retail uses and is currently served by a 12-inch sewer line in Genesee Avenue with lateral connections to the site. A new 18-inch trunk sewer line has been installed adjacent to the 12-inch sewer line. The UTC development and Monte Verde development currently under construction would share the capacity of the existing 12-inch sewer line with the Project. All other sewage flows north of Nobel Drive are being diverted to the new 18-inch sewer line (Kimley-Horn 2019a).

As described above, the PUD also has a separate recycled water system that treats a portion of the wastewater generated in its service area. Specifically, the North City Water Reclamation Plant is designed to treat up to 30 mgd of wastewater, although annual monitoring reports show that wastewater flows to the plant currently average about 10 mgd (City 2016h).

Solid Waste Management

Solid waste management in the project area is provided by the City Environmental Services Department (ESD) and private collectors. The City provides refuse collection for residences that are located on dedicated public streets, provide adequate safe space and access for storage and collection, and comply with regulations set forth in the Municipal Code and Waste Management Guidelines. Other customers pay for service by private hauling companies that are franchised by the City. Based on standard waste generation factors for the current uses, the site is estimated to currently generate approximately 2,200 tons of waste per year.

Refuse collected from the area is generally taken to the Miramar Landfill, located just north of SR 52, between I-805 and SR 163. According to the Solid Waste Information System (SWIS) database maintained by the California Department of Resources Recycling and Recovery (CalRecycle), the Miramar Landfill had a remaining capacity of approximately 15,527,878 cy of solid waste as of June 30, 2014. Based on the remaining capacity and disposal rates, the Miramar Landfill is expected to close August 31, 2025 (CalRecycle 2016); however, the amount of waste managed at the landfill is expected to decrease while the amount of composting and recycling will increase over time as the City strives to achieve the target 75 percent diversion rate identified in the City's Zero Waste Plan as well as AB 341 and AB 1826 (City 2015c).

Two other landfills, Sycamore Landfill and Otay Landfill, provide disposal capacity within the urbanized region. The Sycamore Landfill is located to the east of MCAS Miramar within the City's boundaries. The Otay Landfill is located within an unincorporated island within the City of Chula Vista. The SWIS database indicates that the Sycamore Landfill has a remaining capacity of 39,608,998 cy as of December 31, 2014, and is expected to close December 31, 2042. The Otay

Landfill has a remaining capacity of 24,514,904 cy as of March 31, 2012, and is expected to close February 28, 2028 (CalRecycle 2016).

5.11.1.2 Regulatory Framework

A number of state and local regulations focus on sustainable water use and the reduction of solid waste generation. These regulations are summarized below.

State

Senate Bill 610

For certain types of large projects, SB 610 requires that the associated environmental document include a discussion of the availability of water to meet the projected water demands of a project for a 20-year planning horizon, including single and multiple dry years. A foundational document for compliance with SB 610 is the Urban Water Management Plan, a requirement of the Urban Water Management Act and the California Water Code. The types of projects subject to SB 610 are the following:

- Residential developments of more than 500 units;
- Shopping centers or businesses employing more than 1,000 people or having more than 500,000 SF of floor space;
- Commercial office buildings employing more than 1,000 people or having more than 250,000 SF of floor space;
- Hotels or motels having more than 500 rooms;
- Industrial, manufacturing, or processing plants or industrial parks planned to house more than 1,000 people or having more than 650,000 SF of floor space;
- Mixed-use projects that include one or more of the above types of projects; and
- Projects that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-DU project.

The Project includes commercial retail space, restaurants, office space, a hotel, and a potential residential component; therefore, it would be considered a mixed-use project with multiple project types and is subject to SB 610.

California Assembly Bill 1881

AB 1881, the Water Conservation in Landscaping Act of 2006, requires the DWR to prepare an updated Model Water Efficient Landscaping Ordinance (Model Ordinance) in accordance with specified requirements to conserve water through efficient irrigation and landscaping. By January 1, 2010, local agencies were to adopt either the updated Model Ordinance or a local landscape ordinance that is at least as effective in conserving water as the Model Ordinance. Pursuant to state law, the City amended its Landscape Regulations (SDMC Chapter 14, Article 2, Division 4) and

Landscape Standards in April 2016 to expand water conservation in landscaping. The Landscape Standards implement the requirements of the Landscape Regulations. All landscape plans and installations are required to be in compliance with the Landscape Standards.

Integrated Waste Management Act

The State of California Integrated Waste Management Act (IWMA) of 1989 [California AB 939], which is administered by CalRecycle, requires counties to develop an Integrated WMP (IWMP) that describes local waste diversion and disposal conditions, and lays out realistic programs to achieve the waste diversion goals. IWMPs compile Source Reduction and Recycling Elements (SRREs) that are required to be prepared by each local government, including cities. SRREs analyze the local waste stream to determine where to focus diversion efforts, and provide a framework to meet waste reduction mandates. The goal of the solid waste management efforts is not to increase recycling, but to decrease the amount of waste entering landfills. AB 939 required all cities and counties to divert a minimum 50 percent of all solid waste from landfill disposal. In 2011, the State legislature enacted AB 341 (PRC Section 42649.2), increasing the diversion target to 75 percent statewide. AB 341 also requires the provision of recycling service to commercial and residential facilities that generate four cy or more of solid waste per week.

AB 1826

In October 2014, Governor Brown signed AB 1826, Chesbro (Chapter 727, Statutes of 2014), which requires businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. 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. For businesses that generate eight or more cy of organic waste per week, this requirement began April 1, 2016, while those that generate four cy of organic waste per week must have an organic waste recycling program in place beginning January 1, 2017. 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 multi-family residential dwellings that consist of five or more units. Mandatory recycling of commercial organics would be phased in over time, and an exemption process is available for rural counties.

Local

Drought Restrictions

In July 2016, the City moved from a Level 2 Drought Alert to a Level 1 Drought Watch, lifting some of the water-use restrictions that were put in place to mitigate the multi-year drought that California has been experiencing (City 2016i). A Level 1 Drought Watch includes voluntary water-use restrictions that limit landscape watering and the washing of mobile equipment. Additionally, permanent mandatory water use restrictions are in place, with the goal of promoting water conservation as a way of life in San Diego.

City of San Diego Ordinance 0-17327 (Mandatory Water Reuse Ordinance)

This ordinance, adopted by the City Council in 1989, requires that “recycled water shall be used within the City where feasible and consistent with the legal requirements, preservation of public

health, safety, and welfare, and the environment.” All development projects are required to install an additional water pipeline reserved for reclaimed water. Compliance with this ordinance for new development is made a condition of tentative maps, land use permits, etc., based on the project’s location within an existing or proposed recycled water service area.

Zero Waste Plan

The City’s Zero Waste Plan, a component of the City’s Climate Action Plan, was approved and adopted by City Council on July 13, 2015. The Zero Waste Plan lays out strategies to be implemented by the City to accomplish the following goals:

- Target 75 percent diversion by 2020, 90 percent diversion by 2035, and “zero waste” by 2040 by identifying potential diversion strategies for future action. To increase the City’s waste diversion rate to 75 percent will require an estimated additional 332,000 tons per year to be diverted from landfill disposal;
- Demonstrate continuous improvement towards a goal of zero waste to landfills;
- Emphasize education by renewing City public information efforts;
- Promote local policies and ordinances and legislation at the state level that encourage manufacturers, consumers, and waste producers to be responsible for waste;
- Investigate appropriate new technologies; and
- Re-emphasize market development at the local and state level.

The City’s ESD estimates that compliance with existing City codes and ordinances alone (including the Refuse and Recyclable Materials Storage Regulations [Municipal Code Chapter 14, Article 2, Division 8], Recycling Ordinance [Municipal Code Chapter 6, Article 6, Division 7], and the Construction and Demolition Debris Deposit Ordinance [Municipal Code Chapter 6, Article 6, Division 6]) would achieve only an approximate 40 percent diversion rate, which is substantially below the current 75 percent diversion level targeted by the state and the goals of the City’s Zero Waste Plan.

The Recycling Ordinance requires all single-family, multi-family, and commercial uses to participate in a recycling program by separating recyclable materials from other solid waste and depositing the recyclable materials in the approved recycling containers. The Construction and Demolition Debris Deposit Ordinance requires project applicants to submit a Waste Management Form with the building permit or demolition/removal permit, to provide a general estimate of the total waste generated by the project including how much will be recycled. The code requires a minimum diversion rate of 50 percent for building permits or demolition/removal permits issued within 180 calendar days of the effective date of the ordinance, and a minimum diversion rate of 75 percent for building permits or demolition/removal permits issued after 180 calendar days from the effective date of the ordinance, provided that a certified recycling facility which accepts mixed construction and demolition debris is operating within 25 miles of the City Administrative Building.

5.11.2 Impact 1: Potential Increased Demand on Utilities

Issue 1: Would the Project result in a need for new systems, or require substantial alterations to existing utilities, the construction of which would create physical impacts with regard to the following utilities: water, sewer, and solid waste disposal?

Issue 2: Would the Project result in the use of excessive amounts of water?

Issue 3: Does the Project propose landscaping which is predominantly non-drought resistant vegetation?

5.11.2.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), public utility impacts may be significant if a project would:

- Use excessive amounts of potable water;
- Use predominantly non-drought resistant landscaping and excessive water usage for irrigation and other purposes;
- Cause a significant increase in demand for public utilities;
- Result in direct impacts from the construction of new or expanded public utilities needed to serve a proposed project; and/or
- Construct, demolish, and/or renovate 1,000,000 SF or more of building space, which would generate approximately 1,500 tons or more of waste. For projects over 1,000,000 SF, a significant direct solid waste impact would result if compliance with the City's ordinances and the WMP fails to reduce the impacts of such projects to below a level of significance and/or if a WMP for the project is not prepared and conceptually approved by the ESD prior to distribution of the draft environmental document for public review.

In addition, the City's Significance Determination Thresholds note the following guidance should be considered in determining whether utility work could have significant environmental effects.

Would removal, construction, and/or relocation of the utility:

- Be compatible with existing and adjacent land uses?
- Change drainage or affect water quality/runoff?
- Affect air quality?
- Have a negative aesthetic affect?
- Increase noise levels to existing receptors?
- Affect biological resources including habitat?

5.11.2.2 Impact Analysis

Water

Facilities

The Project would connect to existing water mains on Costa Verde Boulevard, Nobel Drive, and Genesee Avenue. An existing six-inch reclaimed water line in Nobel Drive would also serve the Project. Based on the availability and suitability of existing water infrastructure to serve the Project, the Project would not result in the need for new water systems nor would it require substantial alterations to existing facilities that would result in adverse physical impacts. Minor alterations to the water infrastructure system at the Project site would include a new backflow prevention device at Costa Verde Boulevard in the northwestern portion of the project site and new water meters throughout the site. Construction of these improvements would be subject to standard industry measures and the SDMC.

Supply

The five-year average (2012-2016) billed water use for the project site is 53.5 AFY. Water demand associated with the Project is estimated at 192.8 AFY. Considering these factors, the Project would increase potable water demand by 139.3 AFY. The WSA and Addendum prepared for the Project conclude that the Project's water demand would be consistent with regional water resource planning documents of the City, SDCWA, and MWD. Therefore, there would be sufficient planned water supply to serve the Project in normal and dry year forecasts during a 20-year projection (City 2019f).

Conservation

Water Conservation Devices

The Project would incorporate water conservation devices such as the use of low-flush toilets, low-flow faucets, intelligent irrigation systems, and reuse of collected rainwater for irrigation of rooftop gardens (as described in Section 3.2.12). Recycled water would be used to irrigate the majority of site landscaping.

Drought-tolerant Landscaping

The Project would remove approximately 76,500 SF of the existing moderate to high water use plant materials and replace them with approximately 62,500 SF of low water use plant materials. Native trees, such as California sycamore and coast live oak, would be planted among drought-tolerant shade trees and shrubs. Raised planters, pots, and rooftop plantings would include drought-tolerant plants such as rosemary, rockrose, and sedum. Areas that would be planted with sod would contain common Bermuda grass, which is a drought-tolerant, hardy variety. Impacts related to the use of predominantly non-drought resistant landscaping and excessive water usage for irrigation, therefore, would be less than significant.

Wastewater

As described above, the Project would share the existing 12-inch sewer line in Genesee Avenue with the Monte Verde and UTC developments. Calculations of the proposed EDUs from the Project and the existing EDUs from the Monte Verde and UTC developments were used to identify the baseline and peak design flows in the 12-inch sewer line and determine whether there would be sufficient capacity for the Project. It was concluded that the Project would add approximately 772.23 EDUs and that the existing 12-inch sewer line would have sufficient capacity and velocity to accommodate the proposed development.

Solid Waste Management

The Project would not include construction, demolition, or renovation of 1,000,000 SF or more (total of 578,000 SF), but would generate more than 1,500 tons of solid waste materials during demolition and construction; therefore, the Project would exceed the City's threshold for direct solid waste impacts. Further, the Project proposes construction, demolition, and/or renovation of more than 40,000 SF, thereby also exceeding the City's threshold for cumulative solid waste impacts. Pursuant to the City's Significance Determination Thresholds, a WMP was prepared to identify waste reduction, recycling, and waste diversion measures (WDMs).

The purpose of a WMP is to identify the potential waste generated and diverted during demolition, construction, and operation, associated with a project, and to identify measures to reduce potential impacts associated with management of such waste. The Project WMP addresses the grading and construction phase, as well as the post-construction/occupancy phase of the Project and identifies the types and projected amount of waste that would be generated, disposed, salvaged, and recycled, as applicable. The WMP describes the project measures and design features that would reduce the amount of waste generated and how waste reduction and recycling goals would be achieved. The following discussion of potential solid waste generation resulting from implementation of the Project and related WDMs is based on the WMP (Appendix H3).

Pre-construction Demolition, Clearing/Grubbing, and Grading

Materials generated during pre-construction demolition, clearing/grubbing, and grading that are designated for recycling would be source separated on site during these activities. The City's 2020 Certified Construction & Demolition Recycling Facility Directory, updated quarterly, states the diversion rate for these materials shall be 100 percent, except mixed construction and demolition (C&D) debris, which achieves a maximum 89 percent diversion rate at the EDCO CDI Recycling and Buy Back Center (City 2020).

The volumes of estimated solid waste resulting from existing structure demolition are 33,108 tons for commercial structures and 17,600 tons for the parking garage structure. Demolition of the existing paved areas is expected to produce 3,613 tons of asphalt and concrete waste. Clearing and grubbing would remove approximately 4,200 tons of landscape debris. Grading would result in net removal of 362,068 tons of cut material. In all, pre-construction activities would generate 405,805 tons of waste and divert 399,929 tons to an appropriate facility on the City's 2020 Certified Construction & Demolition Recycling Facility Directory or the Miramar Greenery/Landfill facility. Depending on the material type, 68 to 100 percent of waste generated during demolition, clearing/grubbing, and grading would be diverted, for a total diversion rate of 99 percent.

Construction Waste Management

Materials proposed for construction of the Project that would potentially generate waste include metals, concrete, asphalt, brick/masonry, wood, drywall, and carpet/carpet padding. Additionally, cardboard, industrial plastics, and Styrofoam associated with packaging for construction materials, appliances, windows, etc., would generate construction waste.

The rule of thumb used by the City to calculate construction waste is three pounds, or 0.0015 ton, per square foot of waste materials generated. Material quantities are based on City guidance as follows:

- Total project SF x each material type = Total quantity of construction materials required
- Total construction material required x 10 percent = Anticipated quantity of construction waste generated

Using this formula, the WMP calculated the total amount of waste each type of construction material would produce for the various components of the Project, as well as how much waste would be diverted to an appropriate recycling facility and how much would be taken to the landfill.

Construction of the Project would generate a total of approximately 1,427 tons of waste, of which 1,141 tons would be diverted and 286 tons would be taken to the Miramar Landfill. The overall diversion rate would be 80 percent for construction.

In order to further minimize waste, the Project would utilize recycled content construction materials, where feasible. Given the preliminary nature of the project plans, a minimum target of five percent is anticipated, with verification of purchase of materials equating to this target to be provided prior to or during the pre-construction meeting. A goal of 10 percent or more has also been set.

All C&D-generated waste would be subject to compliance with the source separation and diversion requirements contained in the WMP to divert, recycle, and/or re-use these materials to the maximum degree possible. The required measures during construction include source-separating waste on site and implementing measures such as detailed material estimates, material purchasing requirements, and use of post-consumer content products. Implementation of these measures would be conditions of project approval, and would be implemented by the Project-designated Solid Waste Management Coordinator and verified by ESD staff.

Occupancy Waste Management

The Project is estimated to generate a total of 3,553 tons of solid waste per year upon full buildout, based on the square footage of each proposed building and the waste generation factors developed by the City. Where a mix of uses is proposed, the most conservative waste generation factor was used since the anticipated square footage for each use is not known at this time. For example, most buildings would have a mix of retail and restaurants, but a waste generation factor of 0.0122 for restaurants was applied for all square footage (compared to a waste generation rate of 0.0028 for retail). Source-separated recycling efforts would be expected to divert 40 percent, or 1,421 tons of waste per year, to an appropriate recycling facility. Approximately 2,132 tons of waste per year would go to the landfill. Based on the difference between the existing buildings' estimated waste generation and the proposed buildings' waste generation, the project would result in a net increase

of 2,750 tons of waste. Of this, 1,650 tons would be disposed, and 1,100 would be diverted from the landfill. These estimates are conservative based on the assigned building uses, and do not take into account potential additional sustainability programs.

Future tenants of the project site would be required to comply with the City's Recycling Ordinance and measures specified in the WMP that would encourage recycling efforts. Required measures include providing recycling areas that are readily accessible and that contain appropriate signage; distributing recycling educational materials; and requiring that green waste generated by ongoing landscaping maintenance be source separated and diverted to Miramar Greenery. These measures would be conditions of project approval, subject to inspection by ESD staff prior to any certificate of occupancy/tentative certificate of occupancy.

5.11.2.3 Significance of Impacts

Water

Facilities

The Project would connect to existing water lines adjacent to the site, and would not require off-site pipeline upsizing or new water facilities. On-site water infrastructure would be designed and sized to meet the Project's water needs in conformance with City standards. Therefore, Project impacts to water infrastructure would be less than significant.

Supply

The Project would be consistent with regional water resource planning and applicable water supply regulations. There would be sufficient water supply to meet the projected demands of the Project; therefore, impacts related to potable water supplies/demand from Project implementation would be less than significant.

Conservation

The Project would be consistent with applicable water conservation requirements; therefore, less than significant impacts related to water conservation would result from Project implementation.

Wastewater

Based on the available capacity of PUD wastewater treatment facilities and the analysis contained in the Sewer Memorandum prepared by Kimley-Horn and Associates (Appendix H2), the increase in demand associated with wastewater utilities would not be significant and new or expanded sewer services would not be needed to serve the Project. Impacts related to wastewater infrastructure would be less than significant.

Solid Waste Management

The Project would generate solid waste during both the construction and operational phases. Although the Project would not exceed 1,000,000 SF of building space, it would exceed the threshold of 1,500 tons of solid waste materials generated. Therefore, the Project would be considered to have

a direct impact on solid waste facilities. While all projects are required to comply with the City's waste management ordinances, direct impacts are addressed by implementation of the project-specific WMP (Appendix H3). The WMP conditions would be included in the Project's PDP. With implementation of the WMP, impacts would be less than significant.

5.11.2.4 Mitigation, Monitoring and Reporting

Water

As impacts would be less than significant, no mitigation measures would be required.

Wastewater

As impacts would be less than significant, no mitigation measures would be required.

Solid Waste

As impacts would be less than significant, no mitigation measures would be required.

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5.12 Public Services and Facilities

Public services are those functions that serve residents on a community-wide basis. These functions include police protection, fire and life protection, libraries, parks and recreation, and schools. The following provides a discussion of these services and facilities as they relate to the Project.

5.12.1 Existing Conditions

5.12.1.1 Police Protection

The SDPD provides police services including patrol, traffic, investigative, records, laboratory, and support services to the City (City 2008a). The Project site is patrolled by Beat 115 in the SDPD's Northern Division. Beat 115 covers the University City area north of SR-52, west of I-805, and east of I-5. The Northern Division currently serves a population of 225,234 people, and encompasses approximately 41.3 square miles (City 2019a). The Northern Division Police Substation is located approximately 0.5 mile north of the project site at 4275 Eastgate Mall. Additional resources (such as special weapons and tactics [SWAT], canine units, etc.) respond to the Northern Division as needed. The SDPD also has mutual aid agreements with all other law enforcement agencies in San Diego County, which provide additional police protection services to assist the Northern Division.

The SDPD does not staff individual stations based on ratios of sworn officers per 1,000 population ratio; however, the goal citywide is to maintain 1.48 officers per 1,000 population. The 2018 citywide staffing ratio for sworn police officer to population was 1.45 officers per 1,000 population (SANDAG 2019b). These ratios do not consider the population increase resulting from non-resident commuters or visitors. The Northern Division is currently staffed with 110 sworn personnel and one civilian employee. Using the SDPD recommended staffing guidelines, the Northern Division currently deploys a minimum of 14 patrol officers on First Watch (6:00 a.m. to 4:00 p.m.), 16 patrol officers on Second Watch (2:00 p.m. to midnight), and 14 patrol officers on Third Watch (9:00 p.m. to 7:00 a.m.).

The SDPD has personnel on duty and available to respond to calls for service seven days a week, 24 hours a day. SDPD currently utilizes a multi-level priority dispatch system, with different response-time guidelines for different call types. Calls for service range from level "1 priority," meaning life-threatening/suspicious activity, to level "4 priority" related to non-life-threatening/suspicious activity. Priority E calls, meaning imminent threat to life, receive the highest priority. The SDPD strives to maintain identified response time goals as one of various other measures used to assess the level of service to the community. As indicated below in Table 5.12-1, *Call Priority Response Times*, the average response times for all priority level calls for Beat 115 in 2016 exceeded the General Plan response time guidelines. All response times for Beat 115 in 2016, except for Priority 4 calls, also exceeded the 2016 citywide averages.

**Table 5.12-1
CALL PRIORITY RESPONSE TIMES**

| Call Priority | General Plan Response Time Guidelines | Average Response Times (minutes) | |
|--|---------------------------------------|----------------------------------|---------------|
| | | 2016 Beat 115 | 2016 Citywide |
| Priority E – Imminent threat to life | Within 7 minutes | 8.3 | 7 |
| Priority 1 – Serious crimes in progress | Within 12 minutes | 20.9 | 16 |
| Priority 2 – Less serious crimes with no threat to life | Within 30 minutes | 49.5 | 42 |
| Priority 3 – Reported after a crime has been committed | Within 70 minutes | 122.4 | 100 |
| Priority 4 – Parking complaints and lost and found reports | Within 70 minutes | 148.1 | 151 |

Sources: City 2008, City 2017a

5.12.1.2 Fire and Life Protection

Fire and life protection services, including emergency medical services (EMS), to the Project site are provided by the San Diego Fire-Rescue Department (SDFD). The SDFD serves a total area of approximately 331 square miles, including 17 miles of coastline extending 3 miles offshore. The SDFD has a current total of 52 fire stations and 9 permanent lifeguard stations, and employs 892 uniformed fire personnel, 98 permanent uniformed lifeguard personnel, and 246 civilian personnel for a total of 1,236 personnel. The City's EMS also has ambulances, paramedics, and emergency medical technicians (EMTs) who respond to emergency calls. Ambulances are staffed with one EMT and one paramedic, and first responders have a minimum of one firefighter/paramedic on board (City 2019b).

SDFD Station 35, the first responder to the site and surrounding areas, is located at 4285 Eastgate Mall, less than a mile north of the project site. The Battalion Chief for Battalion 5, which consists of seven fire stations, is stationed at Station 35. Station 35 primarily serves a total of 11.32 square miles and includes a fire engine, aerial truck, brush engine, chemical pickup rig, and a battalion chief's vehicle (City 2019b). Nearby fire stations include Station 27 at 5064 Clairemont Drive, Station 41 at 4914 Carroll Canyon Road, and Station 9 at 7870 Ardath Lane. SDFD Station 50 is currently under construction approximately one mile southeast of the Project site at 7177 Shoreline Drive. The 12,000-SF facility would be the eighth facility for Battalion 5 (City 2019e). Operation of this future fire station would improve response times in the UCP area.

The General Plan states that fire stations should be sited on lots that are at least three-quarters of an acre with room for expansion, within two to two and a half miles apart, and be staffed and equipped to respond to calls within their established standards. The Fire-Rescue Department's staffing goal is one firefighter per 1,000 citizens.

There are four levels of calls for life protection, referred to as Levels 1 through 4. Level 1 is the most serious (e.g., heart attack, shortness of breath), and the closest fire engine and an advance life support ambulance usually respond to this type of call. The City requirement for response times for a fire crew is within 8 minutes of being dispatched, and the requirement for ambulance response times is within 12 minutes for Level 1 (the most serious) calls. A Level 2 call is the next most serious; however, these calls are either reprioritized up to a Level 1 call or down to a Level 3 call. Only the advance life support ambulance responds to Level 2 calls; no fire station staff or equipment are

deployed. The response time for a Level 2 call is 12 minutes, the same as for a Level 1 call. For a Level 3 call (e.g., someone having extended flu-like symptoms), either a basic or advance life support ambulance would respond. A basic ambulance is staffed with two EMTs, whereas an advance life support ambulance is staffed with one paramedic and one EMT. The response time target for a Level 3 call is 18 minutes. For a Level 4 call, which is not an emergency (e.g., the patient could have driven themselves to a hospital), a basic ambulance also would respond within 18 minutes of being dispatched. Response time estimates for the project site were calculated using the SDFD 911 Computer Aided Dispatch System's (CAD) point-to-point routing. This application uses the road network generating the closest path from the fire station address to the requested location. Table 12-2, *Fire Response Times*, includes the estimated response times from responding fire stations. Response times to the project site include dispatch and turnout.

| Table 5.12-2 FIRE RESPONSE TIMES | |
|---|----------------------|
| Engine | Response Time |
| E35 from Station 35 | 2.6 minutes |
| E41 from Station 41 | 5.7 minutes |
| E27 from Station 27 | 7.1 minutes |
| E9 from Station 9 | 7.9 minutes |
| Truck | |
| T35 from Station 35 | 2.6 minutes |
| T38 from Fire Station 28 | 10.8 minutes |
| Battalion Chief | |
| B5 from Station 35 | 2.6 minutes |
| B3 from Station 25 | 11.9 minutes |

Source: City 2019d

5.12.1.3 Libraries

Library services for the project site and surrounding areas are primarily provided by the City Library System. The planned service area for a library is generally two miles, although the area served depends on the proximity and access to residential, commercial, and civic uses, as well as roadways and transit. There are two San Diego Public Library branch libraries within two miles of the project site, including the 16,020-SF North University Community Branch Library built in 2007 at 8820 Judicial Drive, and the 10,000-SF South University Community Branch Library built in 1978 at 4155 Governor Drive. The South University Community Branch Library is planned to expand to approximately 15,000 SF to meet increased demand (City 2016j). The local branches are part of the City library system, which allows residents to use any branch or main library. Therefore, residents at times use other libraries that are more convenient to them, such as one near their work or school, and not necessarily the library located closest to their home. Additionally, the main campus for UCSD also includes the Geisel Library and the Biomedical Library, both of which are available to the public and also within two miles of the project site.

The City's General Plan establishes a minimum size of 15,000 SF of dedicated library space for branch libraries and a target resident population of 30,000 people per library. The current household population in the UCP area is approximately 59,080 (SANDAG 2019a). This excludes people residing in group quarters, such as those in hospitals, nursing facilities, and certain kinds of

student housing. Upon UCP buildout in 2035, the population is projected to increase to approximately 62,283 (SANDAG 2013). Based on the General Plan requirement for libraries to be 15,000 SF, the 10,000 SF South University Community Branch Library is deficient in dedicated library space; however, the 16,020 SF North University Community Branch Library exceeds the minimum library size. With a current household population of approximately 59,080 people, each of the two branch libraries serve about 30,000 people per library, consistent with the City's General Plan standard.

5.12.1.4 Parks and Recreation Facilities

The closest park is Doyle Community Park and Recreation Center, located approximately 700 feet south of the site at 8175 Regents Road. The 21-acre Community Park is adjacent to a 4.07-acre joint-use park with the neighboring Doyle Elementary School. The facilities contain playgrounds, basketball courts, softball fields, a beach volleyball court, a leash-free dog park, and an indoor recreation center. An existing private park is located immediately west of the Project, but is not further considered in this analysis as it is not formally open to the public.

The General Plan 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 park acreages and park equivalencies. The current household population of 59,080 people in the UCP area (SANDAG 2019a) warrants 165.42 acres of population-based parks. The community has 100.40 usable acres of population-based and joint-use parks (2019g), resulting in a total current deficiency of 65.02 useable acres of population-based parks. Upon buildout of the UCP area in 2035, the household population is forecasted to increase to approximately 62,283, which would require 174.39 acres of parkland to meet General Plan standards.

5.12.1.5 Schools

The Project area is served by the San Diego Unified School District (SDUSD). Three schools serve the Project area. Table 5.12-3, *School Enrollment and Capacity*, shows the current capacity and enrollment numbers available for each school, summarized as follows:

- Doyle Elementary School is located at 3950 Berino Court, approximately 0.25 mile to the south;
- Standley Middle School is located at 6298 Radcliffe Drive, approximately one mile to the south; and
- University City High School is located at 6949 Genesee Avenue, approximately 0.5 mile to the south.

| Table 5.12-3 SCHOOL ENROLLMENT AND CAPACITY | | | |
|--|---------------------------|-----------------------------|-----------------------------|
| School | Estimated Capacity | 2017-2018 Enrollment | 2018-2019 Enrollment |
| Doyle Elementary School | 910 | 708 | 672 |
| Standley Middle School | 1,086 | 1,038 | 1,015 |
| University City High School | 1,926 | 1,872 | 1,847 |

Source: Pers. comm. Sarah Hudson 2019

5.12.1.6 Regulatory Framework

State Regulations

California Mutual Aid Plan

The California Mutual Aid Plan establishes policies, procedures, and responsibilities for requesting and providing inter- and intra-agency assistance in emergencies. The plan directs local agencies to develop automatic or mutual aid agreements, or to enter into agreements for assistance by hire (e.g., Schedule A contracts) where local needs are not met by the framework established by the Mutual Aid Plan.

Assembly Bill 16

AB 16 was passed in 2002 and created the Critically Overcrowded School Facilities program to supplement the construction provisions within the School Facilities Program (SFP). The SFP provides state funding assistance for new construction and modernization of facilities. The Critically Overcrowded School Facilities program allows school districts that have been determined by the California Department of Education (CDE) to have critically overcrowded facilities to apply for new construction projects without meeting all SFP program requirements (CDE 2015). Districts with SFP new construction eligibility and school sites included on a CDE list of source schools may apply (Chapter 33, Statutes of 2002).

Senate Bill 50

SB 50, or the Leroy F. Greene School Facilities Act of 1998, restricts the ability of local agencies to deny project approvals on the basis that public school facilities (classrooms, auditoriums, etc.) are inadequate. School impact fees are collected at the time when building permits are issued. Payment of school fees is required by SB 50 for all new residential development projects and is considered "full and complete mitigation" of any school impacts. School impact fees are payments to offset capital cost impacts associated with new developments, which result primarily from costs of additional facilities, related furnishings and equipment, and projected capital maintenance requirements. As such, agencies cannot require additional mitigation for any school impacts (Chapter 407, Statutes of 1998).

Quimby Act and Assembly Bill 1359

Cities and counties have been authorized since the passage of the 1975 Quimby Act (Government Code Section 66477) to pass ordinances requiring that developers set aside land, donate

conservation easements, or pay fees for park improvements. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities. The dedicated land or fees may only be used for the development or rehabilitation of neighborhood or community parks or recreational facilities in the subdivision they were provided for, according to AB 1359 (Chapter 412, Statutes of 2013), unless certain requirements are met and an exception is made. The goal of the Quimby Act is to require developers to help mitigate the impacts of property improvements. The act gives authority for passage of land dedication ordinances only to cities and counties. Special districts must work with cities and/or counties to receive parkland dedication and/or in-lieu fees. The fees must be paid, and land conveyed directly to the local public agencies that provide park and recreation services communitywide.

Local Regulations

City of San Diego General Plan

The City's General Plan contains a Public Facilities, Services, and Safety Element to address publicly managed and provided facilities and services. This element provides policies for financing, prioritization, developer, and City funding responsibilities for public facilities in San Diego, with service targets for police protection included in the discussion of facilities in Section 5.12.1.1.

Fire Hazard Severity Zones

Wildland fire protection in California is the responsibility of the state, local government, or the federal government. The California Department of Forestry and Fire Protection (CAL FIRE) adopted Fire Hazard Severity Zone maps for State Responsibility Areas in 2007, as well as recommended maps for Very High Fire Hazard Severity Zones in Local Responsibility Areas. Local Responsibility Areas include incorporated cities, cultivated agriculture lands, and portions of the desert. The CAL FIRE recommendations are not the same as actual zones, which do not go into effect unless adopted by local agencies (CAL FIRE 2012). In San Diego County, CAL FIRE has made recommendations on 13 cities, including the City of San Diego. The County of San Diego Wildland Hazard Map tool provides local designations based on CAL FIRE's recommendations (SDFRD 2009). Fire Hazard Severity Zones are based on increasing fire hazard and are designated as "No Designation," "Moderate," "High," or "Very High." The southernmost portion of the project site is within a Very High fire severity zone related to a small canyon that occurs to the south across Nobel Drive.

Fire Services Deployment

Fire Department deployment simply stated is about the speed and weight of attack. Speed calls for first-due, all-risk intervention units (engines, trucks, and/or rescue ambulances) strategically located across a community responding in an effective travel time. These units are tasked with controlling moderate emergencies without the incident escalating to second alarm or greater size, which unnecessarily depletes departmental resources as multiple requests for service occur. Weight is about multiple-unit response for serious emergencies such as a room and contents structure fire, a multiple-patient incident, a vehicle accident with extrication required, or a heavy rescue incident. In these situations, enough firefighters must be assembled within a reasonable timeframe to safely control the emergency, thereby keeping it from escalating to greater alarms. The science of fire crew deployment is to spread crews out across a community for quick response to keep emergencies

small with positive outcomes, without spreading the crews so far apart that they cannot amass together quickly enough to be effective in major emergencies (Citygate 2017).

In 2011, the City retained Citygate Associates, LLC to conduct a Fire Services deployment planning study to:

1. Further refine the findings of the Regional Fire Service Deployment Study that Citygate conducted for the County of San Diego that pertained to Fire-Rescue deployment within the City;
2. Analyze whether the SDFD's performance measures are appropriate and achievable given the risks, topography, and special hazards to be protected in the City; and
3. Review existing SDFD deployment and staffing models for efficiency and effectiveness and determine how and where alternative deployment and staffing models could be beneficial to address current and projected needs (Citygate 2011).

Prior to this study, the SDFD used the National Fire Protection Association (NFPA) Standard 1710 for the Organization and Deployment of Fire Suppression Operations to determine adequate response times. According to the standards, initial fire suppression resources shall be deployed to provide for the arrival of an engine company within a four-minute travel time to 90 percent of incidents. The study concluded that additional fire-rescue resources were needed to meet these service delivery goals. In response, the SDFD adopted the recommendations of the study and set new deployment standards. The updated deployment standards and fire station planning measures are described below.

Distribution of Fire Stations

To treat medical patients and control small fires, the first responding unit should arrive within seven minutes and 30 seconds from the time of the 9-1-1 call receipt in fire dispatch. This equates to a one-minute dispatch time, one minute and 30 seconds for company turnout time, and a five-minute drive time in the most populated areas (Citygate 2017).

Multiple-Unit Effective Response Force for Serious Emergencies

To confine fires near the room of origin, to confine wildland fires to fewer than three acres when noticed promptly, or to treat up to five medical patients at once, the goal is for a multiple-unit response of at least 17 personnel to arrive within 10 minutes and 30 seconds from the time of the 9-1-1 call receipt in fire dispatch, 90 percent of the time. This equates to a one-minute dispatch time, a one minute and 30 seconds for company turnout time, and an eight-minute drive time spacing for multiple units in the most populated areas (Citygate 2017).

Adopted Fire Station Location Measures

To direct fire station location timing and crew size planning as the community grows, the adopted fire unit deployment performance measures based on population density zones are listed in the General Plan. Structure fires in urban areas over 1,000 people per square mile would require a response standard of 5 minutes for first due travel time, 7.5 minutes for total reflex time, 8 minutes

for first alarm travel time, and 10.5 minutes for first alarm total reflex. Reflex time is the total time from receipt of a 9-1-1 call to arrival of the required number of emergency units (Citygate 2017).

Aggregate Population Definitions

Standards listed in the General Plan guide the determination of response time measures and the need for fire stations. The first-due unit travel time goal for metropolitan areas of over 200,000 people is four minutes. Urban-suburban areas of less than 200,000 people would require a goal of five minutes (Citygate 2017).

5.12.2 Impact 1: Potential for Inadequate Public Service Facilities

Issue 1: Would the Project have an effect upon, or result in the need for new or altered governmental services in any of the following areas?

- *Police Protection*
- *Fire and Life Protection*
- *Libraries*
- *Parks and Recreation Facilities*
- *Schools*

5.12.2.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to public services and facilities would be significant if a project would result in the need for new or expanded public service facilities, the construction of which would cause direct, adverse physical environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.

5.12.2.2 Impact Analysis

Additional development resulting from implementation of the Project would increase demand for public services and facilities, as described below.

Police Protection

Implementation of the Project would potentially result in additional need for police services due to the addition of research and development/office and hotel uses to the site. The need would be similar to surrounding commercial development, including patrol services and occasional calls for service. The Project does not propose residential units and would not increase the existing population. New employees (e.g., employees of the commercial retail/office and hotel uses) would likely already reside locally or regionally and would already be included in the projected City population figures for the area. The increased demand on police services would be minimized by consistency with the City's Crime Prevention Through Environmental Design concepts and measures for land development (City 2015d). For example, the Project includes a variety of uses that would encourage activity in various locations in the center throughout the day and evening. All exterior areas that people would use during the evening/nighttime hours would be well lit. Buildings would be oriented to provide good visibility within the site and/or from the adjacent public streets.

As shown in Table 5.12-1, the average response times for Beat 115 were longer than the 2015 Citywide average (except Priority 4) and General Plan goals for all types of calls in 2016. Police response times in this community would increase with the Project.

Ongoing funding for police services is provided by the City's General Fund. Police protection is ordinarily extended to newly developed areas and funded as a function of the increased tax base. No new facilities or improvements to existing facilities would be required. Therefore, Project impacts to police protection services would be less than significant.

Fire and Life Protection

Implementation of the Project would potentially result in increased demand for fire protection services within the service area. The need would be similar to surrounding commercial development as the Project does not propose residential units and would not increase the existing population. The Project would be constructed per applicable California Building and Fire codes and NFPA codes, and would be required to pay Development Impact Fees, which would be used to fund future facilities, including planned fire stations. The SDFD has facilities and staffing in the project area to adequately serve the Project. Although the Project would result in increases in fire calls for service, no new facilities or improvements to existing facilities would be required as a result of the Project. Therefore, Project impacts to community fire protection services would be less than significant.

Parks and Recreation/Schools/Libraries

The Project does not propose new residential development and thus would not create an increased demand on parks and recreation facilities, schools, or libraries and does not create a need for new facilities in these resource areas. In addition, the Project would not displace or result in deterioration of existing facilities. Therefore, implementation of the Project would not result in impacts related to parks and recreation facilities, schools, or libraries.

5.12.2.3 Significance of Impacts

Police Protection

Any changes to police staffing or facilities would be dependent on division and citywide needs as determined by the SDPD. The Project would result in increases in police calls for service, but no new facilities or improvements to existing facilities would be required as a result of the Project. Project impacts to police protection services would be less than significant.

Fire and Life Protection

The Project would result in increases in calls for service, but no new facilities or improvements to existing facilities would be required as a result of the Project. Project impacts to community fire/life protection services would be less than significant.

Parks and Recreation/Schools/Libraries

Implementation of the Project would not increase the population or result in the need for expanded parks and recreation facilities, schools, or libraries. Therefore, the Project would not result in impacts related to such facilities.

5.12.2.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur, no mitigation is required.

6.0 CUMULATIVE IMPACTS

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

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

The basis and geographic area for the analysis of cumulative impacts is dependent on the nature of the issue and the project. In some cases, regional planning addresses cumulative impacts, while in other cases, the analysis takes into consideration more localized effects. For topics such as air quality, the cumulative setting is the region, and analysis is instead based on regional planning documents. For the analysis of cumulative impacts which are localized (e.g., traffic and noise), a list of past, approved, and pending (i.e., active applications) projects within the Project area was identified by City staff based on their ability to contribute to and/or compound impacts with those of the Project. The location of these cumulative projects is illustrated on Figure 6-1, *Cumulative Projects*, and Table 6-1, *Cumulative Projects*, contains a brief description of the development associated with these projects (with the numbers in list corresponding to the locations on the figure). In addition to the individual projects listed below, the evaluation of long-term cumulative impacts also considers planned expansion of UCSD, as reflected in its current Long Range Development Plan. This document plans for an additional 16,750 members of the campus population, with additional facilities including 8,807 residential beds, 217,072 SF of outpatient facilities, 1,380,020 SF of science research, and 50,000 SF of aquarium.

**Table 6-1
CUMULATIVE PROJECTS**

| Project Name | Type of Development | Project Size | Status |
|--|--|--|---|
| 1. La Jolla Commons | Office | 224,000 SF | Complete, occupied 2008 and 2014 |
| 2. Nexus Center | R&D/Office | 78,000 SF | Approved |
| 3. Scripps Green Hospital | Hospital | 39,024 SF | Approved |
| 4. Salk Institute | Scientific Research | 210,182 SF 12 dwelling units | Approved |
| 5. Genesee Avenue Executive Plaza | Conversion to Medical Office | 29,000 SF | Pending |
| 6. University City Village (La Jolla Del Rey) | Retirement Housing | 1,189 senior units | Under construction |
| 7. UCSD East Campus Bed Tower | Hospital | 245 beds | Approved, opened in 2016 |
| 8. Coast Income Properties | Office | 51,086 SF | Approved |
| 9. UTC Expansion | Regional Retail Multi Family Residential | 750,000 SF 250 dwelling units | Retail opened in 2017; residential opened in July 2019 |
| 10. La Jolla Centre 3 | Commercial Office | 340,000 SF | Complete |
| 11. Monte Verde | High Density Residential | 560 dwelling units | Approved; first tower opened in 2018 |
| 12. Torrey Pines City Park Expansion (Glider Port) | City Park, Glider Port | 5 Acres | Pending |
| 13. Scripps Hospital – La Jolla | Hospital Medical Office Scientific Research | 168 beds 491,623 SF 26,000 SF | Approved |
| 14. Mid-Coast Trolley | Light Rail Transit | 11-mile extension | Under Construction |
| 15. UCSD Center for Novel Therapeutics | Scientific Research | 121,000 SF | Approved, opened in 2019 |
| 16. Alexandria Campus Pointe | Scientific Research Amenity Space | 328,383 SF 10,000 SF | Under construction |
| 17. UCSD Mesa Housing | Faculty/staff Housing High density residential | 252 dwelling units 853 micro-apartments | Under construction |
| 18. UCSD Outpatient Pavilion | Medical Office | 156,000 SF | Approved, opened in 2018 |
| 19. UCSD Clinical & Translational Research Institute | Academic Research Facility | 360,000 SF | Approved, opened in 2016 |
| 20. The Scripps Research Institute | Scientific Research | 204,000 SF | Approved |
| 21. 9455 Towne Centre Drive | Scientific Research | 150,000 SF | Under construction |
| 22. La Jolla Crossroads | Multi Family Residential | 309 dwelling units | Completed |
| 23. Illumina | Corporate Headquarters Research and Development | 351,466 SF | Completed |
| 24. La Jolla Canyon | Multi Family Residential | 48 dwelling units | Approved |

6.1 Cumulative Effects Found To Be Significant

6.1.1 Transportation/Circulation

The traffic analysis presented in Section 5.2, *Transportation/Circulation*, evaluates cumulative impacts for the Near-Term (Opening Day 2023) and Year 2035 (Community Buildout) conditions, considering the development projects listed in Table 6-1 and buildout of the UCP. In some cases, project sizes were reduced following completion of the traffic analysis, thereby resulting in a more conservative impact evaluation. As detailed in that section, the Project would result in significant cumulative impacts at nine intersections, five roadway segments, three freeway segments, and two metered freeway on-ramps. Impacts to five intersections, and one freeway ramp meter (I-5/La Jolla Village Drive interchange northbound on-ramp under construction as mitigation for the UTC Revitalization project) would be reduced to below a level of significance through implementation of improvements. Therefore, combined with other reasonably foreseeable projects and with the implementation of the required mitigation, the Project's contribution to the cumulative condition at these locations would be less than cumulatively considerable. The Project's contribution to cumulative traffic impacts at two intersections, six roadway segments, three freeway segments, and one freeway ramp meter would be significant and unmitigated.

Installation of southbound right-turn overlap signal phasing at the intersection of Genesee Avenue and Governor Drive would prohibit access to the northwest corner of the intersection due to the inability to make eastbound U-turns. The Project would provide partial mitigation of upgrading and/or repairing signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive; however, the impact at this intersection is considered significant and unmitigated.

Similarly, installation of eastbound right-turn overlap phasing at the intersection of Nobel Drive and Genesee Avenue would prohibit access to the residential development on the west side of Genesee Avenue, south of Nobel Drive due to the inability to make northbound U-turns. The Project would provide partial mitigation of upgrading and/or repairing signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive; however, this impact is considered significant and unmitigated.

Installation of a traffic signal to allow for protected northbound left turns at the Genesee Avenue/SR 52 Westbound Ramps and provision of right-turn overlap phasing on the westbound approach to the Genesee Avenue/SR 52 Eastbound Ramps with associated traffic signal modification would reduce impacts at these two intersections to less than significant. However, these impacts are considered significant and potentially unmitigated because the timing of the identified improvements is not within the applicant's or City's control, as it requires Caltrans approval.

As part of the approvals for the University CPA, Final Program EIR (SCH: 2015121011), the City Council in December 2016 deemed repurposing the segment of La Jolla Village Drive between Genesee Avenue and Executive Way to a 6-lane Prime Arterial to be infeasible as it was determined that on-street parking would remain. The City Council also deemed the widening of Genesee Avenue between Nobel Drive and the SR 52 westbound ramps to six lanes as infeasible. An existing loading area driveway at UTC also would preclude repurposing this roadway. Given the City Council's decision to maintain existing conditions on Genesee Avenue (i.e., 4-lane Major) and La Jolla Village

Drive (i.e., 6-lane Major) as part of the approvals for the University CPA in December 2016, cumulative impacts to four roadway segments on Genesee Avenue (La Jolla Village Drive to Esplanade Court, Nobel Drive to Decoro Street, Decoro Street to Governor Drive, and Governor Drive to SR 52) and to one roadway segment along La Jolla Village Drive between Genesee Avenue and Executive Way would not be mitigated to a less than significant level and are considered significant and unmitigated. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.

Additionally, projects that would improve operations along the three significantly impacted freeway segments (I-5: Gilman Drive to Nobel Drive, I-805: Governor Drive to Nobel Drive; SR 52: Genesee Avenue to I-805) and the significantly impacted freeway ramp meter at the I-805/Nobel Drive interchange southbound ramps are unfunded and there is no guarantee that the improvements would occur. As partial mitigation, the Project proposes TDM measures to incentivize use of alternate forms of transportation other than single-occupancy vehicles. Therefore, impacts to the three freeway segments and one freeway ramp meter would remain significant and unmitigated. Refer to Section 5.2 for a complete discussion of the Project's cumulative effects on traffic and circulation.

6.2 Cumulative Effects Found Not To Be Significant

6.2.1 Land Use

The geographic scope for the land use cumulative analysis includes the UCP area, primarily focused on the Central subarea. Land uses and development patterns are typically established in local land use planning documents specific to jurisdictions, but can have implications on surrounding areas.

Cumulative projects within the UCP area would be required to comply with the General Plan and UCP. Projects that are not consistent with existing land use designations would require implementation of a CPA and/or GPA, as applicable. Projects that require a GPA and/or CPA are required to demonstrate conformance with pertinent goals, policies, and recommendations. Through implementation of a CPA, SPA, PDP, SDP, and NDP, the Project would be consistent with the General Plan, UCP, and CVSP, as is demonstrated for the Project in Table 5.1-1. As shown, the Project would not contribute to a significant cumulative impact due to an inconsistency or conflict with an adopted land use plan, land use designation, or policy. The analysis of land use-noise compatibility is based on future cumulative conditions (e.g., including trolley and aircraft noise and cumulative traffic conditions). As detailed in Section 5.1.4, the Project would be conditioned to install noise attenuation features to address these cumulative noise conditions. The Project does not request deviations or variances, and would not result in conflicts with the MCAS Miramar ALUCP. As the Project would not result in a significant impact related to consistency with applicable planning documents, the Project would not result in a cumulatively considerable contribution to a land use compatibility impact.

6.2.2 Visual Effects/Neighborhood Character

The geographic scope for the land use cumulative analysis includes the UCP area, primarily focused on the Central subarea. The UCP area's Urban Node is a highly developed, urban area that is

identified as having a high village propensity of the General Plan Village Propensity map. Additional urban development is likely in the surrounding area due to forecasted population and economic growth. Implementation of the Project and identified cumulative projects would continue to add to the sense of an urban community; however, this development would be required to be visually compatible with the surrounding neighborhood character and utilize appropriate architecture, materials, and development patterns as necessary for consistency with the aesthetic goals, principles, and objectives of the UCP.

As detailed in Section 5.3, *Visual Effects/Neighborhood Character*, the Project would be consistent with existing patterns of development, which include larger scale commercial and residential development immediately adjacent to the site. The proposed buildings would have height and bulk compatible with existing development patterns in the Urban Node of the University Community, and would provide architectural features and treatments consistent with existing development. The intensity of uses within the Urban Node is consistent with the General Plan, UCP, and CVSP. Since the project site and surrounding area consist of a built-up Urban Node, the cumulative development would not represent a substantial cumulative degradation in visual quality. While neighborhood character would continue to change over time in accordance with the applicable planning documents, visual impacts as a result of implementation of the Project would not be cumulatively considerable.

With regard to lighting and glare, the Urban Node already contains several major lighting sources, including the existing Costa Verde Center, street lighting along major roadways, and adjacent development. Lighting associated with the proposed revitalization project would be in keeping with the existing lighting and would comply with the City's Outdoor Lighting Regulations. As such, the Project, combined with other reasonably foreseeable projects in the immediate vicinity, would not result in a cumulatively considerable impact relative to light pollution. Most Project structures would consist of less than 50 percent of potentially reflective materials, with storefronts using non-reflective glass. The Project would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area and therefore, when considered with other reasonably foreseeable projects in the vicinity, would not result in a cumulatively considerable contribution to a light and glare impact in the community.

6.2.3 Air Quality

The geographic scope for the analysis of cumulative air quality impacts is the SDAB. It is appropriate to consider the entire air basin as air emissions can travel substantial distances and are not confined by jurisdictional boundaries; rather, they are influenced by large-scale climatic and topographical features. While some air quality emissions can be localized, such as a CO hotspot or odor, the overall consideration of cumulative air quality is typically more regional. By its very nature, air pollution is largely a cumulative impact.

The SDAB is a federal and/or state nonattainment area for PM₁₀, PM_{2.5}, and ozone. The nonattainment status of regional pollutants is a result of past and present development within the SDAB, and this regional impact is cumulative rather than attributable to any one source. Cumulative projects in the UCP area and throughout the air basin would generate construction and operational air pollutant emissions that could contribute to air quality impacts. The thresholds of significance are relevant to whether a project's individual emissions would result in a cumulatively considerable

incremental contribution to the existing cumulative air quality conditions. These thresholds are designed to identify those projects that would result in significant levels of air pollution and to assist the region in attaining the applicable state and federal ambient air quality standards. If a project's emissions would be less than those threshold levels, the project would not be expected to result in a considerable incremental contribution to the significant cumulative impact.

The Project and the other projects in the SDAB would contribute particulates and the ozone precursors VOC and NO_x to the area during short-term construction. As described in Section 5.4, *Air Quality*, emissions during project construction would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Construction emissions would be less than the significance thresholds (as shown in Table 5.4-5). Therefore, the Project's construction emissions would not be cumulatively considerable, and the impact would be less than significant. Long-term emissions, as shown in Table 5.4-6, also would be well below regional thresholds and, therefore, not cumulatively considerable. Emissions would be consistent with assumptions in the RAQS and SIP. Thus, long-term emissions would not produce a cumulatively significant impact.

As discussed in Section 5.4, no exceedances of the CO standard or substantial generation of TACs would occur. The Project also would not result in the creation of objectionable odors affecting a substantial number of people. These impacts would be less than significant and not cumulatively considerable.

6.2.4 Greenhouse Gas Emissions

The geographic scope of consideration for GHG emissions is global, as such emissions contribute, on a cumulative basis, to global climate change. By nature, GHG impacts are cumulative as they are the result of combined worldwide emissions over many years, and additional development would incrementally contribute to this cumulative impact. The discussion presented in Section 5.5, *Greenhouse Gas Emissions*, also serves as the Project's cumulative impact analysis.

As detailed in that section, a number of plans, policies, and regulations have been adopted for the purpose of reducing cumulative GHG emissions. The Project has incorporated a number of sustainable features into its design to reduce overall emissions, reflecting the types of emissions reduction measures recommended by public agencies to reduce the magnitude of GHG emissions and help California achieve its statewide goals. The Project would be consistent with the GHG reduction measures contained in the City's CAP, and would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. As a result, the Project would not result in a cumulatively considerable contribution to impacts related to GHG emissions.

6.2.5 Energy

The geographic scope for consideration of cumulative energy impacts is the San Diego region as a whole. Development throughout the region influences the demand for energy supply and can drive the location and need for new or additional energy production and transmission infrastructure. Energy service providers and their distribution systems generally cover large areas and are not necessarily associated with or restricted to specific governmental jurisdictions. Generally, most typical development or redevelopment projects, such as those included in the cumulative project

list, do not independently create substantial impacts on energy production or infrastructure. Rather, the demand for energy is influenced by regionwide development. Thus, many planning documents that forecast energy demand and determine adequate supply and appropriate infrastructure needs and strategies are also on regional scales.

While development projects would result in the demand for additional energy, they also would be subject to federal, state, and local energy conservation and/or alternative energy policies, such as those within the Conservation Element of the City's General Plan. This minimizes the potential for unnecessary or wasteful energy use associated with cumulative development or the demand for energy beyond that accounted for in regional supply forecasts and production.

Similar to other cumulative development projects, implementation of the Project would result in the consumption of energy during both project construction and operation. The Project design features and conservation strategies are intended to ensure that the Project's energy consumption would not be wasteful, inefficient, and unnecessary. Based on the estimated Project energy demand, it also would not be anticipated to require the construction of new energy facilities or require improvements to local infrastructure. Therefore, the Project would not result in a cumulatively considerable contribution to a significant impact on energy resources.

6.2.6 Noise

The geographic scope for this analysis is the area immediately surrounding the project site and UCP area roadways that would be used by Project vehicles. Generally, noise impacts are limited to the area directly surrounding the noise generator, as noise attenuates with distance and only has the potential to combine with other noise sources in the immediate vicinity.

The implementation of cumulative development projects would have the potential to increase ambient noise from new operational noise sources (such as music events, HVAC equipment, trash compactors, parking structures, and loading docks). As described in Section 5.7, *Noise*, the project's operational noise, which includes the sources listed above, would not exceed SDMC limits with implementation of Mitigation Measures NOI-1, NOI-2, and NOI-3. Operational noise from other projects in the area would also have to comply with these limits. With compliance with the SDMC limits, the Project's contribution to ambient noise would not be cumulatively considerable.

The Project would have a significant temporary impact from construction noise to adjacent residentially zoned properties. It would be unlikely that construction equipment use from adjacent development would occur simultaneously with Project construction activities, especially within distances close enough to the same NSLUs to further noise impacts. In addition, Mitigation Measures NOI-4 and NOI-5 were included at the Project level to ensure that Project construction activities would comply with SDMC limits. Therefore, cumulative construction noise and vibration impacts would not occur.

The potential for a cumulative noise impact can occur when traffic from multiple projects combines to increase noise levels above thresholds. A significant cumulative exterior impact would occur if:

- Cumulative projects in combination with the Project result in the exposure of a multi-family residential NSLU that is exposed to less than 70 CNEL in the Existing scenario to an exterior noise level of 70 CNEL or greater in the Buildout (Year 2035) + Project scenarios; or

- Cumulative projects in combination with the Project cause an increase of at least 3 CNEL from Existing to Buildout (Year 2035) + Project scenarios if the NSLU is already exposed to 70 CNEL or greater under the Existing scenario.

As shown in Table 6-2, *Cumulative Off-site Traffic Noise Levels*, two segments are identified as having a significant cumulative exterior impact by having their exterior noise levels increased above 70 CNEL: Nobel Drive from Costa Verde Boulevard to Genesee Avenue and from Genesee Avenue to Towne Center Drive.

A cumulatively considerable contribution to this impact would occur if a project contributes more than 1 CNEL to the cumulative noise increase. As shown in Table 6-2, the Project would not contribute more than 1 CNEL to the cumulative increase in traffic noise along the Nobel Drive segments. Therefore, traffic-related exterior noise impacts from the Project are not cumulatively considerable.

A significant cumulative interior impact would occur if cumulative projects in combination with the Project meet the following two conditions: (1) result in interior noise levels in excess of 45 CNEL; or (2) cause an increase of at least 3 CNEL from the Existing to Buildout (Year 2035) scenarios. As typical architectural materials are expected to attenuate noise levels by 15 CNEL, interior noise levels would be 45 CNEL or greater if the noise levels at the building façades exceed 60 CNEL. All segments exceed 60 CNEL and interior noise levels would be expected to be greater than 45 CNEL. However, the cumulative projects in combination with the Project would not increase noise levels by greater than 3 CNEL. Therefore, the Project would not result in a cumulatively considerable interior noise impact.

Construction, site operational, and traffic noise associated with the Project would not cause significant increases in the cumulative noise environment. Therefore, the Project would not result in a cumulatively considerable contribution to impacts related to noise.

Table 6-2
CUMULATIVE OFF-SITE TRAFFIC NOISE LEVELS

| Roadway Segment | Distance to Nearest NSLU (feet) ¹ | CNEL at Nearest NSLU | | | | | | |
|---|--|----------------------|----------------------|--------------------------------|--|--------------------|--|---|
| | | Existing | Buildout (Year 2035) | Buildout (Year 2035) + Project | Change from Existing to Buildout (Year 2035) + Project | Cumulative Impact? | Change from Buildout (Year 2035) to Buildout (Year 2035) + Project | Cumulatively Considerable Contribution? |
| La Jolla Village Drive | | | | | | | | |
| Regents Road to Costa Verde Boulevard | 100 | 70.1 | 70.7 | 71.3 | 1.2 | No | 0.6 | No |
| Costa Verde Boulevard to Genesee Avenue | 100 | 70.4 | 71.7 | 71.7 | 1.3 | No | 0.0 | No |
| Nobel Drive | | | | | | | | |
| Regents Road to Costa Verde Boulevard | 80 | 68.4 | 69.6 | 69.8 | 1.4 | No | 0.2 | No |
| Costa Verde Boulevard to Genesee Avenue | 70 | 68.3 | 70.1 | 70.2 | 1.9 | Yes | 0.1 | No |
| Genesee Avenue to Towne Centre Drive | 70 | 68.3 | 70.1 | 70.2 | 1.9 | Yes | 0.1 | No |
| Genesee Avenue | | | | | | | | |
| La Jolla Village Drive to Esplanade Court | 70 | 71.1 | 73.1 | 73.2 | 2.1 | No | 0.1 | No |
| Nobel Drive to Decoro Street | 70 | 71.4 | 73.1 | 73.2 | 1.8 | No | 0.1 | No |
| Regents Road | | | | | | | | |
| Executive Drive to La Jolla Village Drive | 60 | 68.6 | 69.7 | 69.8 | 1.2 | No | 0.1 | No |
| La Jolla Village Drive to Nobel Drive | 60 | 67.8 | 69.4 | 69.4 | 1.6 | No | 0.0 | No |
| South of Nobel Drive | 70 | 68.2 | 68.1 | 68.2 | 0.0 | No | 0.1 | No |

Source: HELIX 2019e

¹ Distance measured from roadway centerline; the nearest noise sensitive land uses (NSLUs) on all roadways are residential land uses.

6.2.7 Paleontological Resources

The geographic scope for analysis of potential paleontological resource impacts generally consists of the coastal plain of San Diego county, where paleontological resources similar to those that could occur on the project site have the potential to occur. Cumulative projects that require substantial excavation have the potential to result in disturbance to paleontological resources. These projects would be subject to state and local regulations requiring the recovery and curation of paleontological resources. As such, significant paleontological resource impacts resulting from future development would be mitigated on a project-by-project basis.

The Project has the potential to result in disturbance of paleontological resources during excavation activities. On-site monitoring during grading and submittal of a monitoring results report is required, along with fossil recovery and curation. With implementation of the required paleontological monitoring and recovery program, the Project would not result in a cumulatively considerable contribution to paleontological resource impacts.

6.2.8 Hydrology/Water Quality

The geographic scope for analysis of impacts related to hydrology and water quality is the Peñasquitos HU, 1 of 11 major drainage areas identified in the RWQCB Basin Plan. Lands and water bodies within the watershed are part of an interrelated hydrologic system, such that modifications to a portion of a watershed or water pollution produced by development in one location may result in hydrology and water quality impacts that affect other water bodies in the watershed.

To the extent that other projects listed in Table 6-1 would be developing/operating at the same time as the Project, related construction and operation activities would contribute to potential cumulative hydrology and water quality impacts associated with runoff generation, flooding hazards, drainage alteration, hydromodification, and water quality concerns. As described in Section 5.9, *Hydrology and Water Quality*, implementation of the Project (as well as the cumulative projects listed in Table 6-1) would require conformance with a number of regulatory requirements related to hydrology and water quality, including applicable elements of the CWA, NPDES, City storm water standards, Porter-Cologne Water Quality Control Act, FEMA floodplain standards, and RWQCB Basin Plan. Based on such conformance, including implementation of related Project design measures, all identified Project-level hydrology and water quality impacts associated with the Project would be effectively avoided or reduced below a level of significance.

The described regulatory requirements constitute a regional effort to implement hydrology and water quality protections through a watershed-based program designed to meet applicable criteria such as Basin Plan Beneficial Uses and Water Quality Objectives. To this end, these standards require the implementation of efforts to reduce runoff/contaminant discharges and related effects to the MEP, with the NPDES Municipal Permit identifying the specific goals of limiting or prohibiting storm water and non-storm water discharges, and promoting attainment of water quality objectives necessary to support designated beneficial uses. The City has implemented requirements to meet these goals (and other applicable regulatory criteria) in the form of the associated storm water standards outlined in Section 5.9.1.2, as well as related education, planning, and enforcement procedures. Based on the described regional/watershed based approach required for hydrology and water quality issues in existing regulatory standards, as well as the fact that conformance with these

requirements would be required for all identified projects within the cumulative projects area (including the Project), cumulative hydrology/water quality impacts would be less than significant.

6.2.9 Geology and Soils

The geographic scope for this analysis is the UCP area and immediately surrounding lands. Geology and soil features can be very specific to certain locations and sites, but can also have broad reaching elements, such as faults and underlying bedrock formations. However, potential geologic or soil hazards resulting from development are generally localized to the site and immediate surrounding lands rather than a broad reaching area. In this way, potential cumulative impacts resulting from seismic and geologic hazards would be minimized on a site-by-site basis to the extent that standard construction methods and code requirements provide. Throughout the UCP area, cumulative projects would also be susceptible to similar geologic hazards. The specific geologic condition of each individual project site, soil type, and project excavation requirements would dictate the severity of the potential geologic risks.

As described in Section 5.10, *Geology and Soils*, all potential site-specific geotechnical impacts would be avoided or reduced below a level of significance through conformance with geotechnical recommendations and established regulatory standards. Specifically, with the exception of erosion/sedimentation (as discussed below), potential geology and soils effects are inherently restricted to the areas proposed for development and would not contribute to cumulative impacts associated with other planned or proposed development. That is, issues including ground rupture, ground acceleration, liquefaction and related effects, landslides/slope stability, expansive/corrosive soils, subsidence/shrinkage, settlement, and shallow groundwater would involve effects to (and not from) the site and/or are specific to on-site conditions. Accordingly, addressing these potential hazards for the Project would involve using measures to conform to existing requirements and/or site-specific design and construction. Because of the site-specific nature of these potential hazards and the measures to address them, as well as the fact that the listed cumulative projects would also be subject to the noted standards, associated potential cumulative impacts related to the identified geology and soils issues would be less than significant.

During construction of the Project, graded areas would be exposed to potential erosion and sedimentation impacts. Project-related erosion and sedimentation could contribute to associated cumulative effects in concert with other existing and future development in the project vicinity. Project implementation, however, would include a number of avoidance and minimization measures related to erosion and sedimentation impacts, including the types of BMPs described in Section 5.9. These (or other appropriate) measures in the Project SWPPP would ensure conformance with applicable federal (NPDES), state and local regulatory standards related to erosion and sedimentation, and would reduce any project-related contribution to cumulative impacts involving construction-generated erosion and sedimentation to below cumulatively significant levels.

As described in Section 5.9, erosion and sedimentation are not considered to be significant long-term concerns at the project site, as developed areas would be stabilized through installation of associated structures/hardscape and landscaping. As the cumulative projects listed in Table 6-1 would exhibit similar long-term conditions, the Project would not result in a cumulatively considerable contribution to long-term erosion and sedimentation.

Overall, cumulative projects would be subject to the same regulations and engineering practices as the Project, such as the City's grading ordinance, storm water regulation and associated BMPs, as well as CBC requirements. Potential cumulative impacts related to geology and soils would be less than significant.

6.2.10 Public Utilities

The geographic scope for public utilities cumulative analysis is the San Diego region. Public utilities can be specific to jurisdictions; however, some service providers offer service throughout a region and across multiple jurisdictions. Thus, changes in development influence the demand for utilities across the region and can drive the need for new or expanded utility infrastructure. Pending and future projects would be required to analyze public utilities demand and supply to avoid conflicts, and provide upgrades or development impact fees toward new infrastructure facilities, as needed.

The Project's water demand has been considered in conjunction with other past, present, and reasonably foreseeable future development in the City through the WSA. This analysis determined that sufficient water supplies would be available to serve the Project in conjunction with other development. The Project also would not result in the need for new or altered off-site water systems.

Existing wastewater conveyance and treatment infrastructure would be adequate to serve the Project and cumulative development projects.

Based on the size of the Project, preparation and implementation of a WMP was required to address potential cumulative impacts related to solid waste generation. Other projects with potential to result in cumulative impacts would be subject to the same requirements, thus reducing potential cumulative impacts.

The Project would not result in a need for new off-site public utility systems or infrastructure, or require substantial alterations to existing off-site utilities or infrastructure. The existing off-site utilities systems that currently serve the Project area would be sufficient in serving the Project. The Project also would not induce substantial population growth in the surrounding area, which would result in further increased utility demand. Therefore, the Project would not result in a cumulatively considerable contribution to public utilities impacts when viewed together with past, present, and reasonably foreseeable future projects.

6.2.11 Public Services and Facilities

The geographic scope for analysis of public services and facilities is the UCP area. The provision of public services and facilities is often specific to jurisdictional providers or confined by set service boundaries. Public services and facilities generally serve residents on a community-wide basis. Typically, changes in development influence the demand for public services and related facilities to be provided within a local city, county, or service district.

Similar to the Project, cumulative projects would be required to pay development impact fees or ad-hoc fees as conditions of project approval to offset the external costs to public service providers, such as equipment or facilities. These fees allow the City to have a source of funding available to

provide new or additional facilities necessary to achieve and maintain adequate public service provision per population-based requirements and development as it occurs within an area. Development impact fees would be required to be paid prior to building permit issuance.

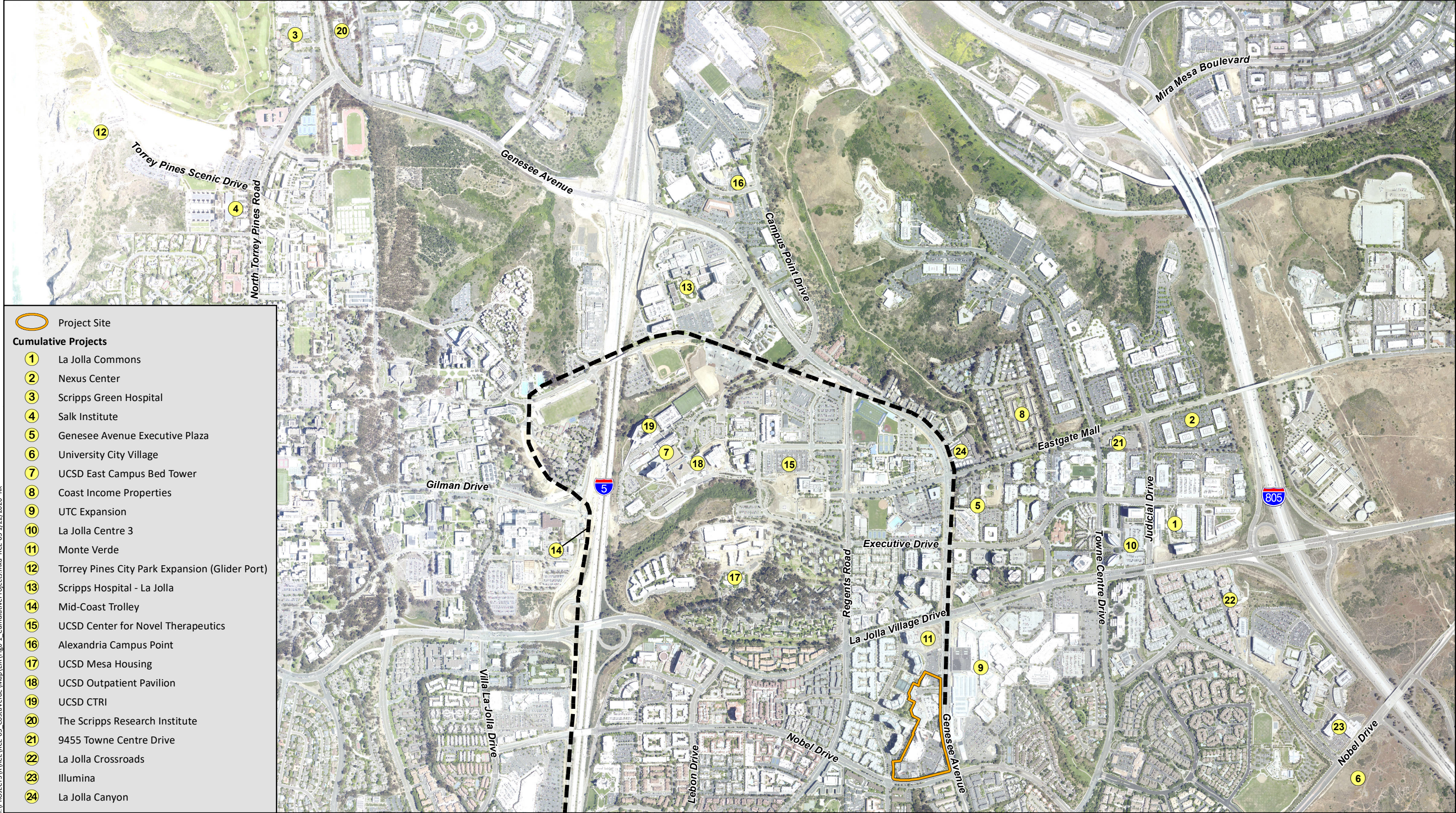
The Project, along with cumulative development projects, would likely result in incremental increases in police calls for service, but no new facilities or improvements to existing facilities are planned. The Project, and other cumulative developments of similar type and size, would undergo a Crime Prevention through Environmental Design review to minimize demand for police service. Therefore, cumulative impacts to police service would be less than significant.

The Project, and other potential cumulative projects, would be constructed in accordance with the standards of the applicable California Building and Fire codes and applicable NFPA codes, and would pay Facilities Benefit Fees. No new facilities or improvements to existing facilities would be required in order to provide adequate service. Therefore, cumulative impacts to community fire protection services would be less than significant.

The Project does not propose new residential development and thus would not create an increased demand on parks and recreation facilities, schools, or libraries and does not create a need for new facilities in these resource areas. In addition, the Project would not displace or result in deterioration of existing facilities. Therefore, the Project would not contribute to cumulative impacts to such facilities.

As discussed in Section 5.13, *Public Services and Facilities*, although the Project would result in an increase in demand for police and fire services and facilities, it would not necessitate the construction of new facilities. In addition, potential impacts related to police protection and fire-rescue protection would be offset by the required development impact fees and ad-hoc fees. Thus, the potential for cumulative environmental impacts associated with public services and facilities effects would be minimized. For these reasons, the Project would not result in a cumulatively considerable contribution to impacts related to public services and facilities.

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Source: Aerial (SanGIS, 2017)

7.0 OTHER CEQA SECTIONS

This chapter addresses the issues of Effects Found Not to be Significant, Growth Inducement, and Significant Effects Which Cannot be Avoided if the Proposed Project is Implemented.

7.1 Effects Found Not To Be Significant

Based upon initial environmental review, the City has determined that the Project would not have the potential to cause significant impacts associated with the following issue areas:

- Agriculture and Forestry Resources
- Biological Resources
- Hazardous Materials
- Historical Resources
- Mineral Resources
- Population and Housing
- Tribal Cultural Resources

7.1.1 Agriculture and Forestry Resources

7.1.1.1 Agriculture

The project site is currently developed with a shopping center and surrounded by urban development and infrastructure. Therefore, there is no potential for viable agricultural resources to be impacted by Project development.

7.1.1.2 Forestry Resources

The project site is currently developed with a shopping center and is surrounded by urban development and infrastructure. Furthermore, the Project is located in an area that does not support timber growth. Based on the described conditions, the project site does not exhibit potential to support commercially viable forestry resources, and no impacts would result from the Project.

7.1.2 Biological Resources

The project site is entirely developed and surrounded by urban development and infrastructure, such as major roads. Vegetation on the site consists of small, maintained ornamental landscaped areas within the parking lots and along Genesee Avenue and Nobel Drive. As such, the site does not support any vegetation communities considered sensitive biological resources under the City's Environmentally Sensitive Lands regulations. Therefore, sensitive biological resources would not be impacted by development of the Project.

The Project is not used as a wildlife corridor and would not interfere with the movement of any resident or migratory fish or wildlife species, or diminish habitat for fish, wildlife, or plants. The Project would not impact any state or federally endangered, threatened or rare species, or listed

species habitats. The project site is within the Urban Areas of the City's MSCP Subarea Plan. It is located outside the MHPA and no MHPA exists in the project vicinity. The site does not support any covered vegetation communities or covered species. Therefore, sensitive biological resources would not be impacted by development of the Project.

7.1.3 Hazards and Hazardous Materials

No impacts from hazardous materials are anticipated. The Project would not involve the development of a hazardous waste facility or require the routine transport, handling, storage, or treatment of hazardous materials. One on-site location (a Chevron gas station) was listed by the GeoTracker database as having a leaking underground storage tank site, and a potential for gasoline contaminants of soil (SWRCB 2016b). A cleanup was implemented and the case was closed in 2005. The gas station site is also the location of a permitted underground storage tank, with no associated known leakage. Under the Project, the Chevron gas station and associated car wash would remain on site.

The project site is not located in an area known or suspected to contain contamination sites, nor is it located on or within the vicinity of an active or former landfill. Demolition of old structures suspected of containing asbestos or other hazardous materials would not occur since the site was developed in the late 1980s and early 1990s after asbestos-containing materials were eliminated from building construction practices.

The project site is within 2 miles of three helipads. One helipad is located north of Athena Circle, approximately 3,000 feet northwest of the project site at the UCSD Science Research Park. Two hospital helipads are located less than 1 mile northwest of the project site, atop UCSD's Jacobs Medical Center and 1.3 miles north of the project site at Scripps Memorial Hospital. None of these helipads provides scheduled service. The nearest heliport is located at MCAS Miramar and is covered by the ALUCP for that base. No impacts from safety hazards for people residing or working within two miles of a private airstrip, airport, or heliport facility would occur.

7.1.4 Historical Resources

The project site is developed with a shopping center, and it is not anticipated that any cultural resources remain intact due to the prior extent of grading and development on site in the late 1980s. The existing structures on site were constructed in the late 1980s and early 1990s, and are not considered historic resources. No historic properties are located in the immediate vicinity of the Project. Therefore, the Project would not cause any visual, noise, or pollution impacts on historic resources. No significant impacts to cultural resources, including prehistoric resources and historic resources, are expected.

7.1.5 Mineral Resources

Geological formation and soil conditions underlying the project site are not suitable for the extraction of sand and gravel resources. The site is designated as Mineral Resource Zone Three (MRZ-3) by the California Department of Conservation (1982). Although this category indicates that insufficient information is available to determine mineral resource value, it also implies that a high resource value is unlikely. In addition, the project site is developed with an existing shopping center,

in an urbanized area, and designated for regional commercial use by the City Zoning Ordinance and University Community Plan. As such, no impacts on mineral resources would occur.

7.1.6 Population and Housing

The Project would not displace existing housing. Also, given the location of the Project in a large city, a reduction in retail employees on site during the construction period (where buildings are being demolished) would not be expected to displace population such that replacement housing would be required elsewhere. Ultimately, the addition of office/research and development and hotel uses to the project site would increase employment opportunities. It is anticipated that the majority of new employees for both project construction and operation currently reside locally and would not require new housing in the community. Additionally, residential uses are located in close proximity to the site to the north (under construction) and west within the CVSP area (over 2,700 units), as well as to the south, for a total of over 17,800 housing units within a one-mile radius of Costa Verde Center. Therefore, population and housing related impacts associated with the Project would not be significant.

7.1.7 Tribal Cultural Resources

Tribal Cultural Resources include sites, features, places, cultural landscapes, and sacred places or objects that have cultural value or significance to a Native American Tribe. Tribal Cultural Resources include “non-unique archaeological resources” that, instead of being important for “scientific” value as a resource, can also be significant because of the sacred and/or cultural tribal value of the resource. Tribal representatives are considered experts appropriate for providing substantial evidence regarding the locations, types, and significance of tribal cultural resources within their traditional and cultural affiliated geographic area (Public Resources Code § 21080.3.1(a)).

The City, as Lead Agency, determined that Tribal Cultural Resources pursuant to subdivision Public Resources Code Section 5024.1(c) would not be potentially impacted through project implementation, as the project site has been developed and is located within an urban area. Although no resources occur on site, the project site is within one-mile radius of recorded archaeological sites. In accordance with the requirements of PRC Section 21080.3.1, the City provided formal notification regarding the Project to the Lipay Nation of Santa Isabel and the Jamul Indian Village, both traditionally and culturally affiliated with the project area, via email on May 9, 2019.

Consultation occurred on May 11, 2019 in which both Native American Tribes concurred with City staff's determination that tribal cultural resources would not be anticipated on site; therefore, consultation under PRC 21080.3.1 was concluded. No impact would result.

7.2 Growth Inducement

7.2.1 Introduction

CEQA requires that environmental documents analyze the potential for a project to induce direct or indirect population growth, economic development and additional housing construction

(PRC Section 21100; CEQA Guidelines Section 15126.2[d]). This includes projects that remove obstacles to growth by accommodating additional population or construction, such as expansion of major public service facilities. The CEQA Guidelines (Section 15126.2[d]) state: "It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

7.2.2 Short-term Effects

During the two project construction phases, demand for various construction trade skills and labor would increase. It is anticipated that this demand would be met by the local labor force and would not require importation of a substantial number of workers that could cause an increased demand for temporary or permanent housing in this area.

7.2.3 Long-term Effects

The Project would contribute to long-term growth through the development and redevelopment of the site to create a shopping center with an additional 125,000 SF of commercial retail space, a 200-room hotel, and up to 120 multi-family residential dwelling units. The completed development would create additional part-time and full-time employment, involving a wide variety of jobs ranging from low to high wage scales. None of the anticipated retail and/or hotel uses is expected to require the importation of a specialized work force. The labor pool within the project area is adequate. While the Project has the potential to foster economic growth for the City through expanded retail sales, it is expected to have a limited effect on regional population growth because it would draw from the local population for jobs. The proposed housing (up to 120 multi-family dwelling units) is not substantial in number and would accommodate regional growth projected for the project area and the City consistent with the General Plan. The Project would not directly or indirectly increase population growth in the region. No significant pressure on local housing supply or demand is expected to result from development of the Project. Proposed residential development would accommodate growth predicted for the region.

The project site is currently developed and is designated for urban uses and surrounded by existing and planned urban development and infrastructure. The Project would not require the extension or expansion of roadways, public services, utilities, or infrastructure into areas currently without service. It would be compatible with long-range plans for mass transit through expansion of the neighboring transit center and extension of the San Diego Trolley Blue Line. As a result, development of the Project would not remove any physical barriers to growth. Therefore, growth inducement would not be significant as a result of the Project.

7.3 Significant Environmental Effects Which Cannot Be Avoided If The Proposed Project Is Implemented

Section 16126.2(b) of the CEQA Guidelines requires an EIR to identify significant environmental effects that cannot be avoided if a project is implemented. As discussed in Chapter 5.0, *Environmental Analysis*, implementation of the Project would result in significant impacts to transportation/circulation, noise, and paleontological resources. All of these impacts, with the exception of the Project's direct traffic impacts to three intersections, two roadway segments, three

freeway segments, and one freeway ramp meter and the Project's contribution to cumulative traffic impacts at four intersections, six roadway segments, three freeway segments, and one freeway ramp meter would be reduced to below a level of significance through the identified mitigation.

Installation of southbound right-turn overlap signal phasing at the intersection of Genesee Avenue and Governor Drive would prohibit access to the northwest corner of the intersection due to the inability to make eastbound U-turns. The Project would provide partial mitigation of upgrading and/or repairing signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive; however, the impact at this intersection is considered significant and unmitigated.

Similarly, installation of eastbound right-turn overlap phasing at the intersection of Nobel Drive and Genesee Avenue would prohibit access to the residential development on the west side of Genesee Avenue, south of Nobel Drive due to the inability to make northbound U-turns. The Project would provide partial mitigation of upgrading and/or repairing signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive; however, this impact is considered significant and unmitigated.

Installation of a traffic signal to allow for protected northbound left turns at the Genesee Avenue/SR 52 Westbound Ramps and provision of right-turn overlap phasing on the westbound approach to the Genesee Avenue/SR 52 Eastbound Ramps with associated traffic signal modification would reduce impacts at these two intersections to less than significant. However, these impacts are considered significant and unmitigated because the timing of the identified improvements is not within the applicant's or City's control, as it requires Caltrans approval.

As part of the approvals for the University CPA in December 2016, the City Council rejected the widening of Genesee Avenue, as well as repurposing the existing right-of-way to provide for a modified six-lane arterial. An existing loading area driveway at UTC also would preclude repurposing this roadway. It also determined that La Jolla Village Drive between Genesee Avenue and Executive Way would not be repurposed as a 6-lane Prime Arterial as it was determined that on-street parking would remain. Given the City Council's decision to maintain existing conditions on Genesee Avenue (i.e., 4-lane Major) and La Jolla Village Drive (i.e., 6-lane Major), the direct traffic impact on Genesee Avenue between Decoro Street and Centurion Square and Centurion Square and Governor Drive and the cumulative traffic impacts on La Jolla Village Drive between Genesee Avenue and Executive Way and on Genesee Avenue from La Jolla Village Drive to Esplanade Court, Nobel Drive to Decoro Street, Decoro Street to Governor Drive, and Governor Drive to SR 52 are considered significant and unmitigated. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.

Mitigation to reduce significant direct and cumulative impacts at each of the three freeway segments (I-5: Gilman Drive to Nobel Drive, I-805: Governor Drive to Nobel Drive; SR 52: Genesee Avenue to I-805) and one freeway ramp meter (I-805/Nobel Drive interchange southbound ramp) has been identified; however, there is no funding in place to make the necessary improvements and there is no guarantee that the improvements would occur. As partial mitigation, the Project proposes TDM measures to incentivize the use of alternate forms of transportation other than single-occupancy vehicles. Therefore, the significant direct impacts and the cumulative impacts at the three freeway segment locations and the freeway ramp meter location remain significant and unavoidable.

7.4 Significant Irreversible Environmental Changes

Section 15126(c) of the State CEQA Guidelines requires an evaluation of significant irreversible environmental changes which would occur should a project be implemented. Irreversible environmental changes typically fall into three categories: (1) primary impacts, such as the use of nonrenewable resources (i.e., biological habitat, agricultural land, mineral deposits, water bodies, energy resources and cultural resources); (2) secondary impacts, such as road improvements which provide access to previously inaccessible areas; and (3) environmental accidents potentially associated with the project. Section 15126.2(c) of the State CEQA Guidelines states that irretrievable commitments of resources should be evaluated to assure that current consumption of such resources is justified.

As the site is currently developed with urban uses, implementation of the Project would not result in significant irreversible impacts to biological resources, historical resources, agricultural or forestry lands, or mineral resources, as described in Section 7.1. In addition, no water bodies are located on or adjacent to the site that would be impacted by the Project.

The Project would entail the commitment of energy and non-renewable resources, such as energy in the form of electricity, energy derived from fossil fuels, natural gas, construction materials (i.e., concrete, asphalt, sand and gravel, petrochemicals, steel, and lumber and forest products), potable water, and labor during the construction phases. The Project features a number of sustainability elements to minimize its consumption of energy and non-renewable resources, as described in Section 5.6, *Energy*, and in Chapter 3.0, *Project Description*, and associated impacts would be less than significant. Nevertheless, use of these resources on any level would have an incremental effect on the regional consumption of these commodities, and therefore result in long-term, irretrievable losses of non-renewable resources, such as fuel and energy.

Paleontological resources which could be disturbed would be salvaged, as necessary, and data recovered in accordance with City standards, as described in Section 5.8, *Paleontological Resources*. Impacts to paleontological resources would not be a reversible change to the resource.

The Project would not involve road or highway improvements that would provide access to previously inaccessible areas. Further, no major environmental accidents or hazards are anticipated to occur as a result of Project implementation, as discussed in Section 5.11, *Health and Safety*, and Section 7.1.3, *Hazardous Materials*.

8.0 PROJECT ALTERNATIVES

8.1 Introduction

Section 15126.6(a) of the CEQA Guidelines requires that EIRs describe "...a reasonable range of alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Section 15126.6(f) of the CEQA Guidelines further states that "the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." The State CEQA Guidelines provide several factors that should be considered with regard to the feasibility of an alternative. Those factors include: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the project applicant can reasonably acquire, control, or otherwise have access to the alternative site (if an off-site alternative is evaluated).

8.2 Summary of Project Objectives and Significant Effects

In accordance with CEQA Guidelines Section 15126.6(a), the Project alternatives are assessed relative to their ability to (1) meet the basic objectives of the Project and (2) avoid or substantially lessen the significant effects of the Project.

8.2.1 Project Objectives

As described in Section 3.1, *Project Goals and Objectives*, the following are the primary goals and objectives of the Project:

1. Revitalize an aging shopping center to better serve present and future community needs by expanding, enhancing, and diversifying neighborhood/community-serving retail, dining, and commercial opportunities and local services.
2. Integrate new land uses (such as commercial office/research and development and visitor accommodations) to create a more vibrant activity center that contributes to the City's goals of smart growth.
3. Provide a hotel in a transit-accessible location to serve visitors and the community's research, business, and educational hub.
4. Implement transit-supportive land uses and a built environment embracing the Blue Line Trolley Station, which will be located in the center of Genesee Avenue within a Transit Priority Area (TPA).
5. Increase mobility options by providing pedestrian and bicycle linkages to improve connectivity within the CVSP area and between the center and adjacent neighborhood.

6. Provide a place for gathering spots for the public that promote social interaction between University community residents, students, seniors, visitors, and workers.
7. Improve the environmental sustainability of the existing retail center through the implementation of features such as energy conservation, sustainable landscape, water conservation, and support for alternative transportation, consistent with the City's CAP.

8.2.2 Significant Impacts of the Proposed Project

Based on the evaluations in Chapter 5.0, *Environmental Analysis*, the Project was determined to result in significant or potentially significant impacts related to the environmental resources areas discussed below.

Significant direct transportation/circulation impacts would occur in the Existing Plus Project scenario at four intersections, three freeway segments, and one freeway ramp meter. Significant direct impacts at five intersections, two roadway segments, three freeway segments, and one freeway ramp meter would result from the Project under the Near-Term (Opening Day 2023) Plus Project scenario. The Project also would result in significant cumulative transportation/circulation impacts at up to nine intersections, six roadway segments, three freeway segments, and two freeway ramp meters. These impacts, with the exception of the Project's direct traffic impacts to one intersection, two roadway segments, three freeway segments, and one freeway ramp meter and the Project's contribution to cumulative traffic impacts at four intersections, six roadway segments, three freeway segments, and one freeway ramp meter, would be reduced to below a level of significance through implementation of required improvements.

Installation of southbound right-turn overlap signal phasing at the intersection of Genesee Avenue and Governor Drive would prohibit access to the northwest corner of the intersection due to the inability to make eastbound U-turns. The Project would provide partial mitigation of upgrading and/or repairing signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive; however, the impact at this intersection is considered significant and unmitigated.

Similarly, installation of eastbound right-turn overlap phasing at the intersection of Nobel Drive and Genesee Avenue would prohibit access to the residential development on the west side of Genesee Avenue, south of Nobel Drive due to the inability to make northbound U-turns. The Project would provide partial mitigation of upgrading and/or repairing signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive; however, this impact is considered significant and unmitigated.

Installation of a traffic signal to allow for protected northbound left turns at the Genesee Avenue/SR 52 Westbound Ramps and provision of right-turn overlap phasing on the westbound approach to the Genesee Avenue/SR 52 Eastbound Ramps with associated traffic signal modification would reduce impacts at these two intersections to less than significant. However, these impacts are considered significant and unmitigated because the timing of the identified improvements is not within the applicant's or City's control, as it requires Caltrans approval.

Based on the City Council's approvals for the University CPA in December 2016, Genesee Avenue would not be widened or repurposed to six lanes and La Jolla Village Drive between Genesee Avenue

and Executive Way would not be repurposed as a 6-lane Prime Arterial as it was determined that on-street parking would remain. An existing loading area driveway at UTC also would preclude repurposing Genesee Avenue. Given the City Council's decision to maintain existing conditions on Genesee Avenue (i.e., 4-lane Major) and La Jolla Village Drive (i.e., 6-lane Major), the direct traffic impact on Genesee Avenue between Decoro Street and Centurion Square and Centurion Square and Governor Drive and the cumulative traffic impacts on La Jolla Village Drive between Genesee Avenue and Executive Way and on Genesee Avenue from La Jolla Village Drive to Esplanade Court, Nobel Drive to Decoro Street, Decoro Street to Governor Drive, and Governor Drive to SR 52 are considered significant and unmitigated. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.

Mitigation to reduce significant direct and cumulative impacts at each of the three freeway segments (I-5: Gilman Drive to Nobel Drive, I-805: Governor Drive to Nobel Drive; SR 52: Genesee Avenue to I-805) and one freeway ramp meter (I-805/Nobel Drive interchange southbound ramp) has been identified; however, there is no funding in place to make the necessary improvements and there is no guarantee that the improvements would occur. As partial mitigation, the Project proposes TDM measures to incentivize the use of alternate forms of transportation other than single-occupancy vehicles. Therefore, the significant direct impacts and the cumulative impacts at the three freeway segment locations and the freeway ramp meter location remain significant and unavoidable.

Noise levels from project operations to off-site NSLUs could exceed the SDMC standards, and impacts would be potentially significant. Construction noise impacts also would be potentially significant during demolition of the underground parking garage; building demolition grading adjacent to the western property line; and building construction of Buildings A, B, C, D, and L. These impacts would be reduced to below a level of significance through the mitigation measures described in Section 5.7.2.4.

8.3 Alternatives Considered But Rejected

Section 15126.6(c) of the CEQA Guidelines requires that an EIR identify alternatives that were considered and rejected as infeasible, and briefly explain the reasons for their rejection. Alternatives considered but rejected from further study for the Project include the Project Location Alternative, Hotel Location Alternative, Retail Only Alternative, and Reduced Parking Alternative, as outlined below.

8.3.1 Project Location Alternative

The CEQA Guidelines provide that off-site alternatives should be considered if development of another site is feasible and would reduce or avoid the significant impacts of the Project. Factors that need to be considered when identifying an off-site alternative include the size of the site, its location relative to the Costa Verde Center trade area, the General Plan (or other applicable planning document) land use designation, and ability to meet the Project objectives. The Project is located on the existing Costa Verde Center site, which is owned by the Project Applicant.

Other shopping centers in the University Community's Urban Node include the Westfield UTC regional shopping mall, which is currently undergoing substantial renovation; La Jolla Village Square,

a community-serving center located west of I-5; and the Shops at La Jolla Village, which is currently undergoing renovations. No other properties near the center contain an existing neighborhood-/community-serving shopping center, include a neighborhood and community commercial designation, or are large enough to support a new shopping center. Most of the properties in the central area of the community are developed, currently processing development approvals, or currently undergoing renovation. There are no other available parcels of similar size and/or with a similar land use designation in the vicinity of this existing Urban Node.

Development of a new neighborhood/community shopping center or redevelopment of another existing center would not achieve Objectives 1, 2, and 7. Additionally, as a site adjacent to a major transit center is not available, such an alternative also would not achieve Objectives 3 and 4. A different location also would fail to achieve Objective 5, which specifies improvement of mobility connections with the CVSP area and between the center and adjacent neighborhood. Therefore, this alternative was rejected from further consideration because it could not feasibly achieve most of the basic Project objectives.

8.3.2 Hotel Location Alternative

One commenter on the NOP expressed concerns regarding potential environmental impacts from placement of the proposed hotel in the northern portion of the site. Concerns related to hotel siting included land use consistency, shading, traffic, noise, and flight safety.

The proposed hotel has been sited to provide a transition between high-rise residential development to the north and the redevelopment of retail uses to the south. The hotel would reinstitute a land use originally planned for the CVSP.

Additionally, the analysis of Project impacts contained in Chapter 5 did not identify significant environmental impacts related to the location of the proposed hotel. The hotel would be a consistent use within the Visitor Commercial designation that would be added to the site through the CPA/SPA and, as noted above, would provide an appropriate transition between uses to the north and south. Shading impacts from the hotel would be minimal. Traffic flow through the site has been designed to provide for efficient ingress and egress, with the hotel having dedicated subterranean parking. Noise impacts related to hotel operations have been modeled and determined to be less than significant. The hotel would be shorter than many other structures in the vicinity, and would comply with FAA noticing requirements.

In consideration of the above discussion, although this alternative would meet Project objectives, the Hotel Location Alternative is rejected since it would not reduce or avoid any of the significant Project impacts.

8.3.3 Retail Only Alternative

Two commenters on the NOP suggested evaluation of an alternative that included a smaller increase in commercial square footage than was proposed as part of the 2015 CPA initiation, and no hotel or residential use, in order to minimize impacts associated with densification of the project site. One of these commenters specifically requested analysis of an alternative reflective of the CPA initiated in 2004. As described in Section 1.1, *Project Background*, the 2004 CPA requested expansion

of the shopping center by 75,000 SF. This alternative as well as redevelopment of the site with a larger increase in retail uses (but no hotel, office/research and development, or residential uses) were considered.

Intensification of development at the site, immediately adjacent to the Trolley Station, would increase transit-supportive land uses, consistent with the Citywide goal of increasing the level of development adjacent to transit facilities. Development with a mix of land uses also would allow for the creation of a more vibrant site that better reflects the reduced demand for retail use.

Additionally, the only identified significant Project impacts related to the proposed level of commercial development are related to operational noise impacts (which would be reduced to below a level of significance through the identified mitigation measures) and traffic impacts.

This alternative would not achieve Objectives 2 or 3 and would attain Objectives 4 and 6 to a lesser level than the Project due to its elimination of office/research and development and visitor uses. Because it would not be as responsive to stated objectives, and because an alternative is analyzed that would minimize significant traffic impacts and other identified significant impacts would be reduced to below a level of significance through required mitigation measures, the alternatives discussed in detail in Section 8.4, *Proposed Project Alternatives*, represent a reasonable range of alternatives, and analysis of a retail only alternative is not required.

8.3.4 Reduced Parking Alternative

Members of the University Community Planning Group have suggested reducing the amount of parking provided on the site.

The proposed parking reflects that the project site is immediately adjacent to transit, thus allowing commercial/retail uses to be parked at a 4.3 parking spaces per 1,000 SF ratio, rather than the City's standard 5 spaces per 1,000 SF ratio. Similarly, the parking rates for office and research and development uses also reflect a lower parking rate due to the Project's location within a transit priority area.

This alternative would achieve all of the identified project objectives. It would not, however, avoid or substantially lessen the significant effects of the Project. Therefore, further analysis of this alternative is not required.

8.4 Proposed Project Alternatives

The following four alternatives are evaluated in this analysis:

- No Project Alternative;
- Retail, Hotel, and Residential Alternative (2016 Proposed Project);
- Retail, Hotel, Office, and Reduced Research and Development Alternative; and
- Retail and Office/Research and Development Alternative.

The following rationale was considered when developing this range of alternatives:

- The No Project Alternative is required per CEQA Guidelines Section 15126.6(e). It provides a basis for comparing the impacts that would occur if the Project were approved, relative to what would occur if the Project were not approved.
- The Retail, Hotel, and Residential Alternative reflects the CPA initiation request made to the Planning Commission, as well as the Commission's request to evaluate the inclusion of a residential component. It provides a basis for comparison between the proposal that was circulated for public review in January 2018 and the current Project.
- The Retail, Hotel, Office, and Reduced Research and Development Alternative is included because it would provide a mix of uses while reducing the intensity of development on the site relative to the Project, with associated potential to reduce significant traffic and operational noise impacts.
- The Retail and Office/Research and Development Alternative is included in response to some community members expressing lack of support for the proposed hotel use and its potential to reduce significant traffic and operational noise impacts.

These alternatives represent a reasonable range of alternatives, as defined in the State CEQA Guidelines, because they provide feasible alternate development patterns that would reduce and/or eliminate significant impacts associated with the Project. The impacts associated with these alternatives are compared to those identified for the Project in the following analysis, and the alternatives are assessed relative to their ability to meet the basic objectives of the Project (with an overview of Project and alternative impacts provided in Table 8-1, *Comparison of Project Alternative Impacts to Project Impacts*) located at the end of this chapter.

8.4.1 No Project Alternative

8.4.1.1 Description

Section 15126.6(e) of the CEQA Guidelines provides that the "no project" analysis shall discuss the existing conditions at the time the notice of preparation is published, as well as what would be reasonably expected to occur in the foreseeable future if a project were not approved, based on current plans and consistent with available infrastructure and community services. Accordingly, the No Project Alternative assumes that the Project would not be adopted, no expansion of the existing retail uses would be implemented, and no new hotel or office/research and development uses would be constructed. With completion of the Monte Verde towers currently under construction, the existing CVSP will be completely built out, and no additional work would occur to fulfill the existing plan. The pedestrian bridges planned to extend from the Mid-Coast LRT station would connect to vertical transportation that extends into a landscaped area at the eastern edge of the Costa Verde Center, in accordance with plans developed by SANDAG. Modifications to the center to improve connectivity between transit, bicycle, and pedestrian modes would not occur.

8.4.1.2 Environmental Analysis

Land Use

Under the No Project Alternative, the existing uses on site would remain and would be consistent with the existing UCP and CVSP land use designations for the site. This alternative would avoid potential incompatibility with General Plan land use-noise compatibility standards that would occur with the Project, but that conditions of approval would render less than significant. As for the Project, this alternative would result in land uses that are compatible with MCAS Miramar. No significant land use impacts are anticipated with the Project, and none would occur under this alternative.

This alternative would not further City policies from the Strategic Framework Element of the General Plan that encourage density and mixed-use development in proximity to transit facilities. Similarly, it would not support similar goals in SANDAG regional plans. While additional densification would not occur under this alternative, the site is part of the CVSP, which features a mixture of urban land uses, including over 2,700 approved or existing high-density residential units.

Transportation/Circulation

As no development or redevelopment is proposed under this alternative, no additional traffic over existing conditions would be generated. This alternative would not contribute to the traffic congestion and significant traffic impacts associated with the Project would not occur. As for the Project, no traffic hazards would occur under this alternative. Without the Project, there would not be a Project-related contribution to transportation upgrades in this portion of the City, including contributions to roadway improvements and upgrades to pedestrian and bicycle connections.

Visual Effects/Neighborhood Character

This alternative would retain existing development on the site in its current form. This alternative would not result in an increase in height and mass of structures on site, as would occur under the Project. It also, however, would not result in improved visual quality of the site in terms of enhanced landscaping and architectural design that would improve the relationship of the Costa Verde Center to the surrounding areas.

Air Quality

No demolition, grading, construction, or additional development would occur under the No Project Alternative. Therefore, this alternative would not have the potential to increase air pollutant emissions from the site as would occur with the Project. Although air quality impacts would not be significant under the Project, this alternative would result in lower environmental effects associated with air quality during construction because no new construction or demolition would occur. In terms of long-term, regional effects, however, potential gains related to reduced daily trips due to placement of more intense, mixed uses within easy reach of multiple public transportation options as well as and upgrades in connectivity between pedestrian, bicycle, and transit modes would not be obtained.

Greenhouse Gas Emissions

Similar to Air Quality, this alternative would not have potential to increase site-specific GHG emissions associated with construction and operation of the Project. It also, however, would not result in implementation of strategies to reduce regional GHG emissions, such as concentrating development near transit centers, improving connectivity with and between alternative modes of travel, incorporating water- and energy-efficiency measures, and implementing transportation/parking demand measures (e.g., parking incentives for registered carpools or vanpools, maintaining an employer network in the SANDAG iCommute program, and providing on-site carsharing and/or bikesharing).

Energy

The No Project Alternative would continue to consume the same amount of energy as the existing condition, and would not require additional energy associated with construction activities, increased on-site development intensity, and increased automobile traffic. Site-specific energy usage associated with this alternative would be less than required for the Project. As described relative to GHG emissions, however, this alternative would not implement energy-saving features (including savings in energy related to the regional transportation system through the transportation/parking demand measures identified above, as well as improved connectivity to the Trolley, bicycle network, and pedestrian network) that would be incorporated into the Project.

Noise

Unlike the Project, the No Project Alternative would not involve building demolition and construction adjacent to existing residences. Therefore, significant noise impacts that would be associated with these activities under the Project would be avoided under this alternative. As described in Section 5.7, the noted noise impacts associated with the Project would be reduced to below a level of significance through the identified mitigation.

Paleontological Resources

Under the No Project Alternative, the Project development would not occur, and no other development/disturbance activities would be implemented. Accordingly, no associated impacts to paleontological resources would result, and impacts identified to Very Old Paralac Deposits (moderate resource potential) and the Scripps Formation (high resource potential) from implementation of the Project would be avoided. As described in Section 5.8, the noted impacts to paleontological resources associated with implementation of the Project would be reduced below a level of significance through the required monitoring program.

Hydrology and Water Quality

As the No Project Alternative would not result in additional development, it would not result in potential impacts related to the generation of impervious surfaces, increases in runoff rates/amounts, storm drain capacity, flooding, erosion/sedimentation, hydromodification, drainage alteration, and water pollutants. All of these impacts under the Project would, however, be avoided or reduced below a level of significance through implementation of proposed design measures and required conformance with applicable regulatory/industry standards. If the project site continues to

operate in its current state under this alternative, it would continue to generate associated urban contaminants similar to those described for the Project. Based on the construction date (1989) for current on-site development, it is anticipated that no associated volume/flow-based (or other pollutant control) BMPs are present, and that the related long-term storm water pollutant generation from the site would, therefore, be somewhat higher under the No Project Alternative than for the Project (which would include pollutant control BMPs in conformance with associated regulatory requirements).

Geology

The No Project Alternative would not result in additional development or related disturbance on the project site, with no associated impacts related to geology and soils. While this alternative would, therefore, eliminate the potential geology and soils impacts described for the Project in Section 5.10, these effects would be avoided or reduced below a level of significance through implementation of proposed design measures and required conformance with applicable regulatory/industry standards. It should also be noted that the project site would remain subject to a number of existing geologic hazards under the No Project Alternative (e.g., seismic ground shaking), as described in Section 5.10.

Public Utilities

As the No Project Alternative would not alter the intensity of development on the project site, it would not result in demand for additional water, sewer, or solid waste disposal services. Impacts related to demand for these services also would be less than significant for the Project.

Public Services and Facilities

No development would occur under the No Project Alternative that would increase population, resulting in a need to expand public services and facilities. Impacts related to demand for these services also would be less than significant for the Project.

8.4.1.3 Conclusion

The No Project Alternative would avoid significant and unmitigated (or unavoidable) traffic impacts. It also would avoid significant, but mitigable, impacts related to short-term construction and long-term operational noise identified for the Project, as well as incrementally reduce impacts to paleontological resources, public utilities, and public services/facilities, which would be less than significant for the Project. This alternative would not generate additional fees to address existing deficiencies in public facilities. It would be similar to the Project with regard to geology. This alternative would not require plan amendments, but would be less preferred than the Project with regard to consistency with the environmental goals and objectives of applicable land use plans. It also would be less preferred with regard to alternative transportation modes, aesthetics, and hydrology/water quality, due to the retention of existing conditions as opposed to the upgrades that are proposed by the Project. With regard to air quality, GHG, and energy, this alternative would result in reduced impacts on a site-specific basis. It would not, however, implement strategies designed to reduce these impacts on a regional, long-term basis.

The No Project Alternative would not revitalize an aging shopping center, integrate new land uses to better serve present and future community needs, or create a more vibrant activity center that contributes to the goals of smart growth and supports transit (Objectives 1 through 4). It also would not increase mobility options by providing improved pedestrian and bicycle linkages between the center and the adjacent neighborhood (Objective 5), provide a place for public gathering spots that promote social interaction (Objective 6), or improve the sustainability of the existing center through features consistent with the City's CAP (Objective 7). It would, therefore, fail to meet any of the basic Project objectives listed above in Section 8.2.1.

8.4.2 Retail, Hotel, and Residential Alternative

8.4.2.1 Description

The Retail, Hotel, and Residential Alternative reflects the project as submitted to the City in March 2016 and circulated for public review in January 2018. This alternative would involve increasing the development intensity of commercial/retail uses by approximately 125,000 SF for a total of approximately 303,000 SF distributed among a total of 15 new and existing buildings and redesignating an approximately one-acre portion of the project site to Visitor Commercial to reintroduce a hotel use to the CVSP area. A 200-room hotel would serve residents, visitors, and the community's research, business, and educational hub. Additionally, a mixed-use residential component, consisting of ground floor retail and six floors of multi-family residential use (with the top floor incorporating a mezzanine level) totaling 120 units would be incorporated as a future project phase.

The hotel would be up to 10 stories in height, up to a maximum of 125 feet, and would encompass approximately 125,000 SF. The maximum height of commercial structures would be 90 feet and the mixed-use residential component would total a maximum height of 100 feet.

The redesigned shopping center generally would be comprised of two areas due, in part, to site topography. The northern portion of the center sits approximately 15 feet higher in elevation than the southern portion of the site. A parking structure would be provided in each of these two areas.

The northern portion of the center would consist of a pedestrian-orientated "Main Street." The Main Street would extend from a gateway entry at Genesee Avenue and Esplanade Court to a circular style cul-de-sac and a central thoroughfare. It would be lined with commercial/retail and restaurant buildings, an outdoor living room, a central plaza, pedestrian walkways, decorative planters, site furniture, landscaping, and accent paving. Other amenities would include a rooftop park open to the community, rooftop gardens, green roofs, a community meeting room, and direct connections to the planned Trolley Station and off-site community facilities and uses.

The lower-elevation, southern, portion of the center would primarily consist of neighborhood convenience services generally within free-standing buildings separated by surface parking lots. This area is intended for essential neighborhood services, such as a grocery store, pharmacy, and banks. The future mixed-use residential component would also be located in this portion of the site. Landscaping, sidewalks, and parking facilities would be provided. Pedestrian connections between the northern and southern portions of the center would be provided primarily from the central plaza along Main Street.

8.4.2.2 Environmental Analysis

Land Use

Similar to the Project, this alternative would result in potential incompatibility of the proposed hotel use with General Plan noise compatibility standards. This alternative also would result in potential incompatibility related to a proposed residential uses and a rooftop dining area adjacent to the trolley platform. Both of these potential concerns would be addressed through conditions of approval. As for the Project, this alternative would not result in land uses that are incompatible with MCAS Miramar. No significant land use impacts are anticipated with the Project, and none would occur under this alternative.

Transportation/Circulation

The traffic analysis originally conducted for this scenario and circulated for public review in January 2018 calculated the trip generation rate based on the rate for a regional shopping center, because it would contain over 300,000 SF of commercial uses. Based on this calculation, the alternative would generate fewer trips than the Project. During the public comment period, however, commenters expressed concern regarding this characterization, stating that the site would actually function as a community shopping center. Using the City's trip generation rate for a community shopping center, with incorporation of calculated reductions due to transit and walk/bike access to the site, this alternative would generate 6,329 cumulative net new trips, or 1,348 (27 percent) more trips per day than the Project. The timing and distribution of these trips also would differ from those of the Project, thereby resulting in varying traffic impacts. Three additional significant street segment impacts would occur in the Near-Term (Opening Day 2023) Plus Project scenario, and four additional street segment impacts would occur in the Year 2035 (Community Buildout) Plus Project scenario. This alternative would avoid significant impacts at the Genesee Avenue/Esplanade Court intersection during the AM peak hour for both the Existing Plus Project and Year 2035 (Community Buildout) Plus Project scenarios; however, impacts at this intersection would remain significant in the PM peak hour for both scenarios. Freeway segment impacts would be reduced to below a level of significance for two segments under the Existing Plus Project scenario and three segments under the Near-Term (Opening Day 2023) Plus Project and Year 2035 (Community Buildout) Plus Project scenarios due to the substantially smaller number of AM inbound and PM outbound trips. Impacts to two of these three segments would, however, remain significant during the opposite peak hour. Impacts at ramp meters would be reduced to below a level of significance at one ramp meter in the PM peak hour for both the Existing Plus Project and Near-Term (Opening Day 2023) Plus Project scenarios, and two ramp meters in the PM peak hour in the Year 2035 (Community Buildout) Plus Project scenario (LLG 2020b).

As for the Project, no traffic hazards would occur under this alternative. This alternative would implement upgrades to pedestrian and bicycle connections similar to the Project, although placement of development on two separate levels would not facilitate on-site mobility to the same degree as the Project.

Visual Effects/Neighborhood Character

Development under the Retail, Hotel, and Residential Alternative would generally be similar to what would occur under the Project. This alternative would reduce the height of buildings along Genesee

Avenue south of Esplanade Court. It would, however, introduce a taller element (mixed-use residential component) in the southern portion of the site near Nobel Drive, and would include above-ground parking structures along Genesee Avenue and in the southwestern portion of the site. As it would follow existing topography rather than creating a uniform podium level, this alternative would result in a development that is less organized and cohesive than the Project. It also would not be as consistent with the building forms of the surrounding area. Overall, therefore, it is considered less preferred relative to visual effects/neighborhood character. Similar to the Project, impacts would be less than significant under this alternative.

Air Quality

The Retail, Hotel, and Residential Alternative would result in reduced temporary air pollutant emissions for most pollutants (with the exception of ROG) when compared to the Project, because this alternative would result in less construction. As described above, however, it would result in greater traffic. Thus, taken as a whole, this alternative would incrementally increase the air quality impacts that would result from the Project, although they would remain less than significant.

Greenhouse Gas Emissions

Both the Project and this alternative would result in less-than-significant impacts related to GHGs through compliance with the City's CAP.

Energy

As described above with regard to air pollutants, this alternative would result in slightly reduced temporary energy demand when compared to the Project, because it would result in less construction. As it would result in increased traffic, this alternative would require more operational energy than would be necessary for the Project. Both alternatives would implement applicable provisions to conserve energy on site and maximize use of alternative transportation. Therefore, energy impacts would be less than significant for both the Project and this alternative.

Noise

The Retail, Hotel, and Residential Alternative would involve the same demolition of the parking garage, as well as the same demolition and generally similar construction, grading, and building along the western edge of the site as the Project. As a result, the significant noise impacts identified for the Project also would occur under this alternative. The Project and this alternative also would result in similar noise generation associated with potential live music performances. This alternative would incrementally reduce noise impacts from HVAC operations. These impacts would be reduced to below a level of significance through the mitigation requirements identified in Section 5.7 for the Project.

Paleontological Resources

Under the Retail, Hotel, and Residential Alternative, the extent of grading would be reduced because more parking would occur in above-ground parking structures, rather than the majority of parking occurring below the podium level. As a result, quantities of cut during grading would be reduced by approximately 86,000 cy (53 percent) and the maximum cut depth would be reduced from 25 to

15 feet. Impacts to potential paleontological resources associated with the Scripps Formation (high resource potential) and Very Old Paralac Deposits (moderate resource potential) would, therefore, be reduced. These potential impacts would be less than significant under either scenario due to the mandatory monitoring program as described in Section 5.8 for the Project.

Hydrology and Water Quality

Implementation of this alternative would result in similar development/disturbance and associated impacts to hydrology/water quality as described for the Project. Accordingly, potential impacts identified for the Project in relation to the generation of impervious surfaces, increases in runoff rates/amounts, storm drain capacity, flooding, erosion/sedimentation, hydromodification, drainage alteration and water quality would be essentially the same as for the Project. As noted in that discussion, all identified potential hydrology/water quality impacts would be avoided or reduced below a level of significance through implementation of proposed design measures and required conformance with applicable regulatory/industry standards, with this conclusion also applicable to the Retail, Hotel, and Residential Alternative.

Geology

The Retail, Hotel, and Residential Alternative would involve similar development/disturbance and associated seismic and non-seismic geologic and soil impacts as for the Project. Similar to the Project, geologic and soil impacts under this alternative would be avoided or reduced below a level of significance through implementation of applicable design measures and geotechnical recommendations, as well as required conformance with applicable regulatory/industry standards.

Public Utilities

This alternative would result in a slightly reduced need for public utilities relative to the Project. Similar to the Project, impacts associated with public utilities would be less than significant.

Public Services and Facilities

The Retail, Hotel, and Residential Alternative would result in a similar overall demand for police and fire/life safety protection relative to the Project. This alternative would, however, result in an increase in demand for library, school, and park/recreational facilities, as the need for these services is generated by residential uses, which are incorporated into this alternative. As a result, the less-than-significant impacts to Public Services and Facilities that would result from the Project would be incrementally increased under this alternative.

8.4.2.3 Conclusion

The Retail, Hotel, and Residential Alternative would incrementally reduce significant operational noise impacts from HVAC operations. Potentially significant, but mitigable, impacts related to demolition and construction noise would be similar under this alternative as for the Project. This alternative would incrementally reduce impacts to land use (noise compatibility), aesthetics, air quality, energy, paleontological resources, public utilities, and public services and facilities, which would be less than significant for the Project. It would be similar to the Project with regard to greenhouse gas emissions, hydrology/water quality, and geology.

The Retail, Hotel, and Residential Alternative would increase significant and unmitigated direct and cumulative transportation/circulation (traffic) impacts to street segments, while decreasing impacts at intersections, freeway segments, and ramp meters.

This alternative would revitalize an aging shopping center by expanding, enhancing, and diversifying neighborhood/community-serving retail, dining, and commercial opportunities and local services (Objective 1) and integrating new land uses to create a more vibrant activity center (Objective 2). It also would provide a hotel in a transit-accessible location (Objective 3), implement transit-supportive land uses (Objective 4), increase mobility options by providing improved pedestrian and bicycle linkages between the center and the adjacent neighborhood (Objective 5), provide a place for public gathering spots that promote social interaction (Objective 6), and improve the sustainability of the existing center through features consistent with the City's CAP (Objective 7). In summary, this alternative would fulfill the Project objectives listed above in Section 8.2.1.

8.4.3 Retail, Hotel, Office, and Reduced Research and Development Alternative

8.4.3.1 Description

The Retail, Hotel, Office, and Reduced Research and Development Alternative would construct 210,000 SF of research and development, which is 150,000 SF less than the Project. It also proposes to revitalize the 178,000 SF of existing retail space and add a hotel and 40,000 SF of office space, similar to the Project. The mobility improvements and community facilities, as well as sustainable design features, proposed as part of the Project would occur under this alternative.

8.4.3.2 Environmental Analysis

Land Use

Similar to the Project, this alternative would result in potential incompatibility with General Plan noise standards, which would be addressed through conditions of approval. Also the same as for the Project, this alternative would not result in land uses that are incompatible with MCAS Miramar. No significant land use impacts are anticipated with the Project, and none would occur under this alternative.

Transportation/Circulation

By reducing the research and development use proposed as part of the Project, this alternative would reduce the site's net new trip generation to 3,937 ADT, which is 1,044 ADT (21 percent) less than the Project. This alternative would not reduce any significant street segment impacts of the Project to below a level of significance. It would reduce one significant intersection impact to less-than-significant during the AM peak hour for the Existing Plus Project scenario, although impacts at this intersection would remain significant in the PM peak hour. Impacts to freeway segments would be reduced to below a level of significance at one segment each under the Existing Plus Project, Near-Term (Opening Day 2023) Plus Project, and Year 2035 (Community Buildout) Plus Project scenarios, although impacts to the segment reduced in the Near-Term (Opening Day 2023) Plus Project scenario would remain significant in the opposite peak hour. Impacts to ramp segments

would be reduced to below a level of significance at one ramp under the Year 2035 (Community Buildout) Plus Project scenario (LLG 2020b). As for the Project, no traffic hazards would occur under this alternative. This alternative would implement upgrades to pedestrian and bicycle connections similar to the Project.

Visual Effects/Neighborhood Character

Development under the Retail, Hotel, Office, and Reduced Research and Development Alternative would generally be similar to what would occur under the Project, with the exception that a reduced amount of research and development uses would be developed. This would reduce the intensity of development at the site, including reducing the height of one or more of the site's tallest buildings. This alternative could potentially eliminate one of the research and development buildings along Genesee Avenue, or reduce the height of both towers. Therefore, this alternative would provide more open view corridors through the site with less obstructed skyward views. Less-than-significant visual/neighborhood character impacts were assessed to the Project. This alternative would incrementally reduce densification of built environment and, therefore, would incrementally reduce these less-than-significant impacts identified for the Project.

Air Quality

The Retail, Hotel, Office, and Reduced Research and Development Alternative would result in reduced air pollutant emissions when compared to the Project, because this alternative would result in less construction and less traffic. Thus, this alternative would incrementally reduce the less-than-significant air quality impacts that would result from the Project.

Greenhouse Gas Emissions

This alternative would result in slightly reduced site-specific GHG emissions when compared to the Project, because this alternative would result in less construction and less traffic. It also, however, would not as fully implement strategies to reduce regional GHG emissions through locating a variety of dense uses near transit.

Energy

As described above with regard to air pollutant emissions, this alternative would result in reduced energy demand when compared to the Project, because it would result in less construction and less traffic. Thus, this alternative would incrementally reduce the less-than-significant energy impacts that would result from the Project.

Noise

The Retail, Hotel, Office, and Reduced Research and Development Alternative would involve the same demolition of the parking garage, as well as similar demolition, construction, grading, and building along the western edge of the site as the Project. As a result, the significant temporary noise impacts identified for the Project also would occur under this alternative. This alternative would incrementally decrease operational noise impacts (specifically with regard to HVAC systems) due to the reduction in research and development use. These impacts would be reduced to below a level of significance through the mitigation requirements identified in Section 5.7 for the Project.

Paleontological Resources

Under the Retail, Hotel, Office, and Reduced Research and Development Alternative, excavation would be required for subterranean parking, although it could potentially be reduced relative to the Project due to the reduced parking demand. As a result, impacts to paleontological resources associated with the Scripps Formation (high resource potential) and Very Old Paralac Deposits (moderate resource potential) could be reduced. These potential impacts would be less than significant due to mandatory implementation of monitoring requirements as described in Section 5.8 for the Project.

Hydrology and Water Quality

The Retail, Hotel, Office, and Reduced Research and Development Alternative would result in similar development/disturbance as described for the Project. Accordingly, potential impacts under this alternative related to the generation of impervious surfaces, increases in runoff rates/amounts, storm drain capacity, flooding, erosion/sedimentation, hydromodification, drainage alteration and water quality would be essentially the same as those described for the Project. As noted in that discussion, all identified potential hydrology/water quality impacts would be avoided or reduced below a level of significance through implementation of proposed design measures and required conformance with applicable regulatory/industry standards, with this conclusion also applicable to the Retail, Hotel, and Reduced Office/Research and Development Alternative.

Geology

The Retail, Hotel, Office, and Reduced Research and Development Alternative would involve similar development/disturbance and associated seismic and non-seismic geologic impacts as described for the Project. Geologic and soil impacts under this alternative would be avoided or reduced below a level of significance through implementation of proposed design measures and geotechnical recommendations, as well as required conformance with applicable regulatory/industry standards, similar to those described for the Project.

Public Utilities

As a reduced amount of office/research and development uses would occur under this alternative, it would result in a slightly reduced need for public utilities relative to the Project. Similar to the Project, impacts associated with public utilities would be less than significant.

Public Services and Facilities

The Retail, Hotel, Office, and Reduced Research and Development Alternative would result in an incremental decrease in the demand for police and fire/life safety protection relative to the Project, due to a reduction in the intensity of proposed development. As a result, the less-than-significant impacts to Public Services and Facilities that would result from the Project would be further reduced under this alternative.

8.4.3.3 Conclusion

The Retail, Hotel, Office, and Reduced Research and Development Alternative would reduce significant, direct and cumulative transportation/circulation (traffic congestion) impacts, although significant and unmitigated impacts would still occur. Potentially significant, but mitigable, impacts related to demolition and construction noise would be the same under this alternative as for the Project, while operational noise impacts would be incrementally reduced. It would slightly reduce impacts related to aesthetics, air quality, energy, GHG, paleontological resources, public utilities, and public facilities and services, which also would be less than significant under the Project. Less-than-significant impacts to land use, hydrology/water quality, and geology would be similar to the Project.

This alternative would revitalize an aging shopping center by expanding, enhancing, and diversifying neighborhood/community-serving retail, dining, and commercial opportunities and local services (Objective 1). It also would provide a hotel in a transit-accessible location (Objective 3), increase mobility options by providing improved pedestrian and bicycle linkages between the center and the adjacent neighborhood (Objective 5), provide a place for public gathering spots that promote social interaction (Objective 6), and improve the sustainability of the existing center through features consistent with the City's CAP (Objective 7). While this alternative would create a built environment that would embrace the Trolley Station, it would implement transit-supportive land uses within a Transit Priority Area (Objective 4) and integrate new land uses to create a more vibrant activity center that contributes to the goals of smart growth (Objective 2) to a lesser degree than the Project. In summary, this alternative would fulfill five, partially fulfill two of the seven Project objectives listed above in Section 8.2.1.

8.4.4 Retail and Office/Research and Development Alternative

8.4.4.1 Description

The Retail and Office/Research and Development Alternative proposes to revitalize the 178,000 SF of existing retail space and add 360,000 SF of research and development and 40,000 SF of office uses, similar to the Project. This alternative would not, however, include development of a 200-room hotel at the site. It is anticipated that two restaurants would operate at the site where a hotel would be located under the Project. The mobility improvements and community facilities, as well as sustainable design features, proposed as part of the Project would occur under this alternative.

8.4.4.2 Environmental Analysis

Land Use

This alternative would avoid potential incompatibility of on-site hotel uses with General Plan noise compatibility standards, which would be addressed through conditions of approval for the Project. As for the Project, this alternative would not result in land uses that are incompatible with MCAS Miramar. No significant land use impacts are anticipated with the Project, and none would occur under this alternative.

Transportation/Circulation

By eliminating the hotel use proposed as part of the Project, this alternative would reduce the total amount of driveway and cumulative trips by approximately 1,740 ADT (35 percent) to 3,241 ADT. This alternative would reduce street segment impacts to below a level of significance at two street segments each under the Near-Term (Opening Day 2023) Plus Project and Year 2035 (Horizon Year) Plus Project scenarios. No significant impacts that would occur to intersections, freeway segments, or ramp meters that would result from the Project would be reduced to less-than-significant levels under this alternative (LLG 2020b). As for the Project, no traffic hazards would occur under this alternative. This alternative would implement upgrades to pedestrian and bicycle connections similar to the Project. However, this alternative would be less supportive of alternative transportation, in that it would not incorporate residents to use the pedestrian, bicycle, and transit facilities.

Visual Effects/Neighborhood Character

Development under the Retail and Office/Research and Development Alternative would generally be similar to what would occur under the Project, with the exception that the hotel component of the Project would not be developed. Rather than construction of a hotel up to 135 feet in height, the northern portion of the site would be developed with two low-rise restaurant buildings, more consistent with the uses that currently occur in this portion of the site. This viewpoint still would include Building T2 extending to a height of up to 115 feet in the foreground and Building A in the middle ground. The two residential towers in the background and Trolley infrastructure in the foreground would be dominant view elements from this vantage point. As one of the two tallest buildings associated with the Project would not be constructed, this alternative would provide more open view corridors through the site with less obstructed skyward views. Less-than-significant visual/neighborhood character impacts were assessed to the Project. This alternative would incrementally reduce densification of built environment and, therefore, would incrementally reduce these less-than-significant impacts identified for the Project.

Air Quality

The Retail and Office/Research and Development Alternative would result in reduced air pollutant emissions when compared to the Project, because this alternative would result in less construction and less traffic. Thus, this alternative would incrementally reduce the less-than-significant air quality impacts that would result from the Project.

Greenhouse Gas Emissions

This alternative would result in slightly reduced site-specific GHG emissions when compared to the Project, because this alternative would result in less construction and less traffic. It also, however, would not result in implementation of strategies to reduce regional GHG emissions through locating a variety of dense uses near transit.

Energy

As described above with regard to air pollutant emissions, this alternative would result in slightly reduced energy demand when compared to the Project, because it would result in less construction

and less traffic. Thus, this alternative would incrementally reduce the less-than-significant energy impacts that would result from the Project.

Noise

The Retail and Office/Research and Development Alternative would involve the same demolition of the parking garage, as well as similar demolition, construction, grading, and building along the western edge of the site as the Project. As a result, the significant temporary noise impacts identified for the Project also would occur under this alternative. This alternative would incrementally decrease operational noise impacts due to elimination of the hotel use. These impacts would be reduced to below a level of significance through the mitigation requirements identified in Section 5.7 for the Project.

Paleontological Resources

Under the Retail and Office/Research and Development Only Alternative, excavation would not be required for the subterranean parking that is proposed under the hotel in the Project. As a result, impacts to paleontological resources associated with the Scripps Formation (high resource potential) in this area would be avoided under this alternative. This alternative would still result in potentially significant impacts to Very Old Paralac Deposits (moderate resource potential) and the Scripps Formation in other portions of the site, however, similar to those described for the Project. These potential impacts would be less than significant due to mandatory implementation of monitoring requirements as described in Section 5.8 for the Project.

Hydrology and Water Quality

The Retail and Office/Research and Development Alternative would result in similar development/disturbance as described for the Project, with the exception of the hotel site, which would be developed with two restaurants. Accordingly, potential impacts under this alternative related to the generation of impervious surfaces, increases in runoff rates/amounts, storm drain capacity, flooding, erosion/sedimentation, hydromodification, drainage alteration and water quality would be essentially the same as those described for the Project. As noted in that discussion, all identified potential hydrology/water quality impacts would be avoided or reduced below a level of significance through implementation of proposed design measures and required conformance with applicable regulatory/industry standards, with this conclusion also applicable to the Retail and Office/Research and Development Alternative.

Geology

The Retail and Office/Research and Development Alternative would involve similar development/disturbance and associated seismic and non-seismic geologic impacts as described for the Project, with the exception of the hotel site (which would be developed instead with restaurant uses). Geologic and soil impacts under this alternative would be avoided or reduced below a level of significance through implementation of proposed design measures and geotechnical recommendations, as well as required conformance with applicable regulatory/industry standards, similar to those described for the Project.

Public Utilities

As hotel development would not occur under the Retail and Office/Research and Development Alternative, this alternative would result in a slightly reduced need for public utilities relative to the Project. Similar to the Project, impacts associated with public utilities would be less than significant.

Public Services and Facilities

The Retail and Office/Research and Development Alternative would result in an incremental decrease in the demand for police and fire/life safety protection relative to the Project, due to a reduction in the intensity of proposed development. As a result, the less-than-significant impacts to Public Services and Facilities that would result from the Project would be further reduced under this alternative.

8.4.4.3 Conclusion

The Retail and Office/Research and Development Alternative would reduce significant, direct and cumulative transportation/circulation (traffic congestion) impacts. Potentially significant, but mitigable, impacts related to demolition and construction noise would be the same under this alternative as for the Project, while operational noise impacts would be incrementally reduced. It would slightly reduce impacts related to land use (related to noise compatibility), aesthetics, air quality, energy, GHGs, paleontological resources, public utilities, and public facilities and services, which also would be less than significant under the Project. Less-than-significant impacts to hydrology/water quality and geology would be similar to the Project.

This alternative would revitalize an aging shopping center by expanding, enhancing, and diversifying neighborhood/community-serving retail, dining, and commercial opportunities and local services (Objective 1). It also would increase mobility options by providing improved pedestrian and bicycle linkages between the center and the adjacent neighborhood (Objective 5), provide a place for public gathering spots that promote social interaction (Objective 6), and improve the sustainability of the existing center through features consistent with the City's CAP (Objective 7). While this alternative would create a built environment that would embrace the Trolley Station, it would implement transit-supportive land uses within a Transit Priority Area (Objective 4) and integrate new land uses to create a more vibrant activity center that contributes to the goals of smart growth (Objective 2) to a lesser degree than the Project. It also would not provide a hotel in a transit-accessible location (Objective 3). In summary, this alternative would fulfill four, partially fulfill two, and not fulfill one of the seven Project objectives listed above in Section 8.2.1.

8.5 Environmentally Superior Alternative

The CEQA Guidelines require 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, another environmentally superior alternative must be identified.

Based on a comparison of the overall environmental impacts for the described alternatives, the No Project Alternative is identified as the environmentally superior alternative. This alternative would

not result in any contribution to direct or cumulatively significant impacts related to transportation/circulation; or to project-specific significant impacts related to noise, which would occur with the Project (refer to Table 8-1, *Comparison of Project and Alternative Impacts*). The No Project Alternative does not meet the purpose and objectives of the Project, however, as outlined in Section 8.4.1.3.

Of the remaining alternatives, the environmentally superior alternative is the Retail and Office/Research and Development Alternative. This alternative would meet most of the identified Project objectives, and would reduce significant and unmitigated traffic impacts, as well as reduce significant but mitigable operational noise impacts. Specifically, it would result in the least amount of traffic generation of any of the build alternatives.

| Table 8-1 COMPARISON OF PROJECT AND ALTERNATIVE IMPACTS | | | | | |
|--|-------------------------|-------------------------------|---|--|---|
| Environmental Topic | Proposed Project | No Project Alternative | Retail, Hotel, and Residential Alternative | Retail, Hotel, Office, and Reduced Research and Development Alternative | Retail and Office/Research and Development Alternative |
| Land Use | N | N | N+ | N- | N- |
| Transportation/Circulation | SU | N | SU+/- ¹ | SU- | SU- |
| Visual Effects/Neighborhood Character | N | N | N+ | N- | N- |
| Air Quality | N | N | N+ | N- | N- |
| Greenhouse Gas Emissions | N | N | N | N- | N- |
| Energy | N | N | N+ | N- | N- |
| Noise | SM | N | SM- | SM- | SM- |
| Paleontological Resources | N | N | N- | N- | N- |
| Hydrology and Water Quality | N | N | N | N | N |
| Geology | N | N | N | N | N |
| Public Utilities | N | N | N- | N- | N- |
| Public Services and Facilities | N | N | N+ | N- | N- |

¹ This alternative would result in increased street segment impacts, but decreased impacts to intersections, freeway segments, and ramp meters.

SM = significant but mitigable impacts; SU = significant and unmitigated impacts; N = no significant impacts
- = reduced impact level(s) relative to the Project; + = increased impact level(s) relative to the Project

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9.0 MITIGATION, MONITORING AND REPORTING PROGRAM

As Lead Agency for the proposed project under CEQA, the City of San Diego will administer the Mitigation, Monitoring and Reporting Program (MMRP) for the following environmental issue areas as identified in the Costa Verde Center Revitalization Project EIR: Transportation/Circulation and Noise. The mitigation measures identified below include all applicable measures from the Costa Verde Center Revitalization Project EIR (Project No. 477943; SCH No. 2016071031). This MMRP shall be made a requirement of project approval.

Section 21081.6 of the State of California PRC requires a Lead or Responsible Agency that approves or carries out a project where an EIR has identified significant environmental effects to adopt a “reporting or monitoring program for adopted or required changes to mitigate or avoid significant environmental effects.” The City of San Diego is the Lead Agency for the Costa Verde Center Revitalization Project EIR, and therefore must ensure the enforceability of the MMRP. An EIR has been prepared for this project that addresses potential environmental impacts and, where appropriate, recommends measures to mitigate these impacts. As such, an MMRP is required to ensure that adopted mitigation measures are implemented. Therefore, the following measures are included in this MMRP:

A. GENERAL REQUIREMENTS – PART I

Plan Check Phase (Prior to Permit Issuance)

1. Prior to the issuance of a Notice to Proceed (NTP) for a subdivision, or any construction permits, such as Demolition, Grading or Building, or beginning any construction related activity on-site, the Development Services Department (DSD) Director’s Environmental Designee (ED) shall review and approve all Construction Documents (CD) (plans, specification, details, etc.) to ensure the MMRP requirements are incorporated into the design.
2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, “ENVIRONMENTAL/MITIGATION REQUIREMENTS.”
3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website:

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

4. The Title Index Sheet must also show on which pages the “Environmental/Mitigation Requirements” notes are provided.
5. Surety and Cost Recovery – The Development Services Director or City Manager may require appropriate surety instruments or bonds from private Permit Holders to ensure the long-term performance or implementation of required mitigation measures or programs.

The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

B. GENERAL REQUIREMENTS – PART II

Post Plan Check (After Permit Issuance/Prior to Start of Construction)

1. Pre construction meeting is required ten (10) working days prior to beginning any work on this project. The Permit Holder/Owner is responsible to arrange and perform this meeting by contacting the City Resident Engineer (RE) of the Field Engineering Division and City staff from Mitigation Monitoring Coordination (MMC). Attendees must also include the Permit holder's Representative(s), Job Site Superintendent, and the following consultants:

Qualified Acoustician

NOTE: Failure of all responsible Permit Holder's representatives and consultants to attend shall require an additional meeting with all parties present.

Contact Information:

- a) The Primary Point of Contact is the RE at the Field Engineering Division – 858-627-3200
 - b) For Clarification of environmental requirements, it is also required to call RE and MMC at 858-627-3360
2. MMRP Compliance: This Project, Project Tracking System (PTS) #477943 and/or Environmental Document # 477943, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD's Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e., to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.).

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

3. Other Agency Requirements: Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution or other documentation issued by the responsible agency.

NOTE: Confirmation of NPDES compliance from the State Water Resources Control Board (SWRCB) during and following construction.

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

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

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

| Document Submittal/Inspection Checklist | | |
|--|---|---|
| Issue Area | Document Submittal | Associated Inspection/ Approvals/Notes |
| General | Consultant Qualification Letters | Prior to Preconstruction Meeting |
| General | Consultant Construction Monitoring Exhibits | Prior to or at Preconstruction Meeting |
| Noise | Acoustical Reports | Noise Mitigation Features Inspection |
| Bond Release | Request for Bond Release Letter | Final MMRP Inspections Prior to Bond Release Letter |

C. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS FROM EIR

TRANSPORTATION/CIRCULATION

Existing Conditions Plus Project Impacts - Intersections

TRA-1 Genesee Avenue/Esplanade Court

Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the following improvements, satisfactory to the City Engineer to mitigate the Project's impact to the Genesee Avenue/Esplanade Court intersection:

- Reconfigure the eastbound approach to provide two dedicated left-turn lanes, a through lane and a dedicated right-turn lane. Install an eastbound right-turn overlap phase. Modify the traffic signal in conjunction with the changed lane designations.
- All improvements shall be completed and operational prior to first occupancy.

TRA-2 *Genesee Avenue/Governor Drive*

Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the following improvement to mitigate the Project's impact to the Genesee Avenue/Governor Drive intersection:

- Install right-turn overlap phasing on the southbound approach and modify traffic signal accordingly.

However, the installation of right-turn overlap would prohibit access to the parcel in the northwest corner of the intersection due to the inability to make U-turns. Therefore, this impact is considered significant and unmitigated.

- As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.

TRA-3 *Genesee Avenue/SR 52 Westbound Ramps*

Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the installation of a traffic signal to allow for protected northbound left turns to mitigate the Project's impact to the Genesee Avenue/SR 52 westbound ramps intersection, satisfactory to the City Engineer.

- Install a traffic signal at this intersection to allow for protected northbound left turns.

Although the identified improvements would fully mitigate the impact, the Project's impact to this intersection is considered significant and unmitigated because the timing of the identified improvements are not within the Applicant's or the City's control as it requires Caltrans approval.

TRA-4 *Genesee Avenue/SR 52 Eastbound Ramps*

Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the installation of the following improvements, satisfactory to the City Engineer to mitigate the Project's impact to the Genesee Avenue/SR 52 eastbound ramps intersection:

- Right-turn overlap phasing on the westbound approach and associated traffic signal modification, satisfactory to Caltrans and the City Engineer.

Although the identified improvements would fully mitigate the impact, the Project's impact to this intersection is considered significant and unmitigated because the timing of the identified improvements are not within the Applicant's or the City's control as it requires Caltrans approval.

Existing Conditions Plus Project Impacts – Freeway Segments

TRA-5 *I-5: Gilman Drive to Nobel Drive*

Addition of managed lanes on I-5 between I-8 and La Jolla Village Drive, as identified in SANDAG's 2050 Revenue Constrained RTP, would improve freeway operations. However, there is currently no

funding in place at this time and no guarantee that the improvements would occur. As partial mitigation, the Project proposes the following TDM measures to use alternate forms of transportation other than single- occupancy vehicles:

- Implement a parking management plan, which will charge employees market-rate for single-occupancy vehicle parking and provide reserved, discounted, or free spaces for registered carpools or vanpools.
- Provide carpool/vanpool parking spaces as a part of the overall project parking requirements at the project site. These spaces will be signed and striped “carpool/vanpool parking only.”
- Provide shower and locker facilities. These showers and lockers will be located in the parking structure adjacent to the security office.
- Maintain an employer network in the SANDAG iCommute program (which replaces the previous RideMatcher service) to tenants/ employees.
- Provide on-site carsharing vehicle(s) and/or bikesharing.

Impacts remain significant and unmitigated in the Existing Plus Project scenario.

TRA-6 I-805: Governor Drive to Nobel Drive

Currently, there is one managed lane of I-805 between SR 52 and I-5, which was Stage I of the I-805 North Managed Lanes Project. Stages II through IV of the I-805 North Managed Lanes project would construct the second carpool lane in the median from just north of SR 52 to just north of La Jolla Village Drive. Additionally, the Nobel Drive Direct Access Ramp (DAR) and the Nobel Drive Park & Ride and Transit Station would be constructed and the Governor Drive interchange would be reconfigured. The addition of managed lanes and a new DAR on Nobel Drive would further improve freeway operations on the I-805. The construction start dates for these improvements are pending as there is no funding in place to guarantee that these improvements would be completed. As partial mitigation, the Project proposes several TDM measures (as shown in TRA-5) to incentivize use of alternate forms of transportation other than single-occupancy vehicles. Impacts remain significant and unmitigated in the Existing Plus Project scenario.

TRA-7 SR 52: Genesee Avenue to I-805

The addition of a third lane in each direction along SR 52 between I-5 and I-805, as identified in SANDAG's 2050 Unconstrained Network RTP, would improve freeway operations. However, there is currently no funding in place at this time and no guarantee that the improvements would occur. As partial mitigation, the Project proposes several TDM measures (as shown in TRA-5) to incentivize use of alternate forms of transportation other than single-occupancy vehicles. Impacts remain significant and unmitigated in the Existing Plus Project scenario.

Existing Conditions Plus Project Impacts – Metered Freeway On Ramps

TRA-8 I-805/Nobel Drive Interchange Southbound On-ramp

Stages II through IV of the I-805 North Managed Lanes (as discussed above), the Nobel Drive DAR, the Nobel Drive Park & Ride and Transit Station, and the reconfiguration of the Governor Drive interchange would relieve the congestion and delay at the freeway ramp meter and improve overall freeway operations, but there is no funding in place to ensure that the improvements would occur. Therefore, impacts at this freeway ramp meter remain significant and unmitigated in the Existing Plus Project scenario. As partial mitigation, the Project proposes TDM measures (as shown in TRA-5) to incentivize use of alternate forms of transportation other than single-occupancy vehicles.

Near-Term (Opening Day 2023) Plus Project Impacts – Intersections

TRA-9 Genesee Avenue/Esplanade Court

Implementation of TRA-1, as outlined above, would mitigate the Project-related significant impact at the Genesee Avenue/Esplanade Court intersection for the Near Term (Opening Day 2023) Plus Project scenario to a less than significant level.

TRA-10 Genesee Avenue/Decoro Street

Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the following improvements to the satisfaction of the City Engineer to mitigate the Project's impact to the Genesee Avenue/Decoro Street intersection:

- Restripe the westbound approach to include a shared through left-turn lane and an exclusive right-turn lane, along with associated traffic signal modifications. This improvement would require the removal of approximately six on-street parking spaces on the westbound approach.
- All improvements must be completed and operational prior to first occupancy.

TRA-11 Genesee Avenue/Governor Drive

Implementation of TRA-2 would reduce the Project-related significant impact at the Genesee Avenue/Governor Drive intersection for the Near Term (Opening Day 2023) Plus Project scenario to a less than significant level. However, the installation of southbound right-turn overlap would prohibit access to the northwest corner of the intersection due to the inability to make eastbound U-turns. Therefore, this impact is considered significant and unmitigated. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.

TRA-12 Genesee Avenue/SR 52 Westbound Ramps

Implementation of TRA-3 would reduce the Project-related significant impact at the Genesee Avenue/SR 52 westbound ramps intersection for the Near Term (Opening Day 2023) Plus Project scenario to a less than significant level. Although the identified improvements would fully mitigate the impact, the Project's impact to this intersection is considered significant and unmitigated.

because the timing of the identified improvements are not within the Applicant's or City's control as they require Caltrans approval.

TRA-13 *Genesee Avenue/SR 52 Eastbound Ramps*

Implementation of TRA-4 would reduce the Project-related significant impact to the Genesee Avenue/SR 52 eastbound ramps intersection for the Near-Term (Opening Day 2023) Plus Project scenario to a less than significant level. Although the identified improvements would fully mitigate the impact, the Project's impact to this intersection is considered significant and unmitigated because the timing of the identified improvements are not within the Applicant's or City's control as they require Caltrans approval.

Near-Term (Opening Day 2023) Plus Project Impacts – Roadway Segments

TRA-14 *Genesee Avenue from Decoro Street to Governor Drive*

Per the University Community Plan Amendment (December 5, 2016), the widening of Genesee Avenue to six lanes is deemed infeasible. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.

TRA-15 *I-5: Gilman Drive to Nobel Drive*

Addition of managed lanes on I-5 between I-8 and La Jolla Village Drive, as identified in SANDAG's 2050 Revenue Constrained RTP, would improve freeway operations. However, there is currently no funding in place at this time and no guarantee that the improvements would occur. Implementation of TRA-5 project TDM measures would partially mitigate the Project's impact. Impacts remain significant and unmitigated in the Near-Term (Opening Day 2023) Plus Project scenario.

TRA-16 *I-805: Governor Drive to Nobel Drive*

Currently, there is one managed lane of I-805 between SR 52 and I-5, which was Stage I of the I-805 North Managed Lanes Project. Stages II through IV of the I-805 North Managed Lanes project would construct the second carpool lane in the median from just north of SR 52 to just north of La Jolla Village Drive. Additionally, the Nobel Drive Direct Access Ramp (DAR) and the Nobel Drive Park & Ride and Transit Station would be constructed and the Governor Drive interchange would be reconfigured. The addition of managed lanes and a new DAR on Nobel Drive would further improve freeway operations on the I-805. The construction start dates for these improvements are pending as there is no funding in place to guarantee that these improvements would be completed. Implementation of TRA-6 project TDM measures would partially mitigate the Project's impact. Impacts remain significant and unmitigated in the Near-Term (Opening Day 2023) Plus Project scenario.

TRA-17 *SR 52: Genesee Avenue to I-805*

The addition of a third lane in each direction along SR 52 between I-5 and I-805, as identified in SANDAG's 2050 Unconstrained Network RTP, would improve freeway operations. However, there is currently no funding in place at this time and no guarantee that the improvements would occur.

Implementation of TRA-7 would partially mitigate the Project's impact. Impacts remain significant and unmitigated in the Near-Term (Opening Day 2023) Plus Project scenario.

Near-Term (Opening Day 2023) Plus Project Impacts –Metered Freeway On-ramps

TRA-18 I-805/Nobel Drive Interchange Southbound On-ramp

Stages II through IV of the I-805 North Managed Lanes (as discussed above), the Nobel Drive DAR, the Nobel Drive Park & Ride and Transit Station, and the reconfiguration of the Governor Drive interchange would relieve the congestion and delay at the ramp meter and improve overall freeway operations, but there is no funding in place to ensure that the improvements would occur. Therefore, impacts at this freeway ramp meter remain significant and unmitigated in the Near-Term (Opening Day 2023) Plus Project scenario. As partial mitigation, the Project proposes TDM measures (as shown in TRA-5) to incentivize use of alternate forms of transportation other than single occupancy vehicles.

Cumulative Impacts – Intersections

TRA-19 La Jolla Village Drive/Genesee Avenue

Widening the westbound approach to provide a second dedicated right-turn lane is, a condition of approval for the Monte Verde project as included in that project's EIR transportation mitigation measures and permit conditions. The required improvement is currently permitted and bonded by Monte Verde. Therefore, the Project's impact in the Year 2035 scenario at this location is considered less than significant.

TRA-20 Costa Verde Boulevard/Loop Road (South)

Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the following improvements to the satisfaction of the City Engineer to mitigate the Project's cumulative impact to the Costa Verde Boulevard/Loop Road (South) intersection:

- Widen the westbound approach to provide a dedicated left-turn lane. To accommodate the additional lane, approximately 10 feet of widening of the roadway would be required. The additional 10 feet of widening can be accomplished by widening 5 feet on both sides of the driveway.
- Restripe the northbound approach to provide a dedicated right-turn lane.
- All improvements must be completed and operational prior to first occupancy.

TRA-21 Genesee Avenue/Esplanade Court

Implementation of TRA-1, as outlined above, would mitigate the Project's contribution to a significant cumulative impact at the Genesee Avenue/Esplanade Court intersection for the Year 2035 (Community Buildout) Plus Project scenario to a less than significant level.

TRA-22 Nobel Drive/Costa Verde Boulevard

Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the following improvements to the satisfaction of the City Engineer to mitigate the Project's cumulative impact to the Nobel Drive/Costa Verde Boulevard intersection:

- Restripe the southbound approach to provide a dedicated right-turn lane, with associated signal modification.
- All improvements must be completed and operational prior to first occupancy.

TRA-23 Nobel Drive/Genesee Avenue

Prior to the issuance of the first construction permit, the Owner/Permittee shall assure by permit and bond the following improvements to the satisfaction of the City Engineer to mitigate the Project's cumulative impact to the Nobel Drive/Genesee Avenue intersection:

- Install a right-turn overlap phasing on the eastbound approach, with associated signal modification.

However, the installation of an eastbound right-turn overlap would restrict access to the residential development on the west side of Genesee Avenue, south of Nobel Drive due to the inability to make northbound U-turns. Therefore, this impact is considered significant and unmitigated. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.

TRA-24 Genesee Avenue/Decoro Street

Implementation of TRA-10, as outlined above, would mitigate the Project's contribution to a significant cumulative impact at the Genesee Avenue/Decoro Street intersection for the Year 2035 (Community Buildout) Plus Project scenario to a less than significant level.

TRA-25 Genesee Avenue/Governor Drive

Implementation of TRA-2, as outlined above, would reduce the Project's cumulative impact at the Genesee Avenue/Governor Drive intersection for the Year 2035 (Community Buildout) Plus Project scenario. However, the installation of southbound right-turn overlap would prohibit access to the northwest corner of the intersection due to the inability to make eastbound U-turns. Therefore, this impact is considered significant and unmitigated. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection, and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.

TRA-26 Genesee Avenue/SR 52 Westbound Ramps

Implementation of TRA-3 would reduce the Project's significant impact at the Genesee Avenue/SR 52 westbound ramps intersection for the Year 2035 (Community Buildout) Plus Project scenario to a less than significant level. Although the identified improvements would fully mitigate the impact, the Project's impact to this intersection is considered significant and unmitigated because the timing

of the identified improvements are not within the Applicant's or City's control as they require Caltrans approval.

TRA-27 *Genesee Avenue/SR 52 Eastbound Ramps*

Implementation of TRA-4 would reduce the Project's significant impact to the Genesee Avenue/SR 52 eastbound ramps intersection for the Year 2035 (Community Buildout) Plus Project scenario to less than significant. Although the identified improvements would fully mitigate the impact, the Project's impact to this intersection is considered significant and unmitigated because the timing of the identified improvements are not within the Applicant's or City's control as they require Caltrans approval.

Cumulative Impacts - Roadway Segments

TRA-28 *Genesee Avenue: Nobel Drive to Decoro Street, Decoro Street to Governor Drive, Governor Drive to SR 52*

Per the University Community Plan Amendment (December 5, 2016), the widening of Genesee Avenue to 6-lanes was deemed infeasible. As partial mitigation, the Project will upgrade and/or repair signal interconnect, communications, detection and controller equipment on Genesee Avenue between Esplanade Court and Governor Drive.

Cumulative Impacts - Freeway Segments

TRA-29 *I-5: Gilman Drive to Nobel Drive*

Addition of managed lanes on I-5 between I-8 and La Jolla Village Drive, as identified in SANDAG's 2050 Revenue Constrained RTP, would improve freeway operations. However, there is currently no funding in place at this time and no guarantee that the improvements would occur. Implementation of TRA-5 project TDM measures would partially mitigate the Project's impact. Impacts remain significant and unmitigated in the cumulative condition.

TRA-30 *I-805: Governor Drive to Nobel Drive*

Currently, there is one managed lane of I-805 between SR 52 and I-5, which was Stage I of the I-805 North Managed Lanes Project. Stages II through IV of the I-805 North Managed Lanes project would construct the second carpool lane in the median from just north of SR 52 to just north of La Jolla Village Drive. Additionally, the Nobel Drive Direct Access Ramp (DAR) and the Nobel Drive Park & Ride and Transit Station would be constructed and the Governor Drive interchange would be reconfigured. The addition of managed lanes and a new DAR on Nobel Drive would improve freeway operations on the I-805. The construction start dates for these improvements are pending as there is no funding in place to guarantee that these improvements would be completed. Implementation of TRA-6 project TDM measures would partially mitigate the Project's impact. Impacts remain significant and unmitigated in the cumulative condition.

TRA-31 *SR 52: Genesee Avenue to I-805*

The addition of a third lane in each direction along SR 52 between I-5 and I-805, as identified in SANDAG's 2050 Unconstrained Network RTP, would improve freeway operations. However, there is

currently no funding in place at this time and no guarantee that the improvements would occur. Implementation of TRA-7 project TDM measures would partially mitigate the Project's impact. Impacts remain significant and unmitigated in the cumulative condition.

Cumulative Impacts –Metered Freeway On-ramps

TRA-32 I-805/Nobel Drive Interchange Southbound Ramps

Stages II through IV of the I-805 North Managed Lanes (as discussed above), the Nobel Drive DAR, the Nobel Drive Park & Ride and Transit Station, and the reconfiguration of the Governor Drive interchange would relieve the congestion and delay at the freeway ramp meter and improve overall freeway operations, but there is no funding in place to ensure that the improvements would occur. Therefore, impacts at this freeway ramp meter remain significant and unmitigated in the cumulative condition. As partial mitigation, the Project proposes several TDM measures (as shown in TRA-5) to incentivize use of alternate forms of transportation other than single-occupancy vehicles.

TRA-33 I-5/La Jolla Village Drive Interchange Northbound On-Ramp

The UTC Revitalization project is conditioned to construct a HOV lane at the I-5/La Jolla Village Drive northbound on-ramp. As of January 2020, this improvement is currently under construction and is expected to be completed prior to Year 2035.

NOISE

NOI-1 Event Plaza Noise Barrier

Noise levels from operational noise generated by the Project shall meet the arithmetic mean of the City noise ordinance standards between a commercial and multi-family residential use. This standard is 60 dBA L_{EQ} during the hours between 7:00 a.m. and 7:00 p.m., 55 dBA L_{EQ} during the hours between 7:00 p.m. and 10:00 p.m., and 52.5 dBA L_{EQ} during the hours between 10:00 p.m. and 7:00 a.m. Noise reduction may be accomplished through on-site sound barriers or use restrictions.

To reduce noise levels from live music performances within the Project's event plaza, all performances with amplified sound shall be directed to the east. A moveable or permanent bandshell shall be erected as a noise barrier. The barrier shall be at least 6 feet high and shall be located between the performers and the off-site receptors to the west. If amplified sound is used, any amplification equipment (e.g., speakers) shall not extend above or around the sound barrier, as viewed from the off-site receptors to the west. Non-amplified (acoustic) live music performances shall be permitted without the requirement of a noise barrier.

All sound barriers shall be solid. They shall be constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, with no cracks or gaps through or below the walls. Any seams or cracks shall be filled or caulked. If wood is used, it shall be tongue and groove and must be at least one-inch total thickness or have a density of at least 3.5 pounds per square foot. Where architectural or aesthetic factors allow, glass or clear plastic 3/8-inch thick or thicker may be used. Sheet metal of 18-gauge (minimum) may be used, if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind.

Prior to the first outdoor event with amplified sound, the Owner/Permittee shall engage a qualified acoustician to perform and certify a sound test to confirm that noise levels meet the specified standards. The City's Environmental Designee and MMC shall review the test methods and findings and confirm to their satisfaction that sound attenuation meets the specified standards. The noise level needed to ensure compliance shall be noted and the maximum volume level of the speakers shall be identified in Costa Verde Center standard operating procedures, leases, and future event contracts.

NOI-2 HVAC Noise Barriers

Noise levels from operational noise generated by rooftop equipment shall meet the arithmetic mean of the nighttime City noise ordinance standards between a commercial and multi-family residential use. This standard is 52.5 dBA L_{EQ} during the hours between 10:00 p.m. and 7:00 a.m. Noise reduction shall be accomplished through on-site noise barriers.

Sound barriers shall be constructed surrounding the rooftop HVAC units on all Project buildings. On Building B, the barriers shall be incorporated into the proposed 14-foot mechanical screens. On Building T1, the barriers shall be incorporated into the proposed 25-foot mechanical screens. The barriers shall be at least two feet higher than the tallest noise-generating rooftop equipment on all other structures. Barrier construction requirements are the same as those specified in Mitigation Measure NOI-1. The City's Environmental Designee and MMC shall verify the inclusion of these features on project plans prior to the issuance of building permits.

NOI-3 Indoor Music Use Noise Analysis

Prior to issuance of a Conditional Use Permit (CUP) for indoor music use (if and when such use is proposed), a noise analysis shall be completed to assess operational noise sources associated with the indoor music use. Appropriate noise attenuation measures identified in the noise analysis shall be incorporated into the project design to ensure compliance with the City Noise Ordinance limits between a commercial use and multi-family residential use of 60 dBA L_{EQ} during the hours between 7:00 a.m. and 7:00 p.m., 55 dBA L_{EQ} during the hours between 7:00 p.m. and 10:00 p.m., and 52.5 dBA L_{EQ} during the hours between 10:00 p.m. and 7:00 a.m. Methods for ensuring compliant noise levels may include, but not be limited to, the following:

- Restricting music-generating equipment to indoor locations;
- Constructing the building so that the entry doors face away from the adjacent off-site receivers;
- Including a double set of entry doors that are offset to limit noise transmission through the doors; and
- Ensuring that any side or rear doors remain securely closed when music is playing.

NOI-4 Parking Garage Demolition Noise Barriers

Prior to issuance of demolition, grading, or building permits, the City's Environmental Designee and MMC shall ensure the following notes are included on the Project plans. For demolition of the

underground parking garage and ground level slabs, if a breaker is used within 145 feet or if a concrete saw is used within 139 feet of the pocket park, a temporary 12-foot-high noise control barrier shall be erected between the breaker and concrete saw and the pocket park to reduce noise levels below the City Noise Ordinance construction threshold of 75 dBA L_{EQ} (12 hour). If applicable, a construction safety barrier may be enhanced to act as a noise control barrier by meeting the specifications listed below.

The temporary noise control barrier shall be tall enough to break the line of sight between the breaker and concrete saw and the sensitive receptor. The sound attenuation barrier shall be solid. It shall be constructed of wood, plywood, or flexible vinyl curtains that meet a rating of Sound Transmission Class (STC) 19, with no cracks or gaps through or below the wall. Any seams or cracks shall be filled or caulked. If wood or plywood is used, it can be tongue and groove and shall be at least 5/8-inch total thickness or have a density of at least 3.5 pounds per square foot.

Alternative methods (including, but not limited to the use of alternative sound barriers, noise attenuation devices/modifications to construction equipment, limiting hours of operation, or a combination of these measures) may be employed to reduce noise levels below the City Noise Ordinance construction threshold of 75 dBA L_{EQ} (12 hour); however, if alternate measures are employed, they shall be evaluated by a qualified acoustician and approved by the City's Environmental Designee and MMC prior to the initiation of construction activities to ensure that they will reduce noise levels to within City standards.

NOI-5 Buildings Demolition, Grading, and Building Construction Noise Barriers

Prior to issuance of demolition, grading, or building permits, the City's Environmental Designee and MMC shall ensure the following notes are included on the Project plans. A temporary 12-foot high noise control barrier shall be erected between the construction equipment and residentially zoned property lines within the following distances to reduce noise levels below the City Noise Ordinance construction threshold of 75 dBA L_{EQ} (12 hour):

- 70 feet for demolition and grading using a dozer, loader, and off-highway truck;
- 65 feet for demolition and grading using an excavator, loader, and off-highway truck;
- 41 feet for building construction using a drill;
- 40 feet for building construction using a concrete truck; and
- 49 feet for building construction using a crane.

If applicable, a construction safety barrier may be enhanced to act a noise control barrier by meeting the specifications listed below.

The temporary noise control barrier shall be tall enough to break the line of sight between the pieces of equipment and the pocket park. The sound barrier specifications and alternative compliance procedures shall be the same as those described in Noise Mitigation Measure NOI-4.

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