



Date of Notice: July 5, 2017

**PUBLIC NOTICE OF PREPARATION OF A
PROGRAM ENVIRONMENTAL IMPACT REPORT
AND
A SCOPING MEETING
PLANNING DEPARTMENT**

PUBLIC NOTICE: The City of San Diego as the Lead Agency has determined that the project described below will require the preparation of a Program Environmental Impact Report (PEIR) in compliance with the California Environmental Quality Act (CEQA). This Notice of Preparation of a PEIR and Scoping Meeting was publicly noticed and distributed on July 5, 2017. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and placed on the City of San Diego website at:

<http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml>

and on the Planning Department website at:

<https://www.sandiego.gov/planning/programs/ceqa>

SCOPING MEETING: A public scoping meeting will be held by the City of San Diego's Planning Department on **Tuesday, July 18th**, from 6:00 PM to 7:45 PM at the Pacific Beach Taylor Branch Library located at 4275 Cass Street, San Diego, CA, 92109. **Please note that depending on the number of attendees, the meeting could end earlier than 7:45 PM.** The scoping meeting will be conducted in a workshop format where staff will provide a brief PowerPoint presentation to the public about the project scope, environmental issues to be analyzed in the PEIR, and how to comment on the NOP. Written comments regarding the scope of environmental issues and alternatives to be analyzed within the proposed EIR will be accepted at the meeting.

Written/mail-in comments may also be sent to the following address: **Rebecca Malone, Environmental Planner, City of San Diego Planning Department, 1010 Second Avenue, Suite 1200, MS 413, San Diego, CA 92101** or e-mail your comments to PlanningCEQA@sandiego.gov with the Project Name and Project Number in the subject line within 30 days of the date of the Public Notice above (August 4, 2017). Responsible agencies are requested to indicate their statutory responsibilities in connection with this project when responding. An EIR incorporating public input will then be prepared and distributed for the public to review and comment.

PROJECT NAME/PROJECT NUMBER: Balboa Avenue Station Area Specific Plan/ Project No. 518016
COMMUNITY PLAN AREA: Clairemont Mesa and Pacific Beach
COUNCIL DISTRICT: 2

PROJECT DESCRIPTION: The project is to establish a Specific Plan that would increase residential density by redesignating and rezoning lands to allow for transited-oriented public and private development adjacent to the Balboa Avenue trolley station. The project would require

an amendment to the Pacific Beach Community Plan. The Specific Plan provides recommendations and guidelines for new mixed use development and improvements to the public right-of-way to develop access to the Balboa Avenue Station to capitalize on the new regional transit connection in the area. The Specific Plan promotes increasing transportation choices, decreasing dependence on single occupancy vehicles, and reducing traffic congestion at local intersections and roadways.

The Specific Plan would redesignate approximately 51 acres of Commercial land uses to the Community Village land use designation within the Pacific Beach community. The Community Village land use designation would allow for the development of high density multi-family housing in a mixed-use setting and commercial, service, and civic uses. The Specific Plan would also identify multi-modal improvements to increase bicycle, pedestrian, and transit access to the Balboa Avenue trolley station.

APPLICANT: City of San Diego, Planning Department

RECOMMENDED FINDING: Pursuant to Section 15060(d) of the CEQA Guidelines, it appears that the proposed project may result in significant environmental impacts in the following areas: **Air Quality, Biological Resources, Energy Conservation, Geology and Soils, Greenhouse Gas Emissions, Historical Resources, Human Health/Public Safety/Hazardous Materials, Hydrology and Water Quality, Land Use, Noise, Paleontological Resources, Population and Housing, Public Services and Facilities, Public Utilities, Transportation/Circulation, Tribal Cultural Resources, and Visual Effects and Neighborhood Character.**

AVAILABILITY IN ALTERNATIVE FORMAT: To request this Notice in alternative format, call the Planning Department at (619) 235-5200 OR (800) 735-2929 (TEXT TELEPHONE).

ADDITIONAL INFORMATION: For environmental review information, contact Rebecca Malone at (619) 446-5371. For information regarding public meetings/hearings on this project, contact the Project Manager, Michael Prinz, at (619) 533-5931. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on July 5, 2017.

Alyssa Muto
Deputy Director
Planning Department

DISTRIBUTION: See Attached
ATTACHMENTS: Specific Plan Area Boundary

Balboa Station Specific Plan - Aerial Map



DRAFT



THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS, FOR A PARTICULAR PURPOSE. Copyright SanGIS. All Rights Reserved.

This product may contain information from the SANDAG Regional Information System which cannot be reproduced without written permission of SANDAG.

This product may contain information which has been reproduced with permission granted by Thomas Bros. Maps.

Document Path: L:\GIS\PGIS\Smart Growth Grants\Balboa Station\MXD\Draft Plan Maps\Balboa Station_AerialMap.mxd



Date: 6/27/2017

Distribution:

Federal Government

U.S. Fish and Wildlife Service (23)

U.S. Army Corps of Engineers (26)

State Government

Caltrans, District 11 (31)

California Department of Fish & Wildlife (32)

Department of Toxic Substance Control (39)

California Regional Water Quality Control Board (44)

State Clearinghouse (46A)

California Air Resources Board (49)

California Transportation Commission (51)

California Department of Transportation (51A)

California Department of Transportation (51B)

Native American Heritage Commission (56)

County of San Diego

Air Pollution Control District (65)

County Water Authority (73)

City of San Diego

Mayor's Office (91)

Councilmember Bry, District 1

Councilmember Zapf District 2

Councilmember Ward, District 3

Councilmember Cole, District 4

Councilmember Kersey, District 5

Councilmember Cate, District 6

Councilmember Sherman, District 7

Councilmember Alvarez, District 8

Councilmember Gomez, District 9

Planning Department

R. Malone

M. Prinz

J. Murphy

A. Muto

T. Galloway

C. Brizuela

G. Ghossain

S. Osborn

E. Pascual

Fire and Life Safety Services (79)

San Diego Fire – Rescue Department Logistics (80)

Library Department (81)

Central Library (81A)

Clairemont Branch Library (81H)

Pacific Beach Taylor Branch Library (81X)

Historical Resources Board (87)

Park & Recreation (89)

Wetlands Advisory Board (91A)

Other Agencies, Organizations and Individuals

San Diego Association of Governments (108)
Metropolitan Transit System (112)
San Diego Gas & Electric (114)
Metropolitan Transit System (115)
San Diego Unified School District (132)
San Diego Natural History Museum (166)
San Diego Audubon Society (167)
Mr. Jim Peugh (167A)
California Native Plant Society (170)
Endangered Habitats League (182)
Endangered Habitats League (182A)
Citizens Coordinate for Century 3 (179)
Carmen Lucas (206)
South Coast Information Center (210)
San Diego Archaeological Center (212)
Save Our Heritage Organisation (214)
Clint Linton (215B)
Frank Brown, Inter-Tribal Cultural Resources Council (216)
Campo Band of Mission Indians (217)
San Diego Archaeological Society Inc. (218)
Kuumeyaay Cultural Heritage Preservation (223)
Kuumeyaay Cultural Repatriation Committee (225)
Native American Distribution (225A-S)
Clairemont Mesa Planning Committee (248)
Clairemont Town Council (257)
Pacific Beach Community Planning Committee (375)

DEPARTMENT OF TRANSPORTATION

DISTRICT 11

4050 TAYLOR STREET, MS-240

SAN DIEGO, CA 92110

PHONE (619) 688-6968

FAX (619) 688-4299

TTY 711

www.dot.ca.gov

*Making Conservation
a California Way of Life.*

July 27, 2017

11-SD-5

PM R23.488

Balboa Avenue Station Area Specific Plan EIR

NOP/SCH#2017071007

Ms. Rebecca Malone

City of San Diego

1010 Second Avenue, Suite 1200, MS 413

San Diego, CA 92101

Dear Ms. Malone:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation for Draft Environmental Impact Report (EIR) for the Balboa Avenue Station Area Specific Plan EIR located near Interstate 5 (I-5). The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Caltrans has the following comments:

Traffic Impact Study

A traffic impact study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures.

- Please include ramp intersections at I-5/Balboa Avenue. The geographic area examined in the TIS should also include, at a minimum, all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.
- A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacity. A focused analysis may also be necessary if there is an increased risk of a potential traffic accident.
- In addition, the TIS could also consider implementing vehicles miles traveled (VMT) analysis into their modeling projections.

- Any increase in goods movement operations and its impacts to State highway facilities should be addressed in the TIS.
- The data used in the TIS should not be more than 2 years old.
- Please provide Synchro Version 8 files.
- Early coordination is recommended.

Hydrology and Drainage Studies

Hydrology and Hydraulics studies, drainage and grading plans must be submitted to Caltrans.

Complete Streets and Mobility Network

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation system. Early coordination with Caltrans, in locations that may affect both Caltrans and the City of San Diego, is encouraged.

To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the City to evaluate potential Complete Streets projects.

Land Use and Smart Growth

Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation system integrated through applicable "smart growth" type land use planning and policies.

The City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction, as well as coordinate with Caltrans as development proceeds and funds become available to ensure that the capacity of on-/off-ramps is adequate.

Ms.Rebecca Malone
July 27, 2017
Page 3

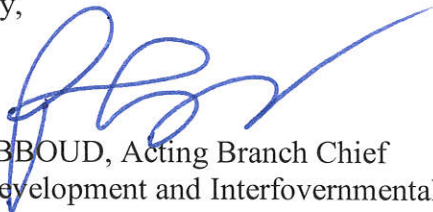
Mitigation

Caltrans endeavors that any direct and cumulative impacts to the State Highway System be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

Any work performed within Caltrans right-of-way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction. As part of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts within the Caltrans's R/W, and any corresponding technical studies.

If you have any questions, please contact Kimberly Dodson, of the Caltrans Development Review Branch, at (619) 688-2510 or by e-mail sent to kimberly.dodson@dot.ca.gov.

Sincerely,



ROY ABBOUD, Acting Branch Chief
Local Development and Interfovermental Review Branch

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710



July 10, 2017

Rebecca Malone
City of San Diego
1010 Second Avenue, Suite 1200, MS 413
San Diego, CA 92101

Sent via e-mail: planningceqa@sandiego.gov

RE: SCH# 2017071007; Balboa Avenue Station Area Specific Plan EIR Project, City of San Diego; San Diego County, California

Dear Ms. Malone:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd. (a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf>. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
 - a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
 - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

- b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
- 3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
- 4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

cc: State Clearinghouse



401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
sandag.org

August 4, 2017

File Number 3300300

Ms. Rebecca Malone
Senior Planner
City of San Diego Planning Department
1010 Second Avenue, Suite 1200, Mail Station 413
San Diego, CA 92101

MEMBER AGENCIES

Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
Santee
Solana Beach
Vista
and
County of San Diego

ADVISORY MEMBERS

Imperial County
California Department
of Transportation
Metropolitan
Transit System
North County
Transit District
United States
Department of Defense
San Diego
Unified Port District
San Diego County
Water Authority
Southern California
Tribal Chairmen's Association
Mexico

Dear Ms. Malone:

SUBJECT: Balboa Avenue Station Area Specific Plan Notice of Preparation –
Project No. 518016

Thank you for the opportunity to comment on the City of San Diego's Balboa Avenue Station Area Specific Plan Notice of Preparation (NOP). The San Diego Association of Governments (SANDAG) appreciates the City of San Diego's efforts to implement the policies included in San Diego Forward: The Regional Plan (Regional Plan) that emphasize the need for better land use and transportation coordination. These policies will help provide people with more travel and housing choices, protect the environment, create healthy communities, and stimulate economic growth. SANDAG's comments are based on policies included in the Regional Plan and are submitted from a regional perspective.

Smart Growth

This project is located in an Existing/Planned Town Center (SD PB-3), a Smart Growth Opportunity Area (SGOA) identified on the Smart Growth Concept Map. SANDAG appreciates that the City of San Diego has prioritized transit-oriented development and land use changes that support the Smart Growth Concept Map and Regional Plan. A key goal of the Regional Plan is to focus growth in SGOAs. Development in these areas supports a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.

Transportation Demand Management

When developing the Program Environmental Impact Report (PEIR) for the Balboa Avenue Station Area Specific Plan, please consider incorporating transportation demand management (TDM) strategies to help mitigate traffic impacts and greenhouse gas emissions associated with anticipated land use changes and future growth in the study area. TDM consists of programs, services, and policies that encourage the use of transportation alternatives and align with the City of San Diego's commitment to invest in complete streets and multi-modal infrastructure. Specific TDM measures to consider include:

- Encourage developers to incorporate TDM-supportive capital improvements and programs into developments through the entitlement process.
- Develop policies that encourage employers within the plan area to offer TDM programs to their employees. The iCommute employer services program can work with local businesses to offer customized commuter benefit programs that promote transportation alternatives to employees. Please consider partnering with iCommute to promote regional TDM programs and services to employers. This includes the SANDAG Vanpool Program, Guaranteed Ride Home service, multimodal trip planning, and bike encouragement programs. More information on available regional TDM programs can be accessed through iCommuteSD.com.
- Parking management strategies, such as shared parking, parking cash-out, and designated parking for carpools, vanpools, and other shared mobility options.
- Provision of secure and convenient bike parking and amenities, such as bicycle repair stands, throughout the project area. This should expand upon future bike parking at the forthcoming Mid-Coast Trolley stations.

Mobility hubs provide an integrated suite of transportation services, amenities, and technologies that improve access to high-frequency transit and other shared mobility services. SANDAG is developing a Mid-Coast Mobility Hub Implementation Strategy in partnership with the City of San Diego to identify services and amenities that could enhance access and facilitate connections to the future Mid-Coast Trolley stations. The Balboa Avenue Station Area Specific Plan PEIR could incorporate additional TDM strategies that align with mobility hub features, such as:

- Enhanced transit waiting area that includes WiFi and USB/device charging.
- Integration of carshare and bikeshare service as the area densifies and bikeways are improved.
- Integration of on-demand rideshare and microtransit services near commercial village areas to help reduce parking demand within the community and fill network and schedule gaps in the transit system.
- Conveniently located passenger loading zones to facilitate seamless passenger pick-up and drop-off. Implementation of flexible curb space also may be implemented to align with the demand for mobility options based on time of day.
- Interactive transportation kiosks that display real-time arrival and/or location information about regional transit services, bikeshare, carshare, on-demand rideshare, and other available mobility options.
- Allow siting of package delivery stations and mobile retail services near transit to provide convenient amenities for transit riders. Such services may assist in reducing reliance on the single-occupant vehicle to carry out routine errands. They also provide a new set of services that are not duplicative of existing commercial retail options.
- Provision of electric vehicle charging infrastructure to support electrified mobility options that may be integrated into the community.

- Smart parking technologies that indicate space availability, facilitate parking reservations, and account for flexible or transitional use of on and off-street parking areas based on changing demands.

Additional mobility hub resources and information are available at SDForward.com/mobilityhubs.

Other Considerations

SANDAG has additional resources that can be used for added information or clarification on topics discussed in this letter. These can be found on the SANDAG website at sandag.org/igr:

1. Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region
2. Integrating Transportation Demand Management into the Planning and Development Process – A Reference for Cities

When available, please send any additional environmental documents related to this project to:

SANDAG
Attention: Intergovernmental Review
401 B Street, Suite 800
San Diego, CA 92101

We appreciate the opportunity to comment on the City of San Diego's Balboa Avenue Station Area Specific Plan NOP. If you have any questions, please contact me at (619) 699-1943 or seth.litchney@sandag.org.

Sincerely,



SETH LITCHNEY
Senior Regional Planner

SLI/KHE/abar

VIEJAS

TRIBAL GOVERNMENT

P.O. Box 908
Alpine, CA 91903
#1 Viejas Grade Road
Alpine, CA 91901

July 14, 2017

Phone: 6194453810
Fax: 6194455337
viejas.com

Rebecca Malone
Environmental Planner
City of San Diego Planning Dept.
1010 Second Avenue, Suite 1200, MS 413
San Diego CA 92101

RE: Balboa Ave. Station Area/Project No. 518016

Dear Ms. Malone,

The Viejas Band of Kumeyaay Indians ("Viejas") has reviewed the proposed project and at this time we have determined that the project site has cultural significance or ties to Viejas.

Viejas Band request that a Kumeyaay Cultural Monitor be on site for ground disturbing activities to inform us of any new developments such as inadvertent discovery of cultural artifacts, cremation sites, or human remains.

Please call me at 619-659-2312 or Ernest Pingleton at 619-659-2314 or email, rteran@viejas-nsn.gov or epingleton@viejas-nsn.gov, for scheduling. Thank you.

Sincerely,

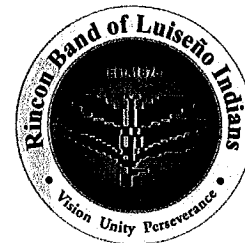


Ray Teran, Resource Management
VIEJAS BAND OF KUMEYAAY INDIANS

RINCON BAND OF LUISEÑO INDIANS

Cultural Resources Department

1 W. Tribal Road · Valley Center, California 92082 ·
(760) 297-2330 Fax:(760) 297-2339



July 12, 2017

Rebecca Malone
City of San Diego
Planning Department
1010 Second Avenue, Suite 1200
MS 413
San Diego, CA 92101

Re: Balboa Avenue Station Area Specific Plan Project No. 518016

Dear Ms. Malone:

This letter is written on behalf of the Rincon Band of Luiseño Indians. Thank you for inviting us to submit comments on the Balboa Avenue Station Area Specific Plan Project No. 518016. Rincon is submitting these comments concerning your projects potential impact on Luiseño cultural resources.

The Rincon Band has concerns for the impacts to historic and cultural resources and the finding of items of significant cultural value that could be disturbed or destroyed and are considered culturally significant to the Luiseño people. This is to inform you, your identified location is not within the Luiseño Aboriginal Territory. We recommend that you locate a tribe within the project area to receive direction on how to handle any inadvertent findings according to their customs and traditions.

If you would like information on tribes within your project area, please contact the Native American Heritage Commission and they will assist with a referral.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Destiny Colocho
Manager
Rincon Cultural Resources Department



San Diego County Archaeological Society, Inc.

Environmental Review Committee

9 July 2017

To: Ms. Rebecca Malone
Planning Department
City of San Diego
1010 Second Avenue, Mail Station 614C
San Diego, California 92101

Subject: Notice of Preparation of a Draft Environmental Impact Report
Balboa Avenue Station Area Specific Plan

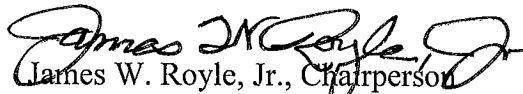
Dear Ms. Malone:

Thank you for the Notice of Preparation for the subject project, received by this Society last month.

We are pleased to note the inclusion of historical resources in the list of subject areas to be addressed in the DEIR, and look forward to reviewing it during the upcoming public comment period. To that end, please include us in the distribution of the DEIR, and also provide us with a copy of the cultural resources technical report(s).

SDCAS appreciates being included in the City's environmental review process for this project.

Sincerely,


James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: SDCAS President
File



August 3 2017

Rebecca Malone, Environmental Planner
City of San Diego Planning Department
1010 Second Avenue, Suite 1200, MS 413
San Diego, CA 92101
Via email: PlanningCEQA@sandiego.gov

Subject: Response to the Notice of Preparation (NOP) for the Draft Program Environmental Impact Report (PEIR) for the Balboa Avenue Station Area Specific Plan

Dear Ms. Malone

San Diego Gas & Electric Company (SDG&E) appreciates the opportunity to comment on the above-referenced Notice of Preparation NOP. SDG&E wants to ensure that the Draft PEIR adequately addresses the public utility implications of the Balboa Avenue Station Area Specific Plan/Project No. 518016 (Proposed Project).

Please refer to the attached "Guidelines for Private Developer and Agency Initiated Utility Projects that Require CEQA Environmental Documents" for more information regarding any electric utility relocations required as a result of the Proposed Project.

In addition, the following information is provided for your consideration:

- Any temporary or permanent relocation of facilities or placement of facilities underground and/or associated temporary outages shall be completed at the cost of the project developer.
- Please note that access to any transmission and distribution facilities must be provided during and after construction.
- Proposed access roads and grading must comply with SDG&E Guidelines for any encroachment to, and into any transmission rights-of-way. Furthermore, any

Guidelines for Private Developer and Agency Initiated Utility Projects that Require CEQA Environmental Documents

General

These guidelines are provided to assist developers and local agencies in preparing discussions of electric utility work in California Environmental Quality Act (CEQA) environmental documents (Environmental Impact Report, Mitigated Negative Declaration, Negative Declaration, or Certified Regulatory Programs) addressing the “whole of the action” for their projects. Adequately describing and addressing all project elements and impacts associated to SDG&E facilities may be of great assistance in developing an accurate and adequate CEQA document, and in expediting SDG&E’s regulatory permitting process through the California Public Utilities Commission (CPUC) of the State of California.

SDG&E recommends including an accurate description and impact analysis of activities associated with the electric utility work on its facilities in CEQA documents prepared by developers or agencies. Including this discussion can support SDG&E’s claim of exemption from the permitting requirements of the CPUC, General Order 131-D (GO 131-D), as discussed in more detail below.

General Order 131-D states that “...no electric public utility.... shall begin construction...modification...alteration...or addition to an existing electric transmission/power/distribution line...without first complying with the provisions of this General Order.” The General Order defines “transmission lines” as operating at or above 200 kilovolts (kV), “power lines” as operating between 50 and 200 kV, and “distribution lines” as operating below 50 kV. Construction of new transmission lines requires the issuance of a Certificate of Public Convenience and Necessity (CPCN) from the CPUC, while construction of new power lines requires the issuance of a Permit to Construct (PTC). However, the CPUC has identified certain activities which may qualify for an exemption (expedited approval via what is known as an Advice Letter to the CPUC) to the General Order’s PTC, which otherwise may take upwards of 18-24 months for SDG&E to obtain. The activities which are exempt from PTC requirements include, in relevant part, “the minor relocation of existing power line facilities up to 2,000 feet in length” and “power lines or substations to be relocated or constructed which have undergone environmental review pursuant to CEQA as part of a larger project, and for which the final CEQA document ... finds no significant unavoidable environmental impacts caused by the proposed line or substation.” General Order 131-D Sections III.B.1.c and III.B.1.f, respectively.

If the developer or local agency prepares a CEQA document that adequately describes the electric utility work and addresses the environmental impacts as a result of electric utility work on the electrical facility in such a way that those impacts can be separately

- A discussion of any alternative routes or locations for the electric utility work on the transmission line or substation, and an analysis of why those alternative routes or locations were not selected over the preferred transmission routing or the preferred substation location. A “no project” alternative should also be included to discuss how the larger project would be implemented without the electric utility work.*
- The types and numbers of construction equipment, and number of personnel that will be required to remove or relocate the electric facility.*
- The anticipated construction schedule including hours per day, daily start and stop times, and total duration for the electric utility work on the electric facility.*

Note: Items above marked with an asterisk* denote information that can be provided by SDG&E to the developer or agency.

Project Setting

The existing environmental conditions, natural or man-made, within the area of the proposed electric utility work should be thoroughly described in the developer’s or agency’s environmental document. The location of existing and proposed electric facilities should be indicated on a map or diagram showing existing environmental features (habitat, wetlands, cultural resources, etc.) in the project area, including any off-site work needed to accommodate the electric utility work.

Impacts

The potential environmental impacts of the proposed electric utility work should be fully analyzed per Appendix G of the *CEQA Guidelines*. The developer or agency should ensure that impacts associated with the electric utility work are described and addressed *separately* from the impacts associated with other components of the project. This separate discussion is necessary in order to ensure that the CEQA document clearly addresses which impacts are associated with the electric utility work and which impacts are a result of the other activities associated with the project. All impacts resulting from the electric utility work on the electric facility must be less than significant, and no significant, unavoidable impacts can occur for the electric utility work to be considered exempt from the GO 131-D permitting process with the CPUC. Please refer to Appendix A, CEQA Impact Areas, for a suggested listing of impacts that should be considered as part of this analysis pursuant to Appendix G of the *CEQA Guidelines*. This listing is not all-inclusive and is meant to provide guidance regarding what topics should be addressed in the impact analysis.

Process

The developer or agency should use the above guidelines in preparing CEQA environmental documents for larger projects to assure that the CEQA documents contain a complete discussion of the proposed electric utility work and its potential environmental impacts. Upon the lead agency's certification of the environmental document, the developer or agency will provide SDG&E a copy of the resolution, ordinance or other acknowledgement prepared by the lead agency certifying the CEQA document.

Upon receiving lead agency certification of the CEQA document from the developer or agency, SDG&E will do one of the following:

- Prepare and file an Advice Letter with the CPUC for the electric utility work on its electric facilities for the developer or agency project claiming exemption under GO 131-D. This process requires approximately 6 months or more to complete.
- Submit the certified CEQA document to the CPUC along with an application for a PTC or an application for a CPCN. This process is lengthier than an Advice Letter, and can require years rather than months to complete.

If it is determined that the utility work required is statutorily or categorically exempt from CEQA pursuant to Section 15260 et seq. of the CEQA Guidelines, no Advice Letter is required to be filed with the CPUC. In such a case, SDG&E will retain the developer's or agency's CEQA document in the project file in support of a claim of exemption.

Permits

With the exception of any CPUC issued permits (PTC or CPCN), the developer or agency is solely responsible for obtaining all permits and approvals, and providing any mitigation required by those permits, for the electric utility work on SDG&E electrical facilities that are a component part of their larger project. This remains the sole responsibility of the agency or developer regardless of whether SDG&E claims an exemption from GO 131-D for the electric utility work as part of a larger project, or whether SDG&E is required to obtain an Advice Letter, PTC or CPCN for the electric utility work.

- Noise: As part of the larger project, could the electric utility work on the electric facility have the potential to substantially increase noise levels to sensitive receptors? The noise study for the larger project should include electric utility work related noise impacts in support of a finding of non-significance. SDG&E can provide informational support to the developer or agency in the preparation of noise studies for the electric utility work.

From: [Carolyn Chase](#)
To: [PLN_PlanningCEQA](#)
Subject: Balboa Avenue Station Specific Plan - No. 518016
Date: Thursday, August 03, 2017 11:31:09 AM

Scoping Comments

The public notice for the project No. 518016 Balboa Avenue Station Specific Plan states the following: "The Specific Plan promotes increasing transportation choices, decreasing dependence on single occupancy vehicles, and reducing traffic congestion at local intersections and roadways."

Promotion, however doesn't cut it when it comes to impacts and mitigation of proposed land use changes and most of all, the lack of designs that would better accomplish the stated Goals.

I'm quite concerned that there is not an Alternative that can demonstrate significant results in these areas based on the descriptions provided or that addresses both the increases in density and the existing conditions.

My husband and I live near this project and have watched with interest the multiple, separate and seemingly segmented planning processes including this plan update, the Trolley line and station project, and the DARP (De Anza Revitalization Project). We use the impacted roads and areas on a weekly, and often, daily basis. I have commented on the Trolley, this project the DARP and Fiesta Island Plan Updates. I have reviewed all the presentations I could find online and was able to attend one public meeting. This station would be close enough to walk, but there are not currently sidewalks between here and there and it's unclear that this is being planned to be fixed.

Please have the EIR address the following issues and disclose to the public the related facts and decision processes and future requirements:

1. The EIR should discuss the existing conditions and include addressing not just the impacts of this Planned development but also considering the impacts of the Trolley and project and the running of the Trolley itself as part of the baseline. At present, the intersections of E. Mission Bay Drive and Balboa are backing up into the intersections more and more during daylight hours. The southbound entrance to I-5 on E. Mission Bay Drive backs up at least during peak periods that are getting longer. The northbound entrance to I-5 backs up into the Balboa and E. Mission Dr intersections. Ways to add additional traffic cannot simply be based on having a trolley stop there. The connections to the closest regional destinations need to be improved or only insignificant numbers of auto trips will be reduced. The EIR must explain the conditions if auto trips are NOT reduced significantly or at all - especially if there are no restrictions on car ownership or use for those moving into the new desities.

2. I appreciate the addition of the bridge from the station to the west to Bunker Hill however we need to see an alternative that does more to route pedestrians to the closest possible entrance to the regional Mission Bay Park - the only real destination location within walking distance of this station. And this bridge needs to be in the near term, not the long term. The EIR should address the phasing of this improvement and mainly address the fact that it's not likely to happen unless it's required and required sooner - when the station opens, rather than later. There are too many improvements that are needed and put into plans but never built, so we end up with sub-standard transit connections. What if this bridge is never built?

I don't see anything about any improvements to the intersection of Grand and East Mission Bay Drive at what should be a new Gateway Entrance to the NE corner of Regional Mission Bay Park

and this is also a main entrance to Pacific Beach. What kind of access improvements are planned for this intersection – which is overloaded and super-pedestrian unfriendly right now? Once someone crosses the proposed bridge to Bunker Hill Street, isn't the closest route to Mission Bay Park somehow across that intersection? The DEIR should discuss additional pedestrian connections and across this intersection and redesigns to an entrance to Mission Bay Park that should be designed in the DARP process. This connection must be addressed at this timely plan update.

In the Report “Parks for Everyone” from the San Diego Foundation they assess the importance of “Green Space and Access” - including the “vital role in combating obesity and improving overall physical health.” ...” concluding park access issues are paramount. “The presence of green space alone, is not enough. In order to truly benefit from these resources, San Diego residents must have accessMany factors determine the accessibility including:” walkability... whether green space can be reached without a car... the planning process for development of urban parks.”and the planning of surrounding areas with connections to transit infrastructure. MITIGATION OF IMPACTS SHOULD INCLUDE REDESIGNS THAT CAN REDUCE THOSE IMPACTS.

3 Are the additions of bike lanes on Grand and East Mission going to be widenings – or loss of existing lanes? We should be able to consider alternatives that add lanes for vehicles to match the increased densities in addition to bike lanes that can only reduce car trips by minimal amounts given our aging population, large hills and inconsistent bike infrastructure. It is during this kind of plan update that we can do both.

4. What is the rationale for making Santa Fe street one-way south? It looks like that's going to be a new signalized intersection at Balboa – is that correct? Traffic currently BACKS UP there DAILY westbound into Pacific Beach or to entrances to I-5S and North and removing the ability to turn north on the Santa Fe from Balboa West will only worsen intersection conditions along Balboa and at the intersection with East Mission Bay Drive.

It is very difficult for traffic going south on Santa Fe to currently turn onto Balboa west. While a signal here would help this movement, why eliminate the northerly movement from Balboa Park on to Santa Fe North that currently alleviates significant congestion going north on E Mission Bay Drive, to the communities of Pacifica and to the entrance to I-5 North & South? Is the loss of a southbound lane for cars here to accommodate bicycling lanes? We need to make sure improvements for other modes do not increase traffic into already overloaded intersections. The services provided by the trolley do not allow for the vast majority of drivers to be able to change modes. The vast majority of our aging population cannot utilize bike lanes. Please have the EIR discuss leaving Santa Fe bi-directional while still accommodating a bike lane. Are bikes expected to cross Balboa Ave at grade there going into the Trolley station? There are not enough details in the public notices or presentations I've found online to answer many of these questions.

If the change to one-way South of Santa Fe is being done for the widening for the trolley, then how can adding so much additional traffic fulfill the purpose of planning for “reducing traffic congestion.”? The EIR should analyze conditions that can plan for Santa Fe to be bi-directional with a bike lane.

5. Pedestrian requirements. Will the landscaping improvements as modeled in the online presentations be requirements for developments under this plan? i.e. landscape setbacks between curb and sidewalk, trees, and green bike lanes? wherever new sidewalks are required? The sidewalks along East Mission, especially heading south next to Mission Bay Park have no setbacks and are dangerous and seldom used because the golf course puts a wall between the communities to the north and Mission Bay Park. Sidewalks for good pedestrian use require

setbacks from busy streets and wider sidewalks. How wide will the sidewalks be required to be? Will sidewalks be required between the Trolley station and points going north towards my neighborhood in Pacifica across Rose Creek? And all other directions? There are currently inconsistent sidewalks from all directions going into the trolley station location.

The Pedestrian Master Plan vision is to "Provide for a safe, accessible, connected and walkable pedestrian environment that enhances neighborhood quality and promotes walking as a practical and attractive means of transportation in a cost effective manner." Please discuss how this Plan complies with or exceeds the design requirements in the Pedestrian Master Plan throughout the Specific Plan area.

There are currently no sidewalks on Bluffside or along East Mission Bay Drive north of Balboa. Are sidewalks going to be required here and if not, why not?

6. What kind of artwork requirements will apply for proposed parking lots? Are they public or private parking lots? Free or paid? How many spaces and how were the number of spaces determined? What is mitigation for lack of parking?

7. I could not find anywhere where are the 51 acres mentioned in the notice being proposed to be changes from Commercial to Community Village? I'm hopeful that it's most of the commercial between E. Mission Bay Drive and the trolley station. The proposed increase in density and population is also not in the notice. Overall, I don't see much of anything other than bike lanes being proposed as transportation improvements beyond the trolley stop. Limited and slow trolley services are not sufficient to address current traffic issues, much less traffic that would be induced by additional density. The EIR should address what requirements of people living in the increased density will allow them to reduce their car ownership. Without required reduced car-ownership in new density developments, there will be few real reductions in car trips. How will you estimate changes in trip patterns due to increased traffic on East Mission and Balboa? What proof do you provide that trips are reduced?

8. Is there a plan to add a right turn lane on Bluffside turning south on to East Mission Bay Drive. There is plenty of untillized land that would increase pedestrian and traffic capacity there. Right now, cars back up during peak periods and also at various times during the day, into the neighborhood intersections at Pacifica. This would be an inexpensive capacity improvement for both traffic, peds and bikes.

9. The EIR should define adequate and verifiable mitigations for impacts associated with each Alternative, including but not limited to: requirements for development to provide a bicycle for each unit and/or to limit car parking/unit or establish enforceable covenants for residents to live without a car or with fewer cars/unit than the city per-capita average - in some - to consider practical measures that allow people to live in the increased density while really being able to make fewer car trips. The trolley and bus system is so limited that it makes it difficult to live here without a car. The location close to the freeway already makes this area car-centric. Actually reducing car trips requires more than bike lanes and landscaping. It take much better connections across the car-centric way things are currently designed. There should be an Alternative that rethinks the intersection at East Mission and Grand and the Connections to the DARP.

The EIR should report specific results of "Increasing transportation choices" where this has been pursued elsewhere - on traffic and define what thresholds are required for people to be able to use those choices. Including, but not limited to: what is the definition of High Frequency transit service? What are any standards for defining High Frequency? How frequent do services have to be for San Diegans to be able to change modes from driving to transit? How close (far do they

have to walk) from station and from home for drivers to be willing to change modes? How much does trip-travel time vs driving times influence drivers to change? What assumptions are being made about trips to and from the Balboa Station?

10. Quoting from the City of San Diego's Significance Determination Guidelines, "Depending on the circumstances, indirect effects of a project may be as significant as the direct effects of a project. In general, however, indirect effects are easier to mitigate than direct ones." Please discuss indirect effects and determine the mitigation measures.

11. "Economic social and particularly housing factors shall be considered by public agencies together with technolocation and environmental factors in deciding whether changes in a project are feasible to reduce or avoid the significant effects on the environment identified in the EIR." (CEQA Guidelines)

12. How is the project consistent or inconsistent with the Regional Comprehensive Plan and performance standards contained therein.

13. The EIR should also address the following issues:

- the scope of each option and clear discussions of their distinct features
- all phases of development of each option and related developments nearby
- an adequate discussion of the impacts associated with the Alternatives including comparisons of the following impacts:

- Construction traffic
- Land use
- Recreation
- Transportation - include publishing the specific assumptions of how many are expected to use the trolley vs driving and what those assumptions are based upon
- Noise, using a baseline including running of the trolley on the expected schedule
- Light
- Water Quality
- Cumulative impacts, including impacts of other projects in the pipeline
- Climate Change impacts including energy usage
- Growth Inducing Impacts

14. Given that the purpose of this project is to plan for growth, it is essential that the plan DESIGN along with mitigation and phasing needs to fulfill the purpose stated above: "decreasing dependence on single occupancy vehicles, and reducing traffic congestion at local intersections and roadways."

It appears the current design is set-up to have lots of significant impacts without sufficient infrastructure design to fulfill reducing congestion and designing transit services to be sufficiently fast to allow for drivers to change modes. Mitigation should include redesigns to advance those goals.

Thanks for your consideration.

Carolyn Chase
Pacific Beach
858-272-2930

From: Janet P.
To: [PLN PlanningCEQA](#)
Subject: Balboa Ave. plan (Project 518016)
Date: Wednesday, August 02, 2017 11:42:13 AM

Rebecca,

Regarding the proposed scenarios for the Balboa Ave. plan, please describe plans for the designated "flood control/open space". How will that area be developed/maintained, if at all? From the presentation maps, I believe it is the existing creek and retaining walls.

Thank you,
Janet Podney

President, Bella Pacific Homeowners Association

4859 Bella Pacific Row, Unit 129
San Diego, CA 92109
858-270-0326

From: pwardcruise@gmail.com
To: [Malone, Rebecca](#)
Subject: Public Scoping Meeting EIR Comments to Balboa Avenue Station Area Specific Plan July 18,2017
Date: Monday, July 31, 2017 10:42:26 AM

Comments:

- `Need for significant side walk improvements along Garnet and Balboa Avenues.
- `Improve pedestrian intersection crossings especially at the I-5 North ramp from Balboa/Garnet Avenue westbound.
- `Insure adequate separation of pedestrian and traffic uses along Garnet/Balboa Avenue/ I-5 under-crossing measures are incorporated in the project.
- `Buffer parking and other planned uses along and adjacent to Rose Creek with native/ drought tolerant landscape materials consistent with Rose Creek natural habitat.
- `Maintain Rose Creek habitat with clearance of non native vegetation over growth and litter control programs.
- `Conform traffic improvements with City of San Diego Vision Zero measures minimizing potential multimodal conflicts.
- `Adequately evaluate additional traffic project impacts on one of the highest traffic volume areas in the city.
- `Provide and evaluate adaptive traffic signal synchronization measures (see 1 Paseo traffic mitigation measures, downtown San Diego and proposed La Jolla program).
- `Adequately evaluate hydrology, water quality and future sea level rise project associated impacts to Rose Creek, Kendall Marsh and flow into Mission Bay.
- `Co-ordinate with De Anza Revitalization, Mission Bay Gateway and Re-Wild on going planning efforts.

Peter Ward

--



Peter Ward

(office) 760-410-7447 - 800-869-8321

Please acknowledge receipt. Also sent via USPS Certified Mail July 25,2017. 7016 1370 0000 6153 2383

From: Robert Lee Buck
To: [PLN_PlanningCEQA](#)
Cc: [Grant Freeman](#)
Subject: (E.I.R) Rebecca Malone
Date: Thursday, August 03, 2017 6:48:50 AM

Dear Miss Malone

My name is Robert Lee I am a San Diego native. Thank you for this opportunity to participate in the planning of the trolley. I do have several observations and suggestions I would like to bring to your attention.

Observation.

Along the I 5 Corredor noise pollution is already a significant problem for the current residence and the native wildlife population. The De Anza restoration project is attempting to restore native plant and wildlife species, however higher density and the trolley means grater noise pollution and are only going to exacerbate the problem! With some thoughtful planning and deliberate action some of this can be mitigated.

Here are my suggestions.

- 1 There needs to be some collusion between the De Anza restoration project and the trolley project both have overlapping concerns. Such as noise pollution and egress.
- 2 Creat A quiet zone for the trolley and the train, specifically in regards to horns.
- 3 Erect physical sound barriers with concrete walls and native vegetation.
- 4 Resurface this portion of I 5 with state approved asphalt rubber. This will help to bring down the overall noise level.
- 5 Light pollution at the Balboa trolley station is going to be a very annoying/detrimental to the residence on Paul Jones st. Some of this could be mitigated by using task lighting as much as possible.
- 6 Morena Boulevard between Clairemont Drive at Balboa Avenue does not typically have a great deal of traffic. I believe one lane each direction would be sufficient. This would allow more room for bicycles pedestrians and sound barrier "Wall" with native vegetation.

Sincerely Robert Lee

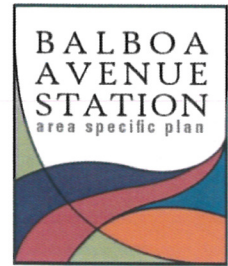
Sent from my iPhone

Sent from my iPhone



CITY OF SAN DIEGO

PLANNING DEPARTMENT
CEQA AND ENVIRONMENTAL POLICY
PUBLIC SCOPING MEETING



BALBOA AVENUE STATION AREA SPECIFIC PLAN JULY 18, 2017

This meeting is being held pursuant to the *California Public Resources Code Section 21083.9 et seq.*, and is provided to give the public and interested parties an opportunity to submit comments regarding the potential environmental impacts of the proposed project. This information will be used to develop the scope and content of the proposed Environmental Impact Report (EIR) for the project described at this meeting. Please record your comments in the space provided below and submit this form to City staff at the conclusion of the meeting, or mail to the address noted on the back of this form. Thank You.

Comments:

- Please keep 4 lanes (2N and 2S) on Morena Blvd. from Outland to Clairemont Drive.
- I would like Rubio's #1 on M.B. Drive to be designated 'Historic'.
- Please keep the big coral trees in the cloverleaf at Balboa and Morena.

Name

Donna Regalado

Signature

Address

4950 Della Place, San Diego, CA 92117

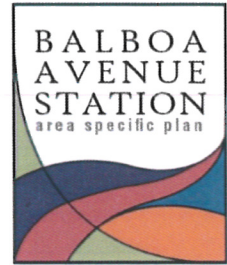
Use back of sheet if additional space is necessary.

Rabios Keep out
coral trees
green line
for poles for
trolley

City of San Diego, Planning Department
Attn: Rebecca Malone, Senior Planner
1010 Second Avenue, Suite 1200, MS 413
San Diego, CA 92101



CITY OF SAN DIEGO
PLANNING DEPARTMENT
CEQA AND ENVIRONMENTAL POLICY
PUBLIC SCOPING MEETING



**BALBOA AVENUE STATION AREA SPECIFIC
PLAN
JULY 18, 2017**

This meeting is being held pursuant to the *California Public Resources Code Section 21083.9 et seq.*, and is provided to give the public and interested parties an opportunity to submit comments regarding the potential environmental impacts of the proposed project. This information will be used to develop the scope and content of the proposed Environmental Impact Report (EIR) for the project described at this meeting. Please record your comments in the space provided below and submit this form to City staff at the conclusion of the meeting, or mail to the address noted on the back of this form. Thank You.

Comments:

Please make sure that ~~at~~
All Pedestrians & Bikes are
protected from cars coming on
off Balboa without having to
stop for bikes/peds and study the
traffic impacts of this and also
the potential increase in bike/pedestrian
trips along Balboa if it were safer
Please study potential traffic reduction
impacts of give Clairemont an entrance/exit
off of I-5 north to Morena to keep
them from having to drive on Balboa to
East Mission Bay Dr to get to I-5 North

Name

Karin Zirk

Signature

Address

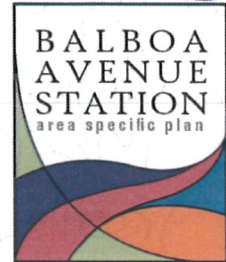
2686 Hornblend St
San Diego 92109

Use back of sheet if additional space is necessary.



CITY OF SAN DIEGO

PLANNING DEPARTMENT CEQA AND ENVIRONMENTAL POLICY PUBLIC SCOPING MEETING



BALBOA AVENUE STATION AREA SPECIFIC PLAN

JULY 18, 2017

This meeting is being held pursuant to the California Public Resources Code Section 21083.9 et seq., and is provided to give the public and interested parties an opportunity to submit comments regarding the potential environmental impacts of the proposed project. This information will be used to develop the scope and content of the proposed Environmental Impact Report (EIR) for the project described at this meeting. Please record your comments in the space provided below and submit this form to City staff at the conclusion of the meeting, or mail to the address noted on the back of this form. Thank You.

Comments:

All Recreational uses of Rose Creek need to be identified AND how doubling the use as a dog walking area will impact the Biologic and Aesthetic functions of the creek. Rose Creek will be significantly impacted w/ increased pedestrian and bicycle traffic from this project in conjunction w/ San Diego's Rose Creek bikeway. Currently areas east of Mission Bay Drive and west of I-5 have significant affordable housing units. Please ~~do~~ study how an equal or greater amount of affordable housing will be provided. IN the area designated for a community ~~the~~ Village zoning north of Cornuel, please study how a change in zoning will impact apartments, condos and other housing on the other side of Rose Creek

Name

KARIN Zirk

Signature

[Handwritten Signature]

Address

2686 Hornblend St PB 92109

Use back of sheet if additional space is necessary.

Over

PLEASE Study Air Quality impacts caused by increased density in Community Village Area - also study greenhouse gases and water runoff due to increased density to increase mission Bay & Rose Creek

PLEASE look @ the traffic impacts of increasing density ON East Mission Bay Dr, Garnet and the intersection of these 2 streets. The EIR for the mid-coast trolley already states that the trolley will make traffic worse in this area. PLEASE study how non-motorized vehicles and pedestrians will be able to access De Anza ~~COVE~~ COVE safely and what the traffic impact on cars coming off I-5 northbound will be if safe crossing for pedestrians is provided.

IN the INDUSTRIAL AREA of the Clairemont ^{Planning} area, please address impacts on traffic of rezoning to community village. Please address where people in the community village will walk their dogs that is not Rose Creek.

PLEASE study the safety difference between having the crossing over/under I-5 @ Magnolia St instead of bunker hill to ~~allow~~ allow bikes to avoid riding on Mission Bay Drive.

PLEASE study the community character of Magnolia St if it is converted into a bike Blvd.

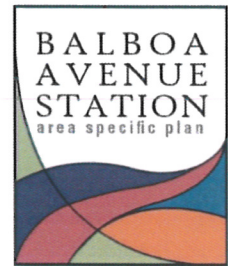
PLEASE study the traffic impacts of increased bus service on Garnet to take people to/from the trolley station. Also study air quality and noise impacts on the residential area south of Garnet

City of San Diego, Planning Department
Attn: Rebecca Malone, Senior Planner
1010 Second Avenue, Suite 1200, MS 413
San Diego, CA 92101



CITY OF SAN DIEGO

PLANNING DEPARTMENT
CEQA AND ENVIRONMENTAL POLICY
PUBLIC SCOPING MEETING



BALBOA AVENUE STATION AREA SPECIFIC PLAN JULY 18, 2017

This meeting is being held pursuant to the *California Public Resources Code Section 21083.9 et seq.*, and is provided to give the public and interested parties an opportunity to submit comments regarding the potential environmental impacts of the proposed project. This information will be used to develop the scope and content of the proposed Environmental Impact Report (EIR) for the project described at this meeting. Please record your comments in the space provided below and submit this form to City staff at the conclusion of the meeting, or mail to the address noted on the back of this form. Thank You.

Comments:

Rose Creek canyon bike path is good south of garnet, BUT inadequate north of there.
- not wide enough for a pair of riders to ride side by side - passing other bike will be difficult
lots of unstable path, low hanging trees, uneven stairs to cross Mission Bay Drive (north of garnet) require you to dismount and carry your bike. Need better solution.

Name

Ed Gallagher

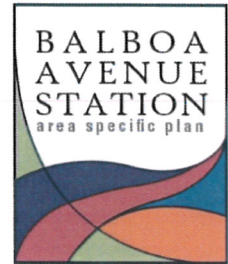
Signature

Address

1241 HORNBLAND



CITY OF SAN DIEGO
PLANNING DEPARTMENT
CEQA AND ENVIRONMENTAL POLICY
PUBLIC SCOPING MEETING



**BALBOA AVENUE STATION AREA SPECIFIC
PLAN
JULY 18, 2017**

This meeting is being held pursuant to the *California Public Resources Code Section 21083.9 et seq.*, and is provided to give the public and interested parties an opportunity to submit comments regarding the potential environmental impacts of the proposed project. This information will be used to develop the scope and content of the proposed Environmental Impact Report (EIR) for the project described at this meeting. Please record your comments in the space provided below and submit this form to City staff at the conclusion of the meeting, or mail to the address noted on the back of this form. Thank You.

Comments:

STRONGLY PREFER SCENARIO #1 DUE TO
THE INCREASED DENSITY. IF PLANNED WELL IT
WILL PROVIDE EASY ACCESS TO THE TROLLEY WHICH WILL
REDUCE VEHICLE CONGESTION.

CARE MUST BE TAKEN TO ENSURE THE
COMMUNITY VILLAGE RESIDENTS CAN:

- EASILY ACCESS MISSION BAY + BEACHES

WITHOUT DRIVING A VEHICLE (OPTION THAN PUBLIC
TRANSPORT OR BIKE) = ↓ ENVIRONMENTAL IMPACT.

- EASILY ACCESS THE TROLLEY VIA FOOT/PEDESTRIAN
BRIDGE OVER I-5. = ↓ ENVIRONMENTAL IMPACT.

WITHOUT EASY ACCESS TO TROLLEY/BAY/BAY IT WILL
SIGNIFICANTLY INCREASE CONGESTION, POLLUTION, AND ADVERSE
ENVIRONMENTAL IMPACT.

Name

STEVE PRUITT

Signature

Steve Pruitt

Address

2615 CORNING ST

S.D.

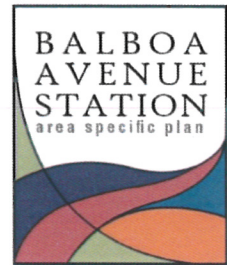


CITY OF SAN DIEGO

PLANNING DEPARTMENT

CEQA AND ENVIRONMENTAL POLICY

PUBLIC SCOPING MEETING



BALBOA AVENUE STATION AREA SPECIFIC PLAN

JULY 18, 2017

This meeting is being held pursuant to the *California Public Resources Code Section 21083.9 et seq.*, and is provided to give the public and interested parties an opportunity to submit comments regarding the potential environmental impacts of the proposed project. This information will be used to develop the scope and content of the proposed Environmental Impact Report (EIR) for the project described at this meeting. Please record your comments in the space provided below and submit this form to City staff at the conclusion of the meeting, or mail to the address noted on the back of this form. Thank You.

Comments:

The intersection of Mission Bay Dr
& Balboa/Garnet is very problematic
now. I am hopeful that this
intersection will be vastly improved
for vehicles, cars & pedestrians
Cars stuck in traffic there, as you know,
reduce our air quality.
Thanks!

Name

Judy Pruett

Signature

Judy Pruett

Address

2615 Loring St.
San Diego, CA 92109

Use back of sheet if additional space is necessary.

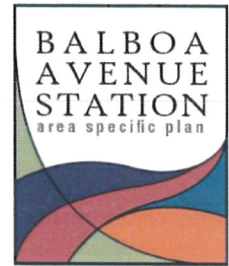


CITY OF SAN DIEGO

PLANNING DEPARTMENT

CEQA AND ENVIRONMENTAL POLICY

PUBLIC SCOPING MEETING



BALBOA AVENUE STATION AREA SPECIFIC PLAN

JULY 18, 2017

This meeting is being held pursuant to the *California Public Resources Code Section 21083.9 et seq.*, and is provided to give the public and interested parties an opportunity to submit comments regarding the potential environmental impacts of the proposed project. This information will be used to develop the scope and content of the proposed Environmental Impact Report (EIR) for the project described at this meeting. Please record your comments in the space provided below and submit this form to City staff at the conclusion of the meeting, or mail to the address noted on the back of this form. Thank You.

Comments:

Improve traffic flow at Barnett and Mission Bay Drive so that Bus Service to the trolley is good.

Name Joe Steinbach

Signature Joe Steinbach

Address 3547 Luna Ave
San Diego CA 92117

Use back of sheet if additional space is necessary.

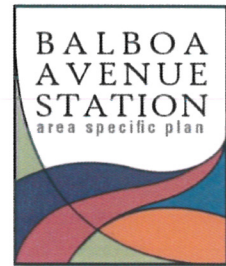


CITY OF SAN DIEGO

PLANNING DEPARTMENT

CEQA AND ENVIRONMENTAL POLICY

PUBLIC SCOPING MEETING



BALBOA AVENUE STATION AREA SPECIFIC PLAN

JULY 18, 2017

This meeting is being held pursuant to the *California Public Resources Code Section 21083.9 et seq.*, and is provided to give the public and interested parties an opportunity to submit comments regarding the potential environmental impacts of the proposed project. This information will be used to develop the scope and content of the proposed Environmental Impact Report (EIR) for the project described at this meeting. Please record your comments in the space provided below and submit this form to City staff at the conclusion of the meeting, or mail to the address noted on the back of this form. Thank You.

Comments: Overall the vision is too small & bureaucratic

- ① The Plaza Creek Op^{ns} Center should be removed to another location. This would provide space for parking, affordable housing, move the car dealers here, park, solar panels, new access & exits from I5.
- ② The intersection of Balboa Ave & E Mission Bay Drive is a long-term problem which will only get worse. Separate bicycles & pedestrians by building an upper level over the existing intersection (make a roundabout?)
- ③ Implement the overall "plans (cartoons)" for more people, housing in specific areas centered in transit hubs.
- ④ Remove the 30' housing limit in this area.
- ⑤ Make this area a desirable place to live and a good access to the MB area.
- ⑥ The "no changes to Claremont side" is very bad.

Name Robert Little Signature Robert Little
Address 4000 Crown Point Dr, Y22, San Diego CA 92109