PLANNING DEPARTMENT
Date of Notice: **April 18, 2016**
PUBLIC NOTICE OF A
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

PUBLIC NOTICE: The City of San Diego Planning Department has prepared a draft PEIR for the following project and is inviting your comments regarding the adequacy of the document. The draft PEIR and associated technical appendices have been placed on the City of San Diego Planning Department website under the heading "Draft CEQA Documents" and can be accessed using the following link:

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

The draft PEIR public notice has also been placed on the City Clerk website at:

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

Your comments must be received by June 20, 2016 to be included in the final document considered by the decision-making authorities. Please send your written comments to the following address: **Seth Litchney, Senior Planner, City of San Diego Planning Department, 1010 2nd Avenue, MS 413, San Diego, CA 92101 or e-mail your comments to PlanningCEQA@sandiego.gov with the Project Name and Number in the subject line.**

General Project Information:
- Project Name: Serra Mesa Community Plan Amendment Street Connection
- Project No. 265605 SCH No. 2012011048
- Community Plan Area: Serra Mesa
- Council District: 7

PROJECT DESCRIPTION: CITY COUNCIL APPROVAL for a community plan amendment (CPA) to the Serra Mesa Community Plan to include a street connection from Phyllis Place, located in Serra Mesa, southward to the boundary of Serra Mesa and Mission Valley. The proposed amendment would revise all maps in the currently adopted Serra Mesa Community Plan to show a street connection south of Phyllis Place as a four lane collector road including bicycle and pedestrian facilities.

Applicant: City of San Diego – Planning Department

Recommended Finding: The draft PEIR concludes that the project would result in significant environmental impacts to the following areas: transportation/circulation. In addition, the proposed FPA would result in potentially significant but mitigable impacts to the following issue areas: noise, biological resources, hydrology/water quality, historical resources, and paleontological resources.

Availability in Alternative Format: To request this Notice, the draft PEIR, Initial Study, and/or supporting documents in alternative format, call the Planning Department at 619-235-5200 or (800) 735-2929 (TEXT TELEPHONE).

For environmental review information or public meetings/hearings on this project, contact **Seth Litchney** at (619) 236-6892. The draft PEIR and supporting documents may be reviewed, or purchased for the cost of reproduction, at the Planning Department, 1010 2nd Avenue, MS 413, San Diego, CA 92101**.**

This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on April 18, 2016.

Alyssa Muto
Deputy Director
Planning Department

Draft Environmental Impact Report

Project No. 21002573
SCH No. 2012011048

SUBJECT: **SERRA MESA COMMUNITY PLAN UPDATE ROAD CONNECTION**. PROJECT DESCRIPTION.
A CPA to the Serra Mesa Community Plan is proposed to include a street connection from Phyllis Place in Serra Mesa southward to the Quarry Falls Specific Plan area in Mission Valley. The proposed amendment would revise all maps in the currently adopted Serra Mesa Community Plan to show a street connection south of Phyllis Place as a four lane collector road including bicycle and pedestrian facilities.

Applicant: City of San Diego

CONCLUSIONS:

Based on the analysis conducted for the project described above, the City has prepared the following Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) to inform public agency decision-makers 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 (State CEQA Guidelines Section 15121). As further described in the attached EIR, the City has determined that the project would have a significant environmental effect in the following areas: transportation/circulation, air quality, and noise (operational).

It is further demonstrated in the attached EIR that the project would not result in a significant environmental effect in the following areas:
The proposed FPA would result in potentially significant but mitigable impacts to the following issue areas: noise (construction), biological resources, hydrology/water quality, historical resources (archaeological), and paleontological resources.

Mitigation measures are proposed to reduce Project impacts, however, not to below a level of significance. Future development proposals implementing the proposed Project would be required to incorporate feasible mitigation measures adopted in conjunction with the certification of the EIR. The attached EIR and Technical Appendices document the reasons to support the above Determination.

MITIGATION, MONITORING AND REPORTING PROGRAM:

A series of mitigation measures are identified within each issue area discussion in the EIR to reduce environmental impacts. The mitigation measures are fully contained in Chapter 10 of the EIR.

RECOMMENDED ALTERNATIVES FOR REDUCING SIGNIFICANT UNMITIGATED IMPACTS

Based on the requirement that alternatives reduce significant impacts associated with the proposed project, the EIR considers the following Project Alternatives which are further detailed in the Executive Summary and Chapter 9 of the EIR:

1. No Project Alternative
2. Bicycle, Pedestrian, and Emergency Access Only Alternative

Under CEQA Guideline Section 15126.6(e)(2), if the No Project Alternative is the environmentally superior alternative, the EIR must also identify which of the other alternatives is environmentally superior. The EIR identifies the Proposed Project as the environmentally superior alternative because it meets some of the Project objectives while resulting in some reduction to impacts, both direct and cumulative with respect to traffic/transportation and land use when compared to the Project.

After comparing the potential impacts to the environment and determining which alternative would meet most of the goals established for the proposed CPA it has been determined that there is no environmentally superior alternative as compared to the proposed CPA.

PUBLIC REVIEW DISTRIBUTION:

Individuals, organizations, and agencies that received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency is provided below. Copies of the Draft EIR, the Mitigation Monitoring and Reporting Program and any technical appendices may be reviewed in the office of the Advanced Planning & Engineering Division, or purchased for the cost of reproduction.

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 Impact Report (EIR). No response is necessary and the letters are attached at the end of the EIR.

( ) Comments addressing the accuracy or completeness of the Draft Environmental Impact Report (EIR) were received during the public input period. The letters and responses are located immediately after the Table of Contents.

Martha Blake
Interim Deputy Director
Planning Department

4-15-16
Date of Draft Report

Date of Final Report

Analyst: Seth Litchney

DISTRIBUTION OF DRAFT ENVIRONMENTAL IMPACT REPORT:

The following individuals, organizations and agencies received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency.

FEDERAL GOVERNMENT
N/A

STATE OF CALIFORNIA
State Clearinghouse
Caltrans District 11 (31)
California Department of Fish and Wildlife (32)
California Regional Water Quality Control Board, Region 9
California Transportation Commission
Native American Heritage Commission

COUNTY OF SAN DIEGO
County Clerk

CITY OF SAN DIEGO
Hearing Officer
Planning Commission Secretary
City Clerk
EAS Library
MMC
City Attorney - Keely Halsey
Facility Financing - Tom Tomlinson
Water Review - Mehdi Rastakhiz
Wastewater Review - Leonard Wilson
ECP - Linda Marabian
MSCP Staff
EAS Senior
Development Project Manager : John Fischer
Councilmember Lightner
Councilmember Zapf
Councilmember Gloria
Councilmember Cole
Councilmember Kersey
Councilmember Cate
Councilmember Sherman
Councilmember Emerald
Development Services Department
Central Library (81)
Mission Valley Branch Library (81R)
Serra Mesa Branch Library (81GG)
Seth Litchney

Kurt Steinert
Rebecca Malone
Samir Hajjiri
Tanner French
Reynard Abalos
Keely Halsey

OTHER INTERESTED AGENCIES/GROUPS/INTERESTED INDIVIDUALS
Daily Transcript/City Bulletin (Website)
Native American Distribution
Mission Valley Planning Group
Serra Mesa Planning Group
Tomaseb@aol.com
jsperbeck@dslextreme.com
gabriela_surpi@yahoo.com
rgarner2@san.rr.com
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sraines@san.rr.com

The City of SAN DIEGO

Serra Mesa Community Plan Amendment

Street Connection:

Draft Programmatic Environmental Impact Report

SCH # 2012011048 Project # 265605

Prepared by:
City of San Diego
Planning Department
1010 Second Avenue
San Diego, California 92101

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EXECUTIVE SUMMARY

ES.1 Project Description

The proposed project is a community plan amendment (CPA) to the Serra Mesa Community Plan to include a street connection from Phyllis Place, located in Serra Mesa, southward to the boundary of Serra Mesa and Mission Valley.

PROJECT BACKGROUND

In October 2008, the San Diego City Council initiated an amendment to the Serra Mesa Community Plan to include a street connection between Phyllis Place Road and Friars Road. The City Council directed staff to analyze the street connection and to evaluate whether this proposed connection of the street system to the arterial streets and freeways would result in less congestion and improved circulation, improved emergency access, and evacuation routes and improved pedestrian and bicycle access between the two communities.

NEED FOR PROJECT

The proposed CPA would amend the Serra Mesa Community Plan to include a street connection with pedestrian and bicycle access from Phyllis Place, located in Serra Mesa, southward to the boundary of Serra Mesa and Mission Valley. The proposed CPA would be consistent with a recommendation in the Mission Valley Community Plan to provide a street connection between Phyllis Place and Friars Road to help relieve congestion in the area. The current configuration of the street system in Mission Valley and surrounding area contributes to the congestion of arterial roadways and the regional freeway system. Future development of a road on the area included the proposed CPA would likely relieve congestion on local arterial streets and freeway segments. However, the Serra Mesa Community Plan does not identify a connection between Friars Road and Phyllis Place. The proposed CPA would amend the Serra Mesa Community Plan to include a street connection and would resolve the inconsistency between the two community plans.

The City's General Plan Land Use Element (City of San Diego 2008) identifies a policy calling for the establishment of effective mobility networks to effectively move workers and residents. Additionally, the Mobility Element presents several policies calling for interconnectivity of the pedestrian network as well as adequate capacity for all modes of transportation on the street and freeway system. The Mission Valley Community Plan (City of San Diego 2013a) calls for closing gaps and remedying other deficiencies in the local street system. Future implementation of the road connection would provide a connection to major arterials, which is consistent with objectives outlined in the City's General Plan to increase connectivity and capacity. The future road connection would fulfill an additional Mission Valley Community Plan policy of providing access to developable and redevelopable parcels by providing access to the Civita site.

ES.2 Project Location and Setting

The proposed CPA is located within the southern portion of Serra Mesa in the City of San Diego (*Figure 1-1* and *Figure 1-2*). The overall Serra Mesa community planning area encompasses approximately 6,596 acres and is bounded by the Kearny Mesa neighborhood to the north, State Route 163 and Linda Vista to the west, Interstate 15 (I-15) to the east, and the Mission Valley neighborhood to the south. The proposed CPA area is located within the southern portion of the Phyllis Abbots Hill neighborhood of the Serra Mesa Community Plan within the northern portion of the Quarry Falls Specific Plan. Specifically, the proposed CPA is bordered by Phyllis Place to the north, and the Mission Valley/Serra Mesa Community Planning Area border to the south. The boundary between the Mission Valley and Serra Mesa planning areas is approximately 125 feet south of the utility poles that transit the area in an east-west direction. Interstate 805 is approximately 0.22 mile to the east. Surrounding land uses include the City View Church and single-family residential development to the north, and single-family residential development to the west (*Figure 1-3*).

ES.3 Project Objectives

In accordance with CEQA Guidelines Section 15124, this document identifies the following primary objectives that support the purpose of the project, assist the Lead Agency in developing a reasonable range of alternatives to be evaluated in the PEIR, and ultimately aid decision-makers in preparing findings and overriding considerations, if necessary.

- Resolve the inconsistency between the Serra Mesa Community Plan and Mission Valley Community Plan as it pertains to a connection from Mission Valley to Phyllis Place in Serra Mesa.
- Amend the Serra Mesa Community Plan to include a street connection from the existing Phyllis Place Road into Mission Valley, that if developed in the future, could:
    - Improve the overall circulation network in the Serra Mesa and Mission Valley planning areas.
    - Alleviate traffic congestion and improve navigational efficiency to and from local freeway on- and off-ramps for the surrounding areas.
    - Allow for safe travel conditions for motorists, cyclists, and pedestrians along the street connection.
    - Improve emergency access and evacuation route options between the Serra Mesa and Mission Valley planning areas.

- Implement the General Plan and Bicycle Master Plan as they pertain to developing interconnectivity between communities.

ES.4 Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Effects

Table ES-1, located at the end of this section, summarizes the results of the environmental analysis completed for each issue area for the proposed CPA. Table ES-1 also includes mitigation measures to reduce and/or avoid the significant environmental effects, with a conclusion as to whether the impact has been mitigated to below a level of significance. The mitigation measures listed in Table ES-1 are also discussed accordingly within each environmental issue area.

Based on the analysis and conclusions of the PEIR, implementation of the proposed CPA would result in significant and unavoidable impacts to the following issue areas: transportation/circulation, air quality, and noise (operational). In addition, the proposed FPA would result in potentially significant but mitigable impacts to the following issue areas: noise (construction), biological resources, hydrology/water quality, historical resources (archaeological), and paleontological resources. The proposed CPA's impacts for all other issue areas were determined to be less than significant or no impact was identified.

ES.5 Areas of Controversy

Section 15123(b)(2) of the State CEQA Guidelines requires that areas of controversy known to the Lead Agency, including issues raised by agencies and the public, be identified in the Executive Summary chapter of the PEIR. To determine the number, scope and extent of the environmental topics to be addressed in this Draft PEIR, the City prepared a Notice of Preparation (NOP) and circulated the NOP to interested public agencies, organizations, community groups and individuals in order to receive input on the proposed CPA. The NOP was distributed on January 23, 2012, for a 30-day public review and comment period, and a public scoping meeting was held on February 7, 2012. Public comments received on the NOP and comments from the scoping meeting reflect controversy related to several environmental issues to be discussed in the PEIR.

Issues raised in response to the NOP prepared and circulated for this Draft PEIR focus around land use, transportation/circulation, air quality, noise, biological resources, paleontological resources, historical/cultural resources, hydrology and water quality, and visual quality and neighborhood character. Transportation/circulation issues were raised through written comments from the California Department of Transportation (Caltrans), biological resource issues were raised in a letter from the California Department of Fish and Game, and review of potential health and safety issues were raised in written comments from the California Department of

Toxic Substances Control. In addition to written comments received, the City of San Diego held a public scoping meeting where verbal comments were provided in regard to land use, transportation/circulation and biological resource issues, noise, and visual quality.

ES.6 Issues to be Resolved by the Decision-Making Body

The issues to be resolved by the decision-making body (in this case the City) are those of if and how to mitigate the direct significant impacts created by implementation of the proposed CPA. The City would decide if the significant unmitigable impacts can be reduced and if the significant impacts associated with any of the following environmental issues analyzed in the PEIR have been fully mitigated below a level of significance:

- Transportation/Circulation
- Noise
- Biological Resources
- Paleontological Resources
- Historical Resources
- Hydrology Water Quality

The City would also decide if the proposed CPA conforms to the applicable land use policies, such as those in the General Plan, and if deviations from these policies are justified and acceptable. Lastly, the City would review the alternatives analyzed within the PEIR to determine whether the proposed CPA or an alternative might meet the key objectives of the project while reducing its environmental impact.

ES.7 Project Alternatives

In order to fully evaluate the environmental effects of proposed projects, CEQA mandates that alternatives to the proposed project be analyzed. 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" even if the alternatives would impede the attainment of the project objectives to some degree. As discussed in Section 10.0, *Alternatives*, of this PEIR, the following alternatives were considered.

ES.7.1 No Project Alternative (Adopted Community Plans)

The No Project Alternative (Adopted Serra Mesa Community Plan and adopted Quarry Falls Specific Plan) assumes that the proposed community plan amendment would not be adopted, and that the proposed CPA site would be developed in accordance with the approved Civita project plan as analyzed in the Quarry Falls Specific Plan PEIR, without a road connection.

Compared to the proposed CPA, the No Project Alternative would not avoid or substantially reduce the significant effects of the Quarry Falls Specific Plan with respect to transportation/circulation, air quality, or noise. The No Project Alternative would not meet a substantial portion of the proposed CPA's objectives identified in Chapter 1.0 of this PEIR. Specifically

ES.7.2 Bicycle, Pedestrian, and Emergency Access Only Alternative

This alternative was primarily designed in an attempt to provide the improved emergency access similar to that accomplished with the implementation of the proposed CPA. Rather than providing full vehicular access, this alternative would provide only bicycle, pedestrian, and emergency access. The road connection would be designed to allow for sufficient width and dimensions to accommodate police, fire, and emergency responders.

The Bicycle, Pedestrian, and Emergency Access Only Alternative would not reduce or avoid significant impacts when compared to the implementation of the CPA since the street extension would involve the same physical footprint as that of implementing the CPA. Regarding transportation/circulation and parking, impacts would be the same as under the No Project Alternative. This alternative would meet two of the six objectives of the project as listed in Section 3.1.2 of this PEIR.

ES.7.4 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) requires that an EIR identify the environmentally superior alternative based on an evaluation of the Plan and its alternatives. If the No Project Alternative is the environmentally superior alternative, the EIR must identify an environmentally superior alternative from the other alternatives.

The No Project and the Bicycle, Pedestrian and Emergency Access Only Alternative both result in similar environmental impacts as the proposed CPA. In the case of the No Project Alternative, additional environmental impacts to land use would occur as the no project alternative would resolve the inconsistency between the Serra Mesa Community Plan and Mission Valley Community Plan, or provide circulation linkages in the Serra Mesa and Mission Valley planning areas. Since the No Project Alternative would not reduce any potentially significant

environmental impact but instead includes additional environmental impacts, it cannot be considered the environmentally superior alternative.

As compared to the proposed CPA, the Bicycle, Pedestrian and Emergency Access Only Alternative would also have similar impacts, however, it would also include additional environmental impacts to land use as it would not comply with the goals and policies of the General Plan. It would address emergency access and bike and pedestrian planning goals, but would not resolve the inconsistency between the Serra Mesa Community Plan and Mission Valley Community Plan. Therefore it cannot be considered environmentally superior to the proposed CPA.

After comparing the potential impacts to the environment and determining which alternative would meet most of the goals established for the proposed CPA it has been determined that there is no environmentally superior alternative as compared to the proposed CPA and its subsequent implementation.

CHAPTER 1 INTRODUCTION

This program environmental impact report (PEIR) evaluates the potential direct and indirect environmental impacts and cumulative environmental impacts of the Serra Mesa Community Plan Amendment Street Connection (CPA). The CPA involves an amendment to the Serra Mesa Community Plan to include a street connection from Phyllis Place, located in Serra Mesa, southward to the boundary of Serra Mesa and Mission Valley. The location of the proposed CPA is depicted in *Figure 1-1,* and *Figure 1-2.* The site has been graded but is currently vacant, bordered by Phyllis Place to the north. The site is part of the Quarry Falls Specific Plan, now known as the Civita site. The proposed amendment affects the portion of the Civita site from Phyllis Place south to the boundary of Mission Valley Community Plan. Vacant land is to the west and east. The Civita site has been undergoing construction and grading of various project phases in the immediate vicinity of the proposed project site since 2009. Interstate 805 (I-805) is approximately 0.22 mile to the east. Surrounding land uses include City View Church and single-family residential development to the north, and single-family residential development to the west. (*Figure 1-3*) (Note that while some grading is currently shown in Figures 1-2 and 1-3, since the time the aerial photography was flown as shown in these figures, further grading has been conducted near the CPA site.)

The City of San Diego (City) is the lead agency in preparing this PEIR in accordance with the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code (PRC), Section 21000 et seq.) and CEQA Guidelines (14 California Code of Regulations (CCR) 15000 et seq.) As the City is also the applicant for the proposed CPA, the City has submitted an application for discretionary approval, including a community plan amendment. Discretionary actions are discussed in detail in Section 3.3 of this PEIR.

EIRs are informational documents "which will inform public agency decision makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project" (14 CCR 15121). The purpose of this PEIR is to evaluate the environmental effects of the proposed CPA.

This PEIR is intended for use by both decision makers and the public. It provides relevant information concerning the potential environmental effects associated with the implementation of the proposed CPA.

1.1 CEQA REQUIREMENTS

1.1.1 CEQA COMPLIANCE

CEQA (PRC, Section 21000 et seq.) requires the preparation of an EIR for any project that a lead agency determines may have a significant impact on the environment. According to Section 21002.1(a) of the CEQA statutes, the purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided. CEQA also establishes mechanisms whereby the public and decision makers can be informed about the nature of the project being proposed, and the extent and types of impacts that the project and its alternatives would have on the environment if they were to be implemented. This Program EIR (PEIR) has been prepared to comply with all criteria, standards, and procedures of CEQA and of the CEQA Guidelines (14 CCR 15000 et seq.). This PEIR has also been prepared pursuant to the City's Significance Determination Thresholds (City of San Diego 2011).

As the lead agency, the City has determined that this document will evaluate the proposed Community Plan Amendment (CPA) at a program level in this EIR pursuant to Section 15168 of the CEQA Guidelines. A PEIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

- Geographically,
- As logical parts in the chain of contemplated actions,
- In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
- As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

This PEIR evaluates the potential environmental impacts resulting from adoption of the Serra Mesa Community Plan Amendment and potential future implementation of the proposed CPA.

Additionally, the CEQA Guidelines (Section 15150) specifically provide for incorporation of relevant existing information by reference, as a means of reducing repetition in environmental documents for related projects, or where other existing information has been recognized as valid and applicable to the subject project. On July 23, 2008, the Council of the City of San Diego certified the Final Program EIR (PEIR) for the Quarry Falls project.

The specific reference for the Quarry Falls PEIR is as follows:

City of San Diego. 2008. *Final Program Environmental Impact Report for the Quarry Falls Project.* Project No. 49068. SCH No. 2005081018. July 2008.

Applicable data and analyses from the Final PEIR for the Quarry Falls project, dated July 2008, are summarized, where appropriate in this PEIR, and referenced to the source document. The PEIR for the Quarry Falls project is available for public review during normal business hours at the City of San Diego, Development Services Department, located at 1222 First Avenue, San Diego, California 92101 and is hereby incorporated by reference into this PEIR. In addition to, the Quarry Falls PEIR included analysis of a project Alternative that included a roadway connection from the Quarry Falls Specific Plan to Phyllis Place ("Roadway Alternative"). The project currently being proposed is to amend the Serra Mesa Community Plan. A party could request approvals to construct the roadway at some indeterminate point in the future, however.

1.1.2 NOTICE OF PREPARATION AND SCOPING MEETING

In compliance with Section 15082 of the CEQA Guidelines, the City Development Services Department circulated the Notice of Preparation (NOP), dated January 23, 2012, to interested agencies, groups, and individuals. The 30-day public scoping period ended February 21, 2012. In addition, a public scoping meeting was held on February 7, 2012, at the Serra Mesa Branch Library to gather additional public input. The scope of analysis for the PEIR was determined in conjunction with City staff, and by the public responses to the NOP. In addition, comments received during the NOP public scoping period and meetings were considered during the preparation of this PEIR. The NOP and Scoping Letter comments are included as Appendix A of this PEIR. Based on the scope of analysis for this PEIR, the following issues were determined to be potentially significant and are therefore addressed in Chapter 5.0, Environmental Analysis, of this document: As noted in Chapter 4.0, History of Project Changes the inclusion of a Site Development Permit was dropped from the proposed CPA.

- Land Use
- Traffic and Transportation
- Air Quality
- Noise
- Biological Resources
- Paleontological Resources
- Hydrology and Water Quality
- Historical Resources
- Visual Quality and Neighborhood Character

Comment letters received during the NOP public scoping period expressed concern about traffic, noise, air quality and greenhouse gas emissions, and neighborhood character. These concerns have been identified as areas of known controversy and are also analyzed in Chapters 5.0 and 7.0 of this PEIR.

Additional CEQA-mandated environmental topics, such as agricultural and forestry resources, energy, mineral resources, population and housing, recreation, geology and soils, health and safety, public services and facilities, and public utilities are addressed in *Chapter 7.0, Effects Not Found to be Significant* of the PEIR.

1.2 PURPOSE AND USES OF THIS PEIR

This PEIR evaluates the potentially significant environmental effects that would result with implementation of the proposed CPA. The purpose of an EIR is to disclose the significant environmental effects of the project, alternatives to the project, and possible ways to reduce or avoid potential environmental damage (14 CCR 15002). This PEIR will be made available for review by members of 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 proposed project might be avoided or mitigated" (14 CCR 15204). The PEIR will be available for review at the City Planning Department website for CEQA Policy and Review:

http://www.sandiego.gov/planning/programs/ceqa/

City of San Diego, Planning Department
1010 2nd Avenue, Eleventh Floor
San Diego, California 92101-4153

Serra Mesa-Kearny Mesa Library
9005 Aero Drive
San Diego, California 92123

Mission Valley Library
2123 Fenton Parkway
San Diego, California 92108

Downtown San Diego Public Library
330 Park Boulevard
San Diego, California 92101

The Notice of Availability of the PEIR will be mailed as required by the CEQA Guidelines and the City.

As the lead agency, the City is responsible for preparing this document. The decision to approve the proposed CPA is within the purview of the City Council. When deciding whether to approve the proposed CPA, the City will use the information included in this PEIR to consider potential impacts on the physical environment associated with the proposed CPA.

The City will consider written comments received on the PEIR in making its decision to certify the PEIR as complete and in compliance with CEQA, and also whether to approve or deny the proposed CPA. In the final review, environmental considerations and economic and social factors will be weighed to determine the most appropriate course of action. Subsequent to certification of the PEIR, agencies with permitting authority over all or portions of the proposed CPA would use the PEIR as the basis for the PEIR evaluation of environmental effects of the proposed CPA and approval or denial of applicable permits.

The City will use the PEIR and supporting documentation in its decision to approve or deny the proposed CPA.

1.3 PEIR FORMAT

An executive summary of this PEIR is provided at the beginning of this document. The summary includes the conclusions of the environmental analysis and a comparative summary of the proposed CPA with the alternatives analyzed in this PEIR. Chapter 1.0, Introduction, introduces the proposed project in light of the required environmental review procedures. Chapter 2.0, Environmental Setting, describes the proposed project location and physical environmental setting. Chapter 3.0, Project Description, provides a description of the proposed CPA, its purpose and objectives, and required discretionary approvals. Chapter 4.0 provides a history of project changes. Chapter 5.0 consists of the environmental analysis, which examines the proposed CPA's potentially significant environmental issues. Chapter 6.0, Cumulative Impacts, addresses cumulative impacts, and Chapter 7.0 addresses effects not found to be significant. Chapter 8.0, Mandatory Discussion Areas, describes significant effects that cannot be avoided, significant irreversible environmental changes, and growth-inducing impacts of the proposed project. Chapter 9.0, Alternatives, addresses a reasonable range of project alternatives. Chapter 10.0, Mitigation, Monitoring, and Reporting Program, provides mitigation for significant impacts incurred by the proposed CPA. The remaining PEIR sections and appendices are provided as set forth in the table of contents.

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Figure 1-1 Regional Map

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Figure 1-2 Vicinity Map

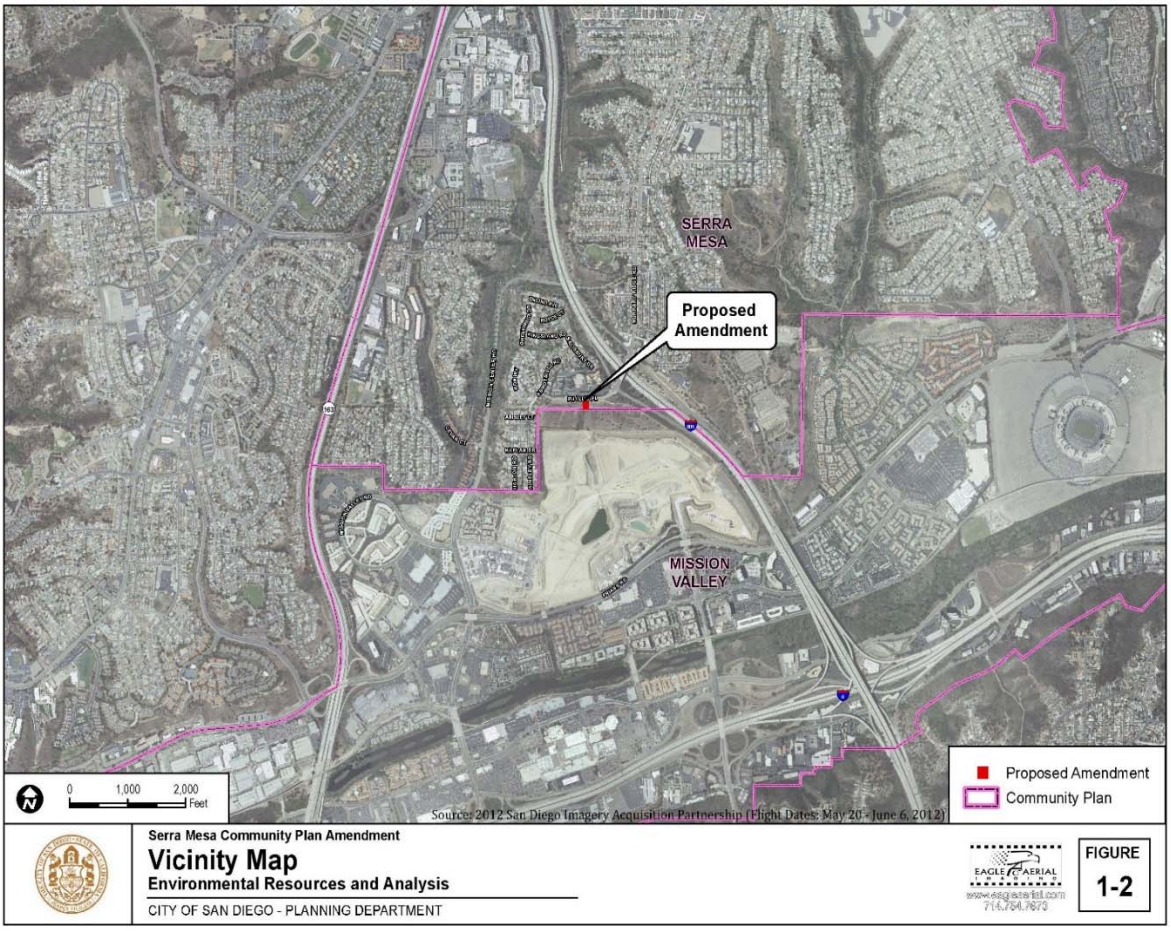

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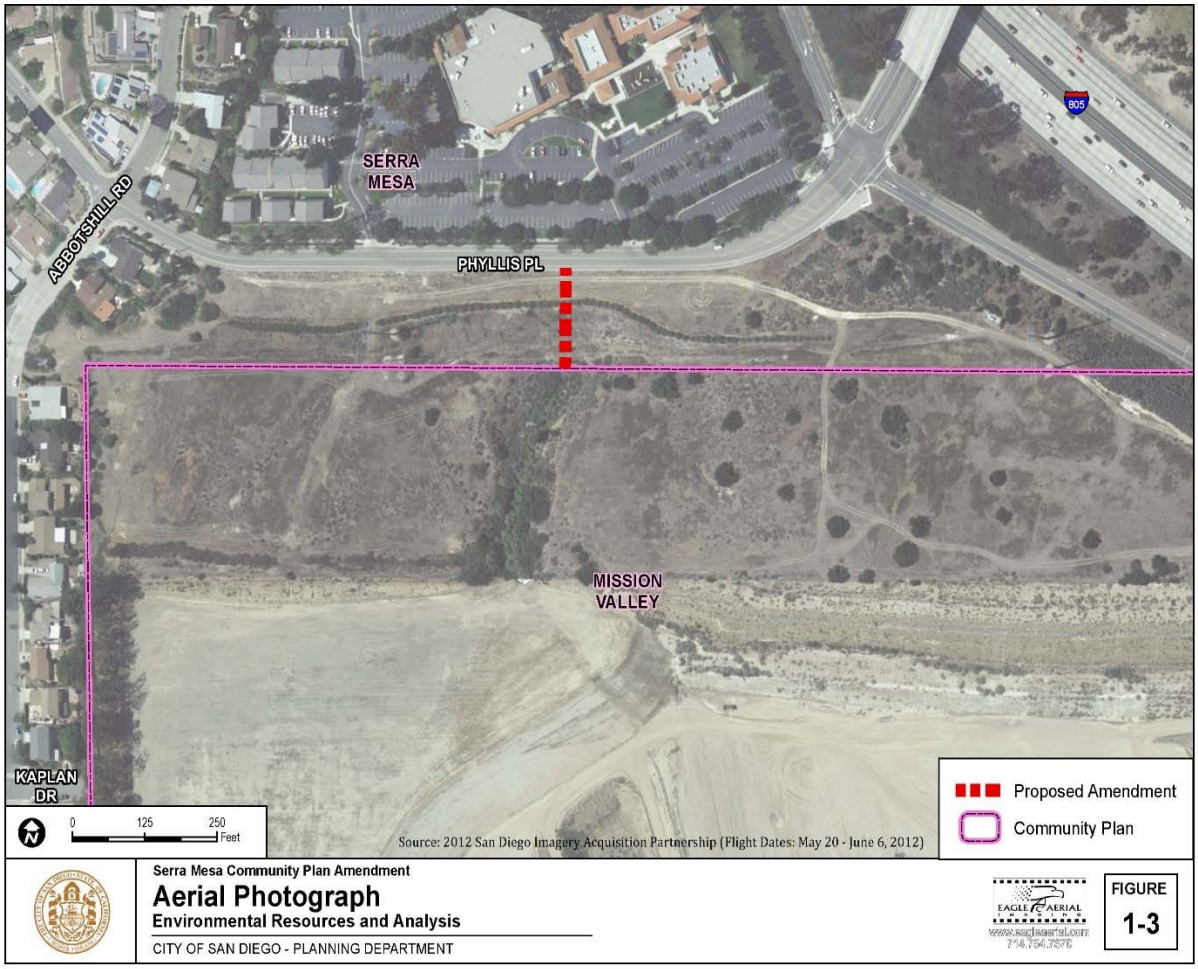
Figure 1-3 Aerial Photograph



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CHAPTER 2 ENVIRONMENTAL SETTING

This chapter provides a description of existing conditions for the Serra Mesa CPA area. The section also provides an overview of the local and regional environmental setting of the proposed CPA, per Section 15125 of the CEQA) Guidelines (14 CCR 15000 et seq.). More details regarding the setting specifically pertaining to each environmental issue are provided at the beginning of each impact area addressed in Chapter 5.0, Environmental Analysis.

2.1 LOCATION

The proposed CPA is located within the southern portion of Serra Mesa in the City of San Diego (*Figure 1-1* and *Figure 1-2*). The overall Serra Mesa community planning area encompasses approximately 6,596 acres and is bounded by the Kearny Mesa neighborhood to the north, State Route 163 and Linda Vista to the west, Interstate 15 (I-15) to the east, and the Mission Valley neighborhood to the south. The proposed CPA area, which is approximately one acre, is located within the southern portion of the Phyllis Abbots Hill neighborhood of the Serra Mesa Community Plan within the northern portion of the Quarry Falls Specific Plan. Specifically, the proposed CPA area is bordered by Phyllis Place to the north, and the Mission Valley/Serra Mesa Community Planning Area border to the south. The boundary between the Mission Valley and Serra Mesa planning areas is approximately 125 feet south of the utility poles that transit the area in an east-west direction. Interstate 805 is approximately 0.22 mile to the east. Surrounding land uses include the City View Church and single-family residential development to the north, and single-family residential development to the west (*Figure 1-3*).

2.2 PHYSICAL CHARACTERISTICS

2.2.1 EXISTING ON-SITE USES

The location of the proposed CPA (CPA area) is located to the north of the Mission Valley/Serra Mesa Community Planning Area border and is made up of disturbed habitat alongside the south of Phyllis Place Road. Phyllis Place is an existing two lane paved road that is located directly north of the proposed CPA area. South of the CPA area, in the Mission Valley Community Plan area, is the terminus for the newly constructed two lane collector road, Via Alta Road. Via Alta Road runs in a north-south direction travelling through the Civita project as a modified two-lane collector road. Via Alta begins at Westside Drive and continues north till it terminates. Via Alta Road is ultimately planned to connect with Franklin Ridge Road, which is a two lane collector road that will be constructed within the Mission Valley portion of the Civita project site. If the proposed CPA is approved and the roadway is subsequently proposed, approved, and constructed in the future, it would connect Phyllis Place Road with Franklin Ridge Road. Class II bike lanes are provided along Via Alta Road and parking is prohibited along both sides of the roadway. The areas to the immediate east and west of the proposed CPA area are disturbed lands, which

include development of a park associated with the Civita mixed-use project that is currently being constructed.

2.2.2 EXISTING PHYSICAL SITE CONDITIONS

Per Section 15125(a) of the CEQA Guidelines, an EIR must include a description of the physical environmental conditions in the vicinity of the proposed project as they exist at the time the NOP is published, or, if no NOP is published, at the time environmental analysis is commenced, from both a local and regional perspective. The environmental setting will constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. For the purposes of the traffic section of this PEIR, the baseline is the time of issuance of the NOP, which was January 23, 2012. After the issuance of the NOP the Traffic Impact Study (TIS) was prepared and completed on January 2015. Other technical studies were completed April 2015. In the time between the release of the NOP in 2012 and the preparation of the other technical studies for this PEIR in April 2015, Civita continued construction of its approved Specific Plan. This included the preparation of a park site located along the south side of Phyllis Place. The result is that the area along Phyllis Place was graded in February and March of 2015. For the purposes of all the other sections of this PEIR, such as biological resources, hydrology and water quality, the baseline used is the existing 2015 conditions.

As discussed above, the majority of the proposed CPA site is vacant, and the northernmost portion has been graded. Key topographic features of the site consist of a drainage channel and sloping terrain. Site elevations range from approximately 245 feet above mean sea level (amsl) at the boundary with the Mission Valley Community Plan to about 290 feet amsl along Phyllis Place. The description of the on-site soils and geotechnical conditions are based in part on information from the Quarry Falls Specific Plan geotechnical reports prepared by Geomatrix Consultants Inc. (Geomatrix) for the PEIR for the Quarry Falls project (Geomatrix 2005a, 2005b, 2006). Site-specific geotechnical information is based on the geotechnical reconnaissance conducted by GEOCON Inc. (GEOCON) for the proposed CPA (GEOCON 2013). The Quarry Falls project site, including the proposed CPA area, is located in the Peninsular Ranges Geomorphic Province. Geologic units mapped in the site vicinity include Tertiary age marine and non-marine sedimentary deposits of conglomerate and sandstone of the Poway Group (Geomatrix 2006). The area is comprised of deposits of the Mission Valley Formation overlying deposits of Stadium Conglomerate (Geomatrix 2005a). Engineered fill materials also occur on site due to filling of the mining pit and removal and recompaction of existing fill. Five surficial soil types and one geologic formation were identified underlying the proposed project site. The surficial deposits consist of compacted fill, undocumented fill, topsoil, alluvium, and Terrace Deposits underlain by the Stadium Conglomerate (GEOCON 2013). .

2.3 SURROUNDING LAND USES

Surrounding land uses include the developing Civita mixed-use project, City View Church and single-family residential development to the north off of Phyllis Place Road, and single-family residential development to the west (Figure 1-3). I-805 is located approximately 0.22-mile east, and the Mission Valley Community Planning area of San Diego is located immediately to the south. An active energy transmission line (four-post towers) and easement, running east-west, is located on the south end of the CPA area.

2.4 APPLICABLE LAND USE PLANS

Section 15125(d) of the CEQA Guidelines requires that a discussion of the inconsistencies between the proposed project and applicable general plans and regional plans be provided. The consistency analysis for the proposed CPA with applicable plans, policies, and regulations is provided in Section 5.1, Land Use, of this PEIR. The following describes the plans, policies, and regulations that are applicable to the proposed CPA.

2.4.1 GENERAL PLAN (2008)

The State of California requires each city to have a general plan to guide its future and mandates that the plan be updated periodically to ensure relevance and utility. The City's General Plan was unanimously adopted by the City Council on March 10, 2008. The City's General Plan is a comprehensive, long-term planning document that prescribes overall goals and policies for development within the City. The General Plan builds upon many of the goals and strategies of the previously adopted 1979 General Plan, in addition to offering new policy direction in the areas of urban form, neighborhood character, historic preservation, public facilities, recreation, conservation, mobility, housing affordability, economic prosperity, and equitable development. It recognizes and explains the critical role of the community planning program as the vehicle to tailor the "City of Villages" strategy for each neighborhood. It also outlines the plan amendment process and other implementation strategies, and considers the continued growth of the City beyond the year 2020. The CPA area has a General Plan land use designation of Residential and Multiple Use.

2.4.2 SERRA MESA COMMUNITY PLAN

The Serra Mesa Community Plan contains the City's proposals and recommendations for land use and physical improvement of the Serra Mesa community. The Serra Mesa Community Plan planning area encompasses approximately 6,596 acres and is characterized by the following major land uses: (1) Residential Development; (2) Commercial Development with sub-categories of Professional Office, Local (neighborhood and convenience), Community Shopping Center, Regional General, Recreation/Visitor, and Health Institutional Complex; (3) Open Space; (4)

Schools and Other Community Facilities; and (5) Parks and Recreation (City of San Diego 2011). The CPA area is located within the southern portion of the Phyllis Abbots Hill neighborhood of the Community Plan area and has a community plan land use designation of Low-Density Residential (City of San Diego 2011a).

2.4.3 MISSION VALLEY COMMUNITY PLAN

The Mission Valley Community Plan contains City's proposals and recommendations for land use and physical improvement of the Mission Valley community. The Mission Valley Community Plan encompasses approximately 2,418 acres and is characterized by the following major land uses: (1) Commercial, (2) Residential, and (3) Industrial (City of San Diego 2013). The CPA area is located adjacent to the northern portion of the Mission Valley Community Plan area at the site's connection with the Civita site, which has a community plan land use designation of Multi-Use (City of San Diego 2013a).

2.4.4 QUARRY FALLS SPECIFIC PLAN

The Quarry Falls Specific Plan area encompasses approximately 225 acres immediately south of Phyllis Place within the Mission Valley and Serra Mesa Community planning areas of San Diego. The Quarry Falls Specific Plan includes development of a mixed-use, pedestrian-friendly community including residential, commercial and parks and open space development. Franklin Ridge Road and Via Alta Road are roadways within the Quarry Falls Specific Plan that are modified two-lane collector roads with left-turn pockets within an 86-foot wide right-of-way accompanied by a 16-foot wide median. The Quarry Falls specific plan shows these two streets meeting in the northern portion of the Specific Plan area and includes Class II bike lanes and a six-foot wide sidewalk on either side of each street. The Specific Plan also calls for a Park Trail to be constructed beginning at the northern portion of the planning area, which would connect to a larger park space within Quarry Falls, and continue throughout the development, comprising the Quarry Fall's park trail system.

2.4.5 BICYCLE MASTER PLAN

The City of San Diego's Bicycle Master Plan was finalized in 2013, and is an update to the 2002 version of the plan. The primary goal of the plan is to present projects, policies, and programs to assist the City in creating a framework for improving bicycling infrastructure through 2030 and beyond. Program and facility recommendations are presented based on a bicycle needs analysis, which assessed current demand and barriers to bicycling in San Diego, and estimated potential future demand and benefits to be realized through implementation of the Plan. Goals and objectives of the Plan are closely aligned with the City's 2008 General Plan mobility, sustainability, health, economic, and social goals. The Plan also provides detail regarding implementation of

recommendations, including past bicycle-related expenditures, cost estimates for proposed programs and maintenance, and possible funding sources to be pursued by the City.

2.4.5 ZONING

The proposed CPA area is currently zoned by the City's Municipal Code as RS-1-7, which is for single-family residential use (minimum of 5,000-square-foot lots).

2.4.6 REGIONAL PLANS

In accordance with Section 15125(d) of the CEQA Guidelines, this Environmental Setting discussion includes statements relative to conformance with applicable regional plans. In addition to the City's General Plan, the following regional plans are assessed for consistency. These plans are further discussed in Section 5.1 of this PEIR.

Airport Land Use Compatibility Plan – Montgomery Field

The proposed CPA area is not located within the areas affected by Montgomery Field's aircraft noise (60 dB–65 dB Community Noise Equivalent Level) as identified in the 2010 San Diego County Regional Airport Authority Montgomery Field Airport Land Use Compatibility Plan (ALUCP). Additionally, the proposed CPA is not located within any of the ALUCP's accident potential zones or safety zones. The proposed CPA area is, however, located within Montgomery Field's FAA Height Notification Boundary and Part 77 Airspace Surfaces Boundary as delineated in the Montgomery Field ALUCP.

Regional Air Quality Plan

The San Diego Air Pollution Control District (APCD) and San Diego Association of Governments (SANDAG) have jointly developed the San Diego Regional Air Quality Strategy (RAQS) to identify feasible emission control measures to achieve compliance with the state ozone standard. The RAQS addresses volatile organic compounds (VOCs) and oxides of nitrogen (NO_x), which are the precursors to the photochemical formation of ozone. The last RAQS was initially adopted in 1991 and most recently amended in 2004. The San Diego APCD has also developed the San Diego Air Basin's input to the State Implementation Plan, which is required under the federal Clean Air Act (42 United States Code (U.S.C.) 7401 et seq.) for areas that are in nonattainment of air quality standards. The RAQS relies on information from the California Air Resource Board and SANDAG, including mobile area source emissions and information regarding projected growth in the county to project future emissions. The RAQS then determines the strategies necessary for reduction of emissions through regulatory controls. See Section 5.3, Air Quality, for further details.

Water Quality Control Plan for the San Diego Basin

The U.S. Environmental Protection Agency has delegated responsibility for implementation of portions of the Clean Water Act (33 U.S.C. 1251 et seq.) to the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs), including water quality control planning and control programs such as the National Pollutant Discharge Elimination System (NPDES) program. The NPDES program is a set of permits designed to implement the Clean Water Act that apply to various activities that generate pollutants with the potential to impact water quality.

The RWQCB adopted a water quality control plan (Basin Plan) for the San Diego Basin. This Basin Plan sets forth water quality objectives for constituents that could cause an adverse effect or impact on the beneficial uses of water. The plan is designed to preserve and enhance the quality of water resources in the San Diego region. The purpose of the plan is to designate beneficial uses of the region's surface waters and groundwater, designate water quality objectives for the reasonable protection of those uses, and establish an implementation plan to achieve the objectives. The Basin Plan incorporates by reference all applicable SWRCB and RWQCB plans and policies.

Projects resulting in discharges, whether to land or water, are subject to Section 13263 of the California Water Code and are required to obtain approval of Waste Discharge Requirements from the RWQCB. During both construction and operation, private and public development projects are required to include stormwater best management practices to reduce pollutants discharged from the proposed project site to the maximum extent practicable. See Section 5.8, Hydrology/Water Quality, for further details.

2.5 EMERGENCY SERVICES

2.5.1 FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

The Serra Mesa Community is served by Fire Station 28, located at 3880 Kearny Villa Road approximately 2 miles north of the proposed CPA area. Average response times for this station are 5 minutes 51 seconds for the primary engine and 6 minutes 21 seconds for the secondary truck (City of San Diego 2012a). West Mission Valley is served by Fire Station 45, located at 9449 Friars Road, approximately 0.75 mile east of the proposed CPA area at Qualcomm Stadium. Average response times for this station are 6 minutes and 40 sections (City of San Diego 2013a). In the City of San Diego, emergency medical services usually arrive first in a fire engine response (also known as first responder). First responders also provide full paramedic care and augment ambulance staffing during transport of critical patients. The paramedic/firefighter is reinforced by a paramedic ambulance.

Public safety-related facilities and services (e.g., police, fire, and emergency medical response) are to be provided to ensure that service standards are attained for existing development and new development, as it occurs. New facilities are to have good vehicular access and be carefully reviewed for environmental, land use, and aesthetic impacts. Appropriate equipment and staffing should be assigned to the facilities to ensure adequate response to the population and the structure types that may exist in the community. Additional information is provided in Section 7.10, Public Services and Facilities.

2.5.2 POLICE PROTECTION

The Eastern Division of the San Diego Police Department serves 155,892 people within 47.1 square miles, including the Serra Mesa Community (City of San Diego 2015b). The Western Division of the San Diego Police Department services 129,709 people within 22.7 square miles, including the Mission Valley Community (City of San Diego 2013b). The General Plan identifies the Police Facilities Plan as the resource document for police department standards. The Police Facilities Plan establishes a 7-minute average response time for emergencies as a department goal. Additional information is provided in Section 7.10, Public Services and Facilities.

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CHAPTER 3 PROJECT DESCRIPTION

This chapter describes the objectives of the Serra Mesa Community Plan Amendment Street Connection (proposed CPA) and provides a detailed description of project characteristics. This chapter also discusses the discretionary actions required and gives a brief description of the environmental effects that are evaluated in Chapters 5.0 through 8.0 of the PEIR.

3.1 PROJECT BACKGROUND AND OBJECTIVES

In October 2008, the San Diego City Council initiated an amendment to the Serra Mesa Community Plan to include a street connection between Phyllis Place Road and Friars Road. The street would connect Phyllis Place to the Quarry Falls Specific Plan area in Mission Valley, now known as the Civita project. This street connection, identified in the Quarry Falls Specific Plan as Franklin Ridge Road, is described in Alternative 4 in the Quarry Falls Project Program EIR (PEIR; City of San Diego 2008). Alternative 4 was not adopted by the City Council, but the City Council directed staff to initiate a community plan amendment and to evaluate whether this proposed connection of the street system to the arterial streets and freeways would result in less congestion and improved circulation, improved emergency access, and evacuation routes and improved pedestrian and bicycle access between the two communities. The proposed CPA, developed in response to the City Council's direction, is a community plan amendment to the Serra Mesa Community Plan to include a street connection from Phyllis Place, located in Serra Mesa, southward to the boundary of Serra Mesa and Mission Valley.

3.1.1 NEED FOR PROJECT

The proposed CPA would amend the Serra Mesa Community Plan to include a street connection with pedestrian and bicycle access from Phyllis Place, located in Serra Mesa, southward to the boundary of Serra Mesa and Mission Valley. The proposed CPA would be consistent with a recommendation in the Mission Valley Community Plan to provide a street connection between Phyllis Place and Friars Road to help relieve congestion in the area. The current configuration of the street system in Mission Valley and surrounding area contributes to the congestion of arterial roadways and the regional freeway system. Development of a road, if it were to occur, in the proposed CPA area might relieve congestion on local arterial streets and freeway segments, but the analysis to make that determination is not included in this PEIR. However, the Serra Mesa Community Plan does not identify a connection between Friars Road and Phyllis Place. The proposed CPA would amend the Serra Mesa Community Plan to include a street connection and would resolve the inconsistency between the two community plans.

The City's General Plan Land Use Element (City of San Diego 2008) identifies a policy calling for the establishment of effective mobility networks to effectively move workers and residents. Additionally, the Mobility Element presents several policies calling for interconnectivity of the pedestrian network

as well as adequate capacity for all modes of transportation on the street and freeway system. The Mission Valley Community Plan (City of San Diego 2013a) calls for closing gaps and remedying other deficiencies in the local street system. Future construction of the road connection, if it were to occur, would provide a connection to major arterials, which is consistent with objectives outlined in the Mission Valley Community Plan and the City's General Plan to increase connectivity and capacity. The future street connection would fulfill an additional Mission Valley Community Plan policy of providing access to developable and redevelopable parcels by providing access to the Civita site. The Civita project is currently under construction to provide a variety of new uses including residential units, retail commercial space, business and office complexes, and passive and active parks and open space opportunities.

3.1.2 PROJECT OBJECTIVES

The objectives of the proposed CPA are to:

- Resolve the inconsistency between the Serra Mesa Community Plan and Mission Valley Community Plan as it pertains to a connection from Mission Valley to Phyllis Place in Serra Mesa.
- Amend the Serra Mesa Community Plan to include a street connection from the existing Phyllis Place Road into Mission Valley, that if developed in the future, could:
    - Improve the overall circulation network in the Serra Mesa and Mission Valley planning areas.
    - Alleviate traffic congestion and improve navigational efficiency to and from local freeway on- and off-ramps for the surrounding areas.
    - Allow for safe travel conditions for motorists, cyclists, and pedestrians along the street connection.
    - Improve emergency access and evacuation route options between the Serra Mesa and Mission Valley planning areas.
- Implement the General Plan and Bicycle Master Plan as they pertain to developing interconnectivity between communities.

3.2 PROJECT CHARACTERISTICS

3.2.1 PROJECT COMPONENTS

A CPA to the Serra Mesa Community Plan is proposed to include a street connection from Phyllis Place in Serra Mesa southward to the Quarry Falls Specific Plan area in Mission Valley (Appendix

A and Figure 3-1). The proposed amendment would revise all maps in the currently adopted Serra Mesa Community Plan to show a street connection south of Phyllis Place as a four lane collector road including bicycle and pedestrian facilities. A detailed analysis of the proposed amendment's consistency in the context of the applicable elements of the General Plan, the Serra Mesa Community Plan, and the Mission Valley Community Plan is provided in *Section 5.1, Land Use*, of this PEIR. A CPA is not required for the Mission Valley Community Plan because the Mission Valley Community Plan already includes policy language to include a connection from Friars Road to Phyllis Place.

As shown in Figure 3-1 the proposed CPA would include a street connection from Phyllis Place in Serra Mesa southward to the boundary of Serra Mesa and Mission Valley. The CPA street connection right-of-way would occupy approximately 1.0 acre.

The City's action is only to amend the Serra Mesa Community Plan. The City is not proposing to construct or fund the roadway connection. The Quarry Falls Specific Plan EIR discussed environmental impacts of roadway construction, but the type and extent of environmental analysis required for roadway construction would need to be evaluated if roadway construction were to be proposed at some point in the future. Where circumstances and regulatory requirements have changed, potential new impacts have been addressed in this PEIR.

3.2.2 SEPARATE BUT RELATED ACTIONS

Separate but related projects are other related approved or pending projects that are not part of the proposed CPA but will take place within the vicinity of the CPA area.

Civita Project

The Civita mixed-use project is currently under construction. The Civita project has previously undergone environmental review by the City of San Diego, and a PEIR was completed and adopted in 2008. For this reason, the Civita project is not analyzed in this PEIR, but is considered in the proposed CPA's cumulative impact analysis (refer to Chapter 6.0). The Civita project is currently in the process of developing mixed urban uses and public parks and open space on a 225-acre site south of Phyllis Place. The site was previously used as a sand and gravel quarry. As an end use to the mining operations, an integrated mix of land uses surrounding a system of parks, open spaces, and activity areas is being developed in a phased manner. Land uses are to include parks and open space, residential, retail commercial, office/business, and an option for a school. Proposed land uses will be linked with an internal pedestrian and trail system and connected to adjacent areas by an internal roadway network (City of San Diego 2008).

Figure 3-2 shows the current site area map for the Civita project. Construction of segments A, B/C, and F on the southwestern portion of the site have been completed. Land uses within this area include commercial uses and currently occupied residences. Segments D, G, H and I are currently under construction and will include commercial uses along with additional residential development.

Most of the proposed CPA lies within the boundaries of the Civita project, an area that is primarily disturbed in character and supports existing development and grading associated with the Civita project. The remaining area of the proposed CPA is located outside the Civita EIR impact boundary and is made up of disturbed habitat alongside the south of Phyllis Place Road.

3.3 DISCRETIONARY ACTIONS

The required discretionary approval is a City of San Diego Serra Mesa Community Plan Amendment. The CPA would revise the Serra Mesa Community Plan to show a street connection from Phyllis Place (in Serra Mesa) southward to the boundary of Serra Mesa and Mission Valley Community Plans. The proposed amendment includes map changes to the Serra Mesa Community Plan to increase connectivity by adding additional ingress and egress to the Serra Mesa and Mission Valley community areas. The amendment would include a street alignment as a four lane major road with bicycle and pedestrian facilities. The amendment would result in figure revisions to all maps within the Serra Mesa Community Plan as shown in Appendix A.

The City will use this PEIR and supporting documentation in its decision to inform the required discretionary approvals, as described previously.

The City is not proposing to construct a street connection on the site of the CPA. Future actions and approvals would be required in order for a road to be constructed, including compliance with City regulations and the issuance of applicable permits. Given the unknown timeframe for the future implementation of the road, this programmatic EIR focuses on the secondary effects that can be expected to follow from the proposed CPA should a street connection be proposed. Any proposed construction of a road could be required to comply with any applicable mitigation measures. Additional agencies could use this PEIR and supporting documentation in their decision-making process to issue approvals; these agencies include the San Diego Regional Water Quality Control Board (RWQCB). The RWQCB will use the PEIR and supporting documentation in its decision to issue water quality permits in accordance with the Porter-Cologne Water Quality Control Act (California Water Code, Division 7, 13000 et seq.). Permits may include an NPDES General Construction Activity Stormwater Permit.

Figure 3-1 Proposed Serra Mesa Community Plan Amendment

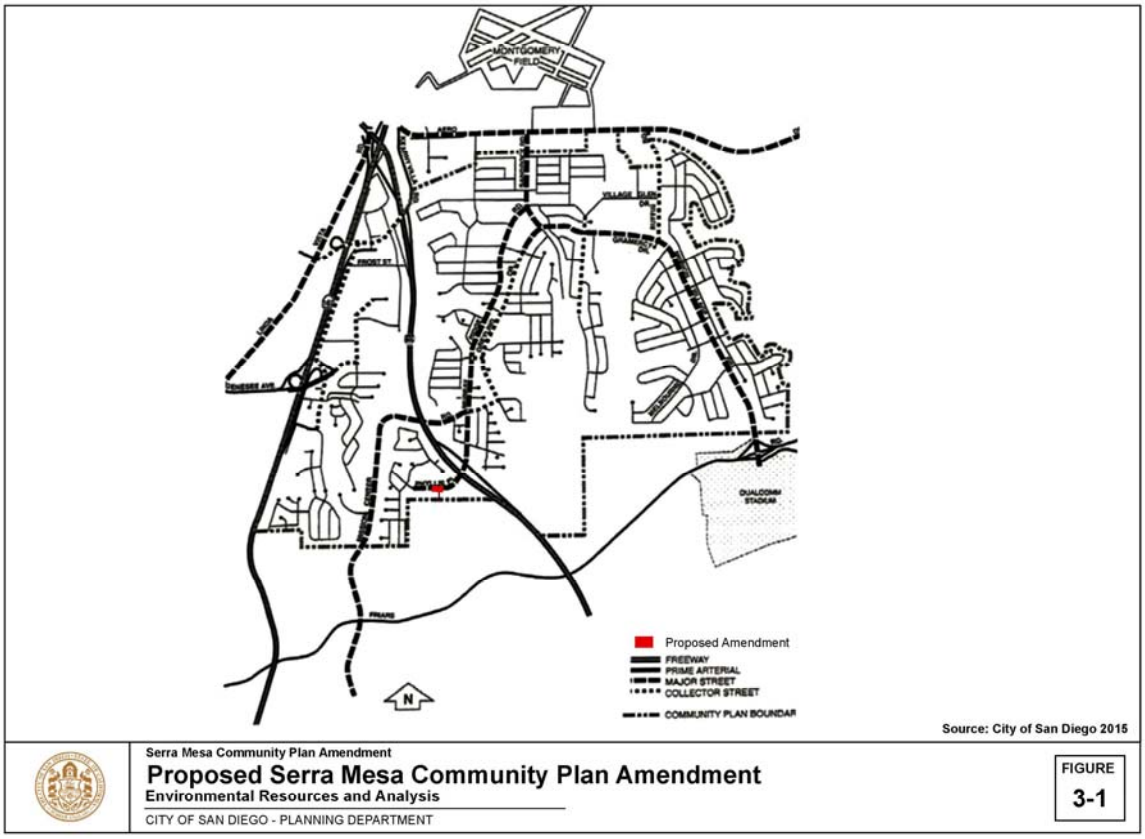

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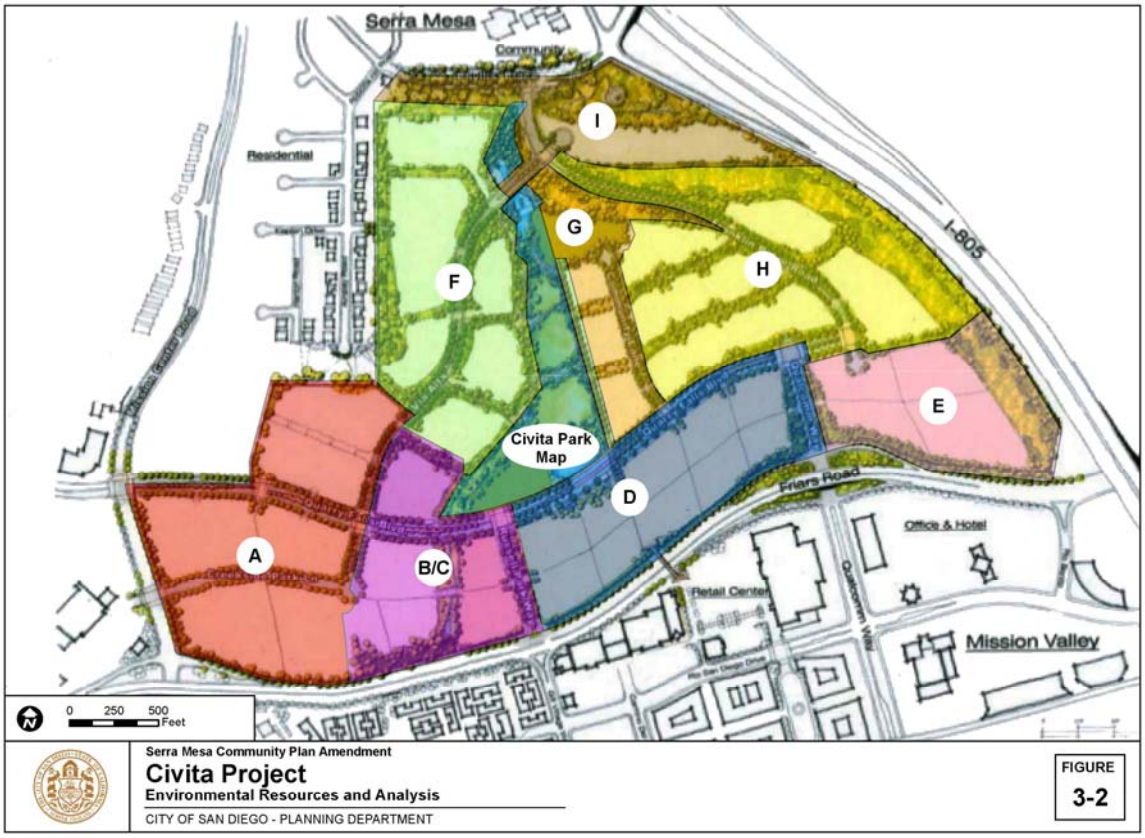
Figure 3-2 Civita Project



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CHAPTER 4 HISTORY OF PROJECT CHANGES

In compliance with Section 15082 of the CEQA Guidelines, the City Development Services Department circulated the Notice of Preparation (NOP), dated January 23, 2012, to interested agencies, groups, and individuals. As shown below in the NOP Project Description, the NOP for the originally proposed project mentioned that the project would include a Site Development Permit and the construction of a roadway connection. Since the circulation of the NOP, the City Planning Department took the lead in preparing the PEIR, at which time it was determined that the proposed action would only be the amendment of the Serra Mesa Community Plan. Because the City is only amending the Serra Mesa Community Plan, the project would not amend the Serra Mesa Impact Fee Study (IFS) and would not construct the road. Because of the lack of funding and no forthcoming specific proposal to build the road, the City has determined that there is no need for a Site Development Permit; therefore it is not part of the proposed CPA. In addition, the project title was changed to the Serra Mesa Community Plan Amendment Street Connection. Although the building of the roadway is not part of the proposed amendment, this PEIR does analyze the impacts at a programmatic level of implementing the amendment.

> The revised Project Description is presented in Chapter 3. Briefly, the Project Description includes the following: The proposed CPA would amend the Serra Mesa Community Plan to include a street connection with pedestrian and bicycle access from Phyllis Place, located in Serra Mesa, southward to the boundary of Serra Mesa and Mission Valley.

In the time between the release of the NOP in 2012 and the preparation of the technical studies for this PEIR in 2015, Civita continued construction of its approved Specific Plan. This included the preparation of the park site located along the south side of Phyllis Place. The result is that the area along Phyllis Place has been graded. Although this PEIR has used information from the Quarry Falls Specific Plan EIR for the environmental setting and the analysis of impacts, given the changes that have occurred on the site as the result of activity by Civita in development of the site, it was determined that the PEIR would using the existing 2015 conditions as the baseline for any additional studies used in the Serra Mesa CPA Street Connection PEIR would be a more accurate means of assessing potential environmental impacts.

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CHAPTER 5 ENVIRONMENTAL ANALYSIS

5.1 LAND USE

5.1.1 INTRODUCTION

The following discussion analyzes the existing conditions related to land use, planning, and zoning in the vicinity of the Serra Mesa proposed CPA Street Connection. The existing land uses were analyzed based on aerial photographs and geographic information system (GIS) data. This section also evaluates impacts resulting from the proposed amendment that will include an extension from Phyllis Place near its interchange with Interstate 805 (I-805) south to the boundary of Serra Mesa and Mission Valley within the Civita project area. To analyze consistency with City of San Diego (City) planning documents and policies, research into each applicable plan and policy was conducted, including the City of San Diego General Plan (City of San Diego 2008, 2010a), Serra Mesa Community Plan (City of San Diego 2011a), Mission Valley Community Plan (City of San Diego 2013a), and the City of San Diego Bicycle Master Plan (City of San Diego 2013). Analysis included a review of all elements in each plan. A consistency analysis was then performed for each relevant policy. Analysis also included a consistency review of the proposed CPA with the Quarry Falls Specific Plan. In addition to impacts related to the existing and planned land uses analyzed in this section, a number of land-use-related topics are addressed elsewhere in this PEIR.

5.1.2 EXISTING CONDITIONS

On-Site Land Uses

The proposed CPA area is vacant and made up of disturbed habitat alongside the south of Phyllis Place Road and has been graded as part of the Civita project. A City storm drain flows to the southwest to an existing storm drain structure that was constructed during the adjacent grading operation for the Civita site. A San Diego Gas & Electric (SDG&E) overhead electrical easement and a high-pressure gas line traverse the northern portion of the site. A fiber optic utility easement extends parallel to Phyllis Place approximately 10 feet south of the back of the curb. Key topographic features of the area consist of a drainage channel and sloping terrain. Area elevations range from approximately 245 feet above mean sea level at the boundary with the Mission Valley Community Plan to approximately 290 feet above mean sea level along Phyllis Place (GEOCON 2013).

Surrounding Land Uses

The proposed CPA area is located in an urban setting, and is surrounded by existing and future development and major transportation corridors. As shown in Figure 1-1, Regional Map, the

area is located in between State Route 163 to the west and I-805 to the east, south of Phyllis Place, north of Friars Road and east of Abbotshill Road in the Serra Mesa community planning area. Surrounding land uses include single-family residential and the City View Church to the north; vacant lands and I-805 to the east; open space, vacant lands, and single-family residential uses to the west; and the mixed-use Civita site surrounding the CPA area to the west, east, and south (see Figure 5.1-1, Existing Land Uses).

City of San Diego General Plan

California requires cities and counties to prepare and adopt a general plan to set out a long-range vision and comprehensive policy framework. The state also mandates that the plan be updated periodically to ensure relevance and utility. The City's General Plan was unanimously adopted by the City Council on March 10, 2008, and the associated Land Use and Street System map was updated on March 15, 2010. The General Plan builds on many of the goals and strategies of the former 1979 General Plan, in addition to offering new policy direction in the areas of urban form, neighborhood character, historic preservation, public facilities, recreation, conservation, mobility, housing affordability, economic prosperity, and equitable development. It recognizes and explains the critical role of the community planning program as the vehicle to tailor the City of Villages strategy for each neighborhood. It also outlines the plan amendment process and other implementation strategies, and considers the continued growth of the City beyond the year 2020.

The proposed CPA area has a General Plan land use category of Residential (City of San Diego 2010a) (Figure 5.1-2). Most environmental goals relevant to the proposed CPA are contained within the General Plan's Land Use and Community Planning, Mobility, Urban Design, Economic Prosperity, and Noise Elements, as presented below.

Land Use and Community Planning Element: The purpose of this element is to guide future growth and development into a sustainable citywide development pattern while maintaining or enhancing quality of life. The Land Use and Community Planning Element addresses land use issues that apply to the City as a whole. The community planning program is the mechanism to refine citywide policies, designate land uses, and make additional site-specific recommendations. The Land Use and Community Planning Element establishes the structure to respect the diversity of each community, and includes policy direction to govern the preparation of community plans. The element also provides policy direction for zoning and policy consistency, the plan amendment process, coastal planning, airport land use compatibility planning, annexation policies, balanced communities, equitable development, and environmental justice.

Mobility Element: This element strives to improve mobility in the City by providing policies that support a balanced, multimodal transportation network while minimizing environmental and neighborhood impacts. The element contains policies that help make walking more viable for short

trips, and addresses various other transportation choices in a manner that strengthens the City of Villages land use vision and helps to achieve a sustainable environment.

Urban Design Element: "Urban design" describes the physical features that define the character or image of a street, neighborhood, community, or the City as a whole. Urban design provides the visual and sensory relationship between people and the built and natural environment. The built environment includes buildings and streets, and the natural environment includes features such as shorelines, canyons, mesas, and parks as they shape and are incorporated into the urban framework. Citywide urban design recommendations are necessary to ensure that the built environment continues to contribute to the qualities that distinguish the City as a unique living environment.

Economic Prosperity Element: The Economic Prosperity Element includes policies intended to improve economic prosperity by ensuring that the economy grows in ways that strengthen the City's industries. This element links economic prosperity goals with land use distribution and employment land use policies. Employment land includes land used by industrial, commercial service, and commercial retail users.

Public Facilities, Services, and Safety Element: The Public Facilities, Services, and Safety Element addresses facilities and services that are publicly managed and have a direct influence on the location of land uses. Publicly or privately managed organizations, such as healthcare facilities, are also included, as they too affect land uses and public health and safety.

Recreation Element: The purpose of the Recreation Element is to preserve, protect, acquire, develop, operate, maintain, and enhance public recreation opportunities and facilities throughout the City for all users. The Recreation Element provides guidelines and policies to address recreation challenges such as increased demand, increased pressure to develop open space lands for recreational purposes, inequitable distribution of parks, and the need to balance competing land uses.

Conservation Element: The Conservation Element provides for the long-term conservation and sustainable management of the City's natural resources. Goals of the Conservation Element include reducing the City's overall carbon dioxide footprint, preserving and enhancing coastal resources, protecting and restoring water bodies, meeting regional air quality standards, and reducing greenhouse gas emissions.

Noise Element: The purpose of the Noise Element is to protect people living and working in the City from excessive noise. The Noise Element provides goals and policies to guide compatible land uses and incorporates noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment. This purpose becomes more relevant as

the City continues to grow with infill and mixed-use development, consistent with the Land Use and Community Planning Element.

Serra Mesa Community Plan

The proposed CPA area is located within the Serra Mesa community (Figure 5.1-3). The Serra Mesa Community Plan encompasses approximately 6,596 acres and is characterized by the following major land uses: (1) Residential Development; (2) Commercial Development with subcategories of Professional Office, Local (neighborhood and convenience), Community Shopping Center, Regional General, Recreation/Visitor, and Health Institutional Complex; (3) Open Space; (4) Schools and Other Community Facilities; and (5) Parks and Recreation. The proposed CPA area is located within the southern portion of the Phyllis Abbotshill neighborhood of the Serra Mesa Community Plan area. As shown in Figure 5.1-4, the proposed CPA area has a community plan land use designation of Low-Density Residential in the Serra Mesa Community Plan (City of San Diego 2011a).

The Serra Mesa Community Plan, as amended on April 26, 2011, includes the following elements: Commercial, Parks and Recreation, Community Facilities, Transportation, Environmental Management, and Implementation. The goals and objectives of each of the elements that are relevant to the proposed CPA are identified below.

Commercial Element: The Commercial Element contains goals and proposals aimed at encouraging the development of commercial districts that provide a wide variety of goods and services while improving the community environment.

Parks and Recreation Element: The Parks and Recreation Element provides basic guidelines to ensure high-quality, sufficient parks and recreational facilities for local residents of Serra Mesa; to continue development of bicycle and pedestrian improvements, which would also link parks, schools, and shopping opportunities throughout the neighborhood; and to explore opportunities for joint-use facilities between the City and local schools.

Community Facilities Element: The primary goal of the Community Facilities Element is to maintain all existing community facilities and services and secure financing to upgrade those that are impacted by community growth and change. This element stresses that all community facilities and services respond to changing community characteristics to ensure that facilities and services remain adequate as the community builds out.

Transportation Element: The Transportation Element includes goals and proposals to provide a safe and efficient multimodal transportation system, including parking, while minimizing adverse

environmental impacts. Alternative modes of transportation and traffic management programs are also promoted as ways to improve the circulation system.

Environmental Management Element: The Environmental Management Element includes objectives and proposals to manage the physical, biological, and socioeconomic environment, and ensure the preservation and conservation of community resources for future generations.

Implementation Element: The Implementation Element summarizes the implementation proposals necessary to fulfill the goals of the Serra Mesa community. The proposals are presented by category as follows: plan review and maintenance, citizen participation, development phasing, rezoning proposals (to bring in consistency with the plan), a summary table of public facilities (existing and proposed), and a summary of major plan proposals.

Mission Valley Community Plan

The proposed CPA is located adjacent to the Mission Valley community (Figure 5.1-3). The Mission Valley Community Planning Area encompasses approximately 2,418 net acres and is characterized as an urbanized community, in which the major components of existing land uses include (1) Commercial, (2) Residential, and (3) Industrial. Additionally, the proposed CPA is located within the Civita Specific Plan area, which is designated as Multi-Use under the community plan.

The Mission Valley Community Plan, as amended in May 2013, includes the following elements: Land Use, Transportation, Open Space, Development Intensity, Community Facilities, Conservation, Cultural and Heritage Resources, Urban Design, and Implementation. The goals and objectives of each of the elements that are relevant to the proposed CPA are identified below.

Land Use Element: The Land Use Element encourages the redevelopment of vacant lands to those of mixed/integrated use lands. This element encourages varied land development that provides amenities to residents such as recreation, shopping, employment, and cultural opportunities.

Transportation Element: The Transportation Element includes objectives and proposals to establish and maintain a balanced transportation system that encompasses the street system, public transit, parking and goods delivery, bikeways, and pedestrian circulation. An emphasis is placed on closing gaps and correcting various deficiencies in the surface street system that have hindered mobility through the planning area.

Open Space Element: The Open Space Element identifies three key components that make up the community's open space linkage system: the San Diego River, prominent hillsides, and parks and recreation. This element encourages the linkage of all three of the key components into a visually

and physically cohesive unit. A Hillside Review Overlay Zone is also established in this element, which guides development in these areas.

Development Intensity Element: The purpose of the Development Intensity Element is to establish guidelines for intensity of development due to the finite traffic capacity on the projected circulation system of the planning area. Development Intensity Districts are proposed to ensure compatibility between street carrying capacity and the maximum development intensity to enhance and maintain a high quality of life in the community.

Community Facilities Element: The Community Facilities Element identifies the community facilities in the planning area, which are to be maintained or expanded as needed while keeping an adequate level of service. This element's main objective is to maintain a high level of service for the full range of community facilities necessary in an urbanized area.

Conservation Element: The Conservation Element focuses on the conservation and protection of the following resources: air, water, land, and energy. Objectives, proposals, and design guidelines are outlined in this element to protect and enhance the quality of Mission Valley's air and water resources while conserving water, land, and energy resources.

Cultural and Heritage Resources: The Cultural and Heritage Resources Element includes objectives and proposals for the area's archaeological and historical sites, landmarks, and semipublic cultural facilities. Objectives include identification and preservation of archaeological and historical sites in the plan area.

Urban Design Element: The Urban Design Element identifies two functional categories that require special design considerations: (1) design protection areas, such as the San Diego River, hillsides, and landmarks, and (2) transportation corridors, including freeways, street systems, and light rail transit. Urban design in Mission Valley focuses on form and function of the community, which ties the community together.

Implementation Element: The Implementation Element recognizes that several issues and solutions to problems are unaddressed; therefore, this section provides guidance to put the entire plan into effect. Specific implementation mechanisms and responsibilities relating to public facilities financing, schools, transportation improvements phasing, and legislative implementation are covered.

City of San Diego Bicycle Master Plan

The City of San Diego Bicycle Master Plan provides a framework for making cycling a more practical and convenient transportation option for a wide variety of San Diegans with different riding purposes and skill-levels. The plan recommends projects, policies, and programs to assist the City in improving bicycle infrastructure, based on a bicycle needs analysis. The Bicycle Master Plan calls for, among other things, the maintenance and improvement of the bikeway network and roadways regularly used by bicyclists. Specific to the CPA, the Bicycle Master Plan does not identify the Serra Mesa Community Planning area as a priority location for proposed bicycle networks. Although not identified in the Bicycle Master Plan, the proposed CPA would allow bicycle lanes in either direction, connecting the Serra Mesa Community to the Civita mixed-use site via bicycle. This inclusion of bicycle infrastructure supports goals and policies presented in the Bicycle Master Plan.

City of San Diego Municipal Code

Zoning Ordinance: As shown in Figure 5.1-5, Zoning, the proposed CPA area is currently zoned by the City's Municipal Code as RS-1-7, single-family residential (maximum of 5,000-square-foot lots) (City of San Diego 2012). Current zoning would allow for a street connection as proposed under the CPA; therefore, rezoning of the site under the proposed CPA would not be required.

Noise Ordinances: The City has adopted a noise ordinance to control excessive noise generated in the City (City of San Diego 2010b). The allowable limits depend on the land use zone, time of day, and duration. The City has also adopted noise ordinances limiting construction-related noise. More information on City noise ordinances can be found in Section 5.4, Noise, of this PEIR.

Airport Land Use Compatibility Overlay Zone: The purpose of the Airport Land Use Compatibility Overlay Zone is to implement adopted airport land use compatibility plans (ALUCPs) in accordance with state law. The intent of these supplemental regulations is to ensure that new development located within an airport influence area is compatible with respect to airport-related noise, public safety, airspace protection, and aircraft overflight areas (City of San Diego 2013b).

The CPA is located within the Montgomery Field Airport Influence Area (AIA) – Review Area 2. The proposed CPA is also located within the Federal Aviation Administration's (FAA) Part 77 Airspace Protection Area (San Diego County ALUC 2010).

Properties located within Montgomery Field AIA – Review Area 2 are required to comply with the noise, safety, and airspace-protection compatibility requirements in Sections 132.1510 through 132.1520 of the City's Municipal Code. Additionally, properties located within the Montgomery

Field AIA's Aviation Easement and Overflight Notification Areas are required to dedicate aviation easements in accordance with Section 132.1530.

Montgomery Field Airport Land Use Compatibility Plan

Montgomery Field is located in Kearny Mesa, off Aero Drive between State Route 163 and Interstate 15. The airport is a general aviation airport and is classified as a "reliever airport" by FAA (San Diego County ALUC 2004). The predominant flow of traffic is north–south along the coast, and the predominant runway alignments are east–west. The CPA area is located south of Montgomery Field and is within the AIA – Review Area 2 (Figure 5.1-6). The AIA defines the boundaries for the ALUCP and consists of noise contours, safety zones, airspace protection surfaces, and overflight areas for Montgomery Field. ALUCPs are adopted by the San Diego County Regional Airport Authority, as the Airport Land Use Commission (ALUC), to establish land use compatibility requirements to protect the airport from incompatible land uses and provide the City with development criteria that would allow for the orderly growth of the area surrounding the airport. The latest Montgomery Field ALUCP was adopted on January 25, 2010, and amended on December 20, 2010. The principal compatibility concerns, as defined in the ALUCP, are related to noise, safety, airspace protection, and overflight (San Diego County ALUC 2010).

Multiple Species Conservation Program

The Multiple Species Conservation Program (MSCP) is part of a comprehensive habitat conservation planning program for southwestern San Diego County. A goal of the MSCP is to preserve a network of habitat and open space to protect biodiversity while allowing development in less-sensitive lands. Local jurisdictions, including the City, implement their portions of the MSCP through subarea plans, which describe specific implementing mechanisms.

The City's MSCP Subarea Plan was adopted in March 1997 (City of San Diego 1997). The MSCP Subarea Plan is a plan and process for the City to issue permits under the federal Endangered Species Act (FESA) (16 United Sates Code (U.S.C.) 1531 et seq.), California Endangered Species Act (CESA) (California Fish and Game Code Sections 2050–2116), and California Natural Communities Conservation Planning Act of 1991 (California Fish and Game Code Sections 2800–2835). The primary goal of the MSCP Subarea Plan is to conserve viable populations of sensitive species and to conserve biodiversity while allowing for reasonable economic growth.

"MSCP Covered" refers to species covered by the City's federal incidental take permit (ITP) issued pursuant to Section 10(a) of the FESA (16 U.S.C. 1539(a)(2)(A)). Under the FESA, an ITP is required when non-federal activities would result in "take" of a threatened or endangered species. A habitat conservation plan must accompany an application for a federal ITP. Take

authorization for federally listed wildlife species covered in the habitat conservation plan is generally effective upon approval of the habitat conservation plan.

As of April 20, 2010, the City may no longer rely on its federal ITP for authorization for incidental take of two vernal pool animal species and five plant species (seven vernal pool species). Development involving the take of these seven vernal pool species requires authorization from the U.S. Fish and Wildlife Service through the federal process until the City completes a new habitat conservation plan and enters into another implementing agreement for a new federal ITP for those species. Until the City's ITP for the seven vernal species is obtained, development that would involve take of any of the seven vernal pool species requires authorization from the U.S. Fish and Wildlife Service through the federal process.

The Multi-Habitat Planning Area (MHPA) consists of areas within which the permanent MSCP preserve would be assembled and managed for biological resources. Areas not located within the MHPA are available for development proposals. The MSCP identifies a 56,831-acre MHPA in the City for preservation of core biological resource areas and corridors targeted for preservation.

5.1.3 IMPACT

Issue 1: Would the proposed project require a deviation or variance, and the deviation or variance would in turn result in a physical impact on the environment?

According to the City's California Environmental Quality Act (CEQA) Significance Determination Thresholds (City of San Diego 2011b), land use compatibility impacts may be significant if the project would:

- Conflict with an adopted land use designation or intensity, causing indirect or secondary environmental impacts to occur (for example, development of a designated school or park site with a more intensive land use could result in traffic impacts).

The CPA area is designated as Low-Density Residential in the Serra Mesa Community Plan (City of San Diego 2011a) and Residential and Multiple Use in the General Plan's Land Use and Community Planning Element (City of San Diego 2008, 2010a). Zoning for the proposed CPA area is currently designated by the City's Municipal Code as RS-1-7. The proposed project is a Community Plan Amendment (CPA) of the Serra Mesa Community Plan that includes a street connection between Phyllis Place in Serra Mesa and the boundary of the Serra Mesa and Mission Valley communities.

The proposed CPA is also consistent with the Quarry Falls Specific Plan. Although the Quarry Falls Specific Plan's land use design and circulation plan does not include a road connection north to Phyllis Place, the Quarry Falls Specific Plan specifically indicates that it does not

preclude such a connection, since the connection would be consistent with the Transportation Element of the Mission Valley Community Plan. The Mission Valley Community Plan recommends providing a street connection between Friars Road and Phyllis Place, and although such a connection is currently not in the Serra Mesa Community Plan, the proposed CPA would resolve the conflict between the two community plans. No deviations or variances would be required.

5.1.4 SIGNIFICANCE OF IMPACT

The proposed CPA is not consistent with the current Serra Mesa Community Plan since the proposal is an amendment of the community plan. While there is no current or reasonably foreseeable proposal to construct a roadway, if the roadway were to be constructed in the future, a physical impact on the environment could result. The proposed CPA would not conflict with the adopted land use designations or lead to secondary impacts otherwise not addressed in this document. The CPA would instead resolve a conflict between two adjacent community plans. Therefore, it would have a less than significant impact.

5.1.5 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

5.1.6 IMPACT

Issue 2: Would the proposed project result in a conflict with the environmental goals, objectives, and recommendations of the community plan in which it is located?

According to the City's CEQA Significance Determination Thresholds (City of San Diego 2011b), land use compatibility impacts may be significant if the project would result in:

- Inconsistency/conflict with the environmental goals, objectives, or guidelines of a community or general plan.
- Substantial incompatibility with an adopted plan. For example: a rock crusher in a residential area would result in land use conflicts related to environmental consequences (i.e., noise), and environmental impacts would result. As a general rule, projects that are consistent with the zoning and compatible with surrounding uses should not result in land use impacts.
- Development or conversion of general plan or community plan designated open space or prime farmland to a more intensive land use.
- Significantly increase the base flood elevation for upstream properties, or construct in a Special Flood Hazard Area (SFHA) or floodplain/wetland buffer zone.

The proposed CPA area is designated as Low-Density Residential (five to nine units per net acre) in the Serra Mesa Community Plan (City of San Diego 2011a) and Residential in the General Plan's Land Use Element (City of San Diego 2010a). The Residential land use designation provides for areas of residential development at various specified densities throughout the City. The residential zones are intended to accommodate a variety of housing types to encourage the provision of housing for all citizens of San Diego (City of San Diego 2013b).

The Serra Mesa Community Plan has designated the south side of Phyllis Place as land suitable for low-density residential; however, a key concern is preserving the integrity of the single-family neighborhood to the west. If the roadway were to be constructed at some point in the future, the residential neighborhood to the west would be preserved. Additionally, it would provide an additional point of ingress and egress from Phyllis Place to Mission Center Road and Qualcomm Way by adding a connection to Franklin Ridge Road connecting to Via Alta within the Civita site. The proposed CPA would be consistent with the goal of providing a safe, balanced, and efficient transportation system in the Serra Mesa Community Plan area (City of San Diego 2011a).

The possible future implementation of the roadway connection would also include bicycle and pedestrian access facilities. These features would be compatible with the proposal for bicycle routes in the Transportation Element of the Serra Mesa Community Plan by increasing connectivity to the community bikeway system and the bicycle route systems in adjoining communities (City of San Diego 2011a), as well as priorities in the City's General Plan and Bicycle Master Plan. In addition, the General Plan's goal of "an interconnected street system that provides multiple linkages within and between communities" would be fulfilled, as the proposed CPA would include street, bicycle, and pedestrian linkages between the edge communities of Serra Mesa and Mission Valley (City of San Diego 2008).

The Serra Mesa Community Plan includes environmental guidelines with respect to steep slopes and development. The proposed CPA area is located in an area with steep slopes on the western and eastern sides of the site. As discussed in Section 7.3, Geological Conditions, measures have been provided to ensure that slope stability would be maintained during implementation of the proposed CPA; no significant impacts would occur regarding slope stability with mitigation incorporated.

The proposed CPA's consistency with pertinent environmental goals, policies, and recommendations are provided in Table 5.1-1, Proposed Project's Consistency with the City of San Diego 2008 General Plan; and Table 5.1-2, Proposed Project's Consistency with the Serra Mesa Community Plan. The land use consistency analysis takes several factors into consideration. Overall, as shown in the consistency tables provided, the proposed CPA would

implement and uphold the goals, policies, guidelines, and recommendations contained within the existing City of San Diego General Plan, the Serra Mesa Community Plan, and the Mission Valley Community Plan.

5.1.7 SIGNIFICANCE OF IMPACT

An analysis was completed to ensure that the proposed CPA would implement and uphold the applicable goals, policies, guidelines, and recommendations contained within the existing General Plan, Serra Mesa Community Plan, and the Mission Valley Community Plan. This analysis is provided in Table 5.1-1, and Table 5.1-2, and demonstrates that the proposed CPA would not result in a significant impact due to an inconsistency or conflict with the General Plan or the Serra Mesa Community Plan. Impacts would be less than significant.

5.1.8 MITIGATION, MONITORING, AND REPORTING

No mitigation measures are required.

5.1.9 IMPACT

Issue 3: Would the proposed 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?

According to the City's CEQA Significance Determination Thresholds (City of San Diego 2011b), land use compatibility impacts may be significant if the proposed project would:

- Be inconsistent or conflict with adopted environmental plans for an area (for example, a use incompatible with the MSCP for development within the MHPA would fall into this category).

As described in Section 5.5, Biological Resources, the proposed CPA area is within the boundaries of the MSCP, and within the City's MSCP Subarea Plan area; however, it is not located within the MHPA. Additionally, the proposed CPA area has not been identified as a strategic preserve. Therefore, implementation of the plan amendment would not conflict with the provisions of the MSCP or associated MHPA. Additionally, implementation of mitigation measures provided in Section 5.5, Biological Resources, would mitigate impacts to sensitive biological resources to a less-than-significant level. Therefore, the proposed CPA would not be inconsistent with the MSCP or any other adopted environmental plan. Refer to Section 5.5 for additional discussion related to the City's MSCP.

5.1.10 SIGNIFICANCE OF IMPACT

The CPA area is not located within the City's MHPA boundaries. The CPA would not result in a significant impact due to an inconsistency or conflict with the City's MSCP Subarea Plan and any applicable MHPA Adjacency Guidelines, or conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project, as the site is not designated as a strategic preserve. Impacts would be less than significant.

5.1.11 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

5.1.12 IMPACT

Issue 4: Would the proposed project physically divide an established community?

As analyzed in Section 5.1.6, above, the proposed CPA would include a street connection located in proximity to regional roadways and freeways (I-805) that, if constructed, would provide a direct connection between the Serra Mesa and Mission Valley community planning areas. Serra Mesa and Mission Valley are currently somewhat divided at the location of the CPA area due to intervening topography and steep slopes. As such, proposed CPA would include a street connection between two adjacent communities, and would not divide an existing community, thus implementing the General Plan goal of providing an interconnected street system that provides multiple linkages within and between communities.

5.1.13 SIGNIFICANCE OF IMPACT

The proposed CPA would not result in the division of an established community; impacts would be less than significant.

5.1.14 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

5.1.15 IMPACT

Issue 5: Would the proposed project result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan (ALUCP)?

According to the City's CEQA Significance Determination Thresholds (City of San Diego 2011b), land use compatibility impacts may be significant if the proposed project would result in the following:

- Incompatible uses as defined in an ALUCP or inconsistency with an airport's Comprehensive Land Use Plan as adopted by the ALUC to the extent that the

inconsistency is based on valid data. CEQA, Sections 21096 and 15154, requires this land use/health and safety analysis. For additional information, consult the California Airport Land Use Planning Handbook (Caltrans 2011) or the applicable Comprehensive Land Use Plan:

- Brown Field (adopted September 21, 1981; amended October 4, 2004)
- Montgomery Field (adopted July 27, 1984; amended October 4, 2004)
- MCAS Miramar (adopted 1977; amended September 28, 1990; amended September 25, 1992; amended October 4, 2004)
- Lindbergh Field (adopted February 28, 1992; amended April 22, 1994; amended October 4, 2004)

The Montgomery Field ALUCP defines the proposed CPA area as being located outside the noise contours (60 decibels community noise equivalent level) and outside the airport's AIA – Review Area 1, which consists of locations where noise and safety concerns are pertinent to new development. The proposed CPA area is located within AIA – Review Area 2, which is limited to overflight and airspace factors (see Figure 5.1-6, Airport Influence Zones). Therefore, the proposed CPA is subject to additional criteria as specified in Section 5.1.2, as well as requirements for determinations by FAA and the San Diego County Regional Airport Authority, as the ALUC.

The proposed CPA would not include construction of vertical structures that may conflict with overflight zones or land uses established within the Montgomery Field ALUCP, and would not require a change to air station flight operations, approach minimums, or departure routes. Additionally, the proposed CPA would not interfere with aircraft communications systems, navigation systems, or other electrical systems. Furthermore, the implementation of the proposed CPA does not propose reflective lighting that would interfere with aircrew vision, and does not include development uses that would attract birds or waterfowl such as landfills, feed stations, or certain types of vegetation. For the above-stated reasons, the CPA would not conflict with the ALUCP for Montgomery Field.

5.1.16 SIGNIFICANCE OF IMPACT

The CPA would not result in land uses that are not compatible with an adopted ALUCP; impacts would be less than significant.

5.1.17 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

Table 5.1-1
Proposed Project's Consistency with the City of San Diego 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Proposed Project Consistency/ Inconsistency
Land Use and Community Planning Element			
B. General Plan Land Use Categories Goal	Land use categories and designations that remain consistent with the General Plan land use categories as community plans are updated and/or amended.	The proposed CPA does not propose to change land use categories or designations. The proposed project is a CPA to the Serra Mesa Community Plan.	The proposed CPA is consistent with this goal.
Policy LU-B.2	Identify a more refined street system that is included in the General Plan Land Use and Streets Map through the community plan update and amendment process.	The proposed CPA would add a street connection that would alter the community's street system.	The proposed CPA is consistent with this policy.
C. Community Planning Goal V	Community plans that are kept consistent with the future vision of the General Plan through comprehensive updates or amendments.	The proposed CPA would be consistent the future vision of the area.	The proposed CPA is consistent with this goal.
Policy LU-C.1.c	Maintain consistency between community plans and the General Plan, as together they represent the City's comprehensive plan. In the event of an inconsistency between the General Plan and a community plan, action must be taken to either: (1) amend the community plan, or (2) amend the General Plan in a manner that is consistent with the General Plan's guiding principles.	The amendment to the Serra Mesa Community Plan would provide consistency between the Serra Mesa Community Plan and the Mission Valley Community Plan.	The proposed CPA is consistent with this policy.
Policy LU-C.2.f	Establish a mobility network to effectively move workers and residents.	The proposed CPA would enhance the existing mobility network by including a street connection for the communities of Serra Mesa and Mission Valley.	The proposed CPA is consistent with this policy.
Policy LU-C.5.c	Concurrently update plans of contiguous planning areas in order to comprehensively address common opportunities such as open space systems or the provision of public facilities and common constraints such as traffic congestion.	The proposed CPA would include a street connection between Serra Mesa and Mission Valley. The current Mission Valley Community Plan designated the proposed project site for multiple use development, allowing for a relatively large scale real estate project. The Quarry Falls Specific Plan addressed the large scale development of the proposed project area.	The proposed CPA is consistent with this policy.

Table 5.1-1
Proposed Project's Consistency with the City of San Diego 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Proposed Project Consistency/ Inconsistency
		According to the Traffic Impact Assessment (2015), the proposed CPA, when constructed in the future, would alleviate traffic congestion and improve community access in the Serra Mesa community and the Mission Valley community.	
D. Plan Amendment Process Goal I	Approve plan amendments that better implement the General Plan and community plan goals and policies.	The proposed CPA would implement General Plan policies for interconnectivity between communities.	The proposed CPA is consistent with this goal.
Policy LU-D.1	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.	The proposed CPA would change the adopted street classification and functional street system roadway maps.	The proposed CPA is consistent with this policy.
Policy LU-D.3	Evaluate all plan amendment requests through the plan amendment initiation process and present the proposal to the Planning Commission or City Council for consideration.	The proposed CPA was initiated by City Council Resolution 304297 and through the approval process will meet these procedural requirements.	The proposed CPA is consistent with this policy.
Policy LU-D.12	Evaluate specific issues that were identified through the initiation process, whether the proposed amendment helps achieve long-term community goals, as well as any additional community-specific amendment evaluation factors.	The proposed CPA would include a street connection to achieve long-term community goals. It would solve an inconsistency between the Serra Mesa Community Plan and the Mission Valley Community Plan.	The proposed CPA is consistent with this policy.
Policy LU-H.6	Provide linkages among employment sites, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle network.	The proposed CPA to include a street connection would, if constructed, provide a street system, pedestrian, and bicycle components that would enhance these networks and provide linkages among employment sites, housing, and villages.	The proposed CPA is consistent with this policy.

Table 5.1-1
Proposed Project's Consistency with the City of San Diego 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Proposed Project Consistency/ Inconsistency
Environmental Justice Goal I	Improve mobility options and accessibility in every community.	The proposed CPA would include a street connection between two communities, increasing the mobility options and accessibility in Serra Mesa and Mission Valley.	The proposed CPA is consistent with this goal.
Policy LU-I.7	Treat all people fairly with respect to the development, adoption, implementation, and enforcement of transportation policies, plans, and projects.	A traffic report has been prepared for the proposed CPA that analyzes the implementation of the CPA transportation-related impacts on the adjacent communities and residences.	The proposed CPA is consistent with this policy.
Policy LU-I.11	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.	The proposed CPA, if implemented, would increase circulation options for the Serra Mesa and Mission Valley communities, particularly linking the community of Serra Mesa to the Civita site, which upon buildout would provide a mix of local goods and services to both communities. The Civita site incorporates access points to high-quality transit services, which would become more-readily/easily available to those living in the community of Serra Mesa.	The proposed is consistent with this policy.
Mobility Element			
A. Walkable Community Goal II	Create a safe and comfortable pedestrian environment.	The proposed CPA would include a street connection. Sidewalks would be included as part of the possible future implementation of the roadway, as well as a landscape buffer between the sidewalk and road for a safe and comfortable pedestrian linkage to the surrounding communities.	The proposed CPA is consistent with this goal.
A. Walkable Community Goal III	A complete, functional, and interconnected pedestrian network that is accessible to pedestrians of all abilities.	The proposed CPA would include a street connection that if implemented would include sidewalks, would serve as a pedestrian facility that	The proposed CPA is consistent with this goal.

Table 5.1-1
Proposed Project's Consistency with the City of San Diego 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Proposed Project Consistency/ Inconsistency
		would link the communities of Serra Mesa and Mission Valley.	
A. Walkable Community Goal IV	Greater walkability achieved through pedestrian-friendly street, site, and building design.	The proposed CPA would include a street connection that if implemented would be designed to address pedestrian needs by providing pedestrian facilities such as sidewalks along the roadway extension.	The proposed CPA is consistent with this goal.
Policy ME-A.6	Work toward achieving a complete, functional, and interconnected pedestrian network. a. Ensure that pedestrian facilities such as sidewalks, trails, bridges, pedestrian-oriented and street lighting, ramps, stairways, and other facilities are implemented as needed to support pedestrian circulation. 1. Close gaps in the sidewalk network. 2. Provide convenient pedestrian connections between land uses, including shortcuts where possible. 3. Design grading plans to provide convenient and accessible pedestrian connections from new development to adjacent uses and streets. b. Link sidewalks, pedestrian paths, and multipurpose trails into a continuous regionwide network where possible. e. Routinely accommodate pedestrian facilities and amenities into private and public plans and projects.	The proposed CPA would include a street connection. The future implementation of the proposed CPA would close the gaps in the sidewalk network connecting the communities of Serra Mesa and Mission Valley. This street connection, including pedestrian facilities would be linked to the Civita site.	The proposed CPA is consistent with this policy.
C. Street and Freeway System Goal I	A street and freeway system that balances the needs of multiple users of the public right-of-way.	The proposed CPA, if constructed, would provide a balance within the street system for the geographic area, as future implementation would include a sidewalk and bicycle access.	The proposed CPA is consistent with this goal.

Table 5.1-1
Proposed Project's Consistency with the City of San Diego 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Proposed Project Consistency/ Inconsistency
C. Street and Freeway System Goal II	An interconnected street system that provides multiple linkages within and between communities.	The proposed CPA resolves a conflict between two community plans and includes a street connection that would provide a linkage between the communities.	The proposed CPA is consistent with this goal.
C. Street and Freeway System Goal III	Vehicle congestion relief.	The proposed CPA, if implemented, would relieve vehicle congestion in other areas of the communities; specific areas of vehicle congestion relief are discussed in the traffic report (see Appendix C) and *Section 5.2, Traffic and Transportation*, of this PEIR.	The proposed CPA is consistent with this goal.
Policy ME-C.1	Identify the general location and extent of streets, sidewalks, trails, and other transportation facilities and services needed to enhance mobility in community plans. a. Protect and seek dedication or reservation of right-of-way for planned transportation facilities through the planning and development review process. b. Implement street improvements and multimodal transportation improvements as needed with new development and as areas redevelop over time. c. Identify streets or street segments where special design treatments are desired to achieve community goals. e. Increase public input in transportation decision making, including seeking input from multiple communities where transportation issues cross community boundaries.	The Mission Valley Community Plan identifies the need for a street connection at the I-805 and Phyllis Place to Mission Center Road and Qualcomm Way; the proposed CPA to the Serra Mesa Community Plan includes a street connection and, if implemented in the future, a street would include automobile, pedestrian, and bicycle access to meet multimodal improvement standards. The residents of the Serra Mesa and Mission Valley community planning areas have been included in the public review process and solicited for review and comments on the PEIR for this project. Additionally, a public scoping meeting was held February 7, 2012, and the proposed project will be presented to the Serra Mesa Community Planning Group and the Mission Valley Community Planning Group.	The proposed CPA is consistent with this policy.
Policy ME-C.2	Provide adequate capacity and reduce congestion for all modes of transportation on the street and freeway system.	A traffic report has been prepared for the implementation of the proposed CPA that analyzes the project's transportation-related impacts on the	The proposed CPA is consistent with this policy.

Table 5.1-1
Proposed Project's Consistency with the City of San Diego 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Proposed Project Consistency/ Inconsistency
		adjacent communities and residences. The proposed project would include a CPA to the Serra Mesa Community Plan that would include a street connection that, if constructed, would alleviate community congestion, provide necessary emergency access points, and provide linkages for pedestrians, bicyclists, and motorists for the communities of Serra Mesa and Mission Valley.	
Policy ME-C.3	Design an interconnected street network within and between communities that includes pedestrian and bicycle access while minimizing landform and community character impacts.	The proposed CPA would include a street connection linking the communities of Serra Mesa and Mission Valley. Impacts to community character and landform would be limited, since the surrounding area includes homes, streets, and a church.	The proposed CPA is consistent with this policy.
Policy ME-C.2.a	Identify locations where the connectivity of street networks could be improved though the community plan update and amendment process, the Regional Transportation Plan update process, and discretionary project review.	The proposed CPA identifies a location to connect street networks between two communities.	The proposed CPA is consistent with this policy.
E. Transportation Demand Management Goal III	Expanded travel options and improved personal mobility.	The proposed CPA would include a street connection that, if constructed, would provide additional mobility options, including street connections and pedestrian and bicycle amenities.	The proposed CPA is consistent with this goal.
F. Bicycling Goal I	A city where bicycling is a viable travel choice, particularly for trips of less than 5 miles.	The proposed CPA would include a street connection that, if constructed, would increase bicycle connections, particularly connecting the communities of Serra Mesa and Mission Valley.	The proposed CPA is consistent with this goal.
F. Bicycling Goal II	A safe and comprehensive local and regional bikeway network.	The proposed CPA would include a street connection that, if constructed, would enhance the local and regional bikeway network by	The proposed CPA is consistent with this goal.

Table 5.1-1
Proposed Project's Consistency with the City of San Diego 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Proposed Project Consistency/ Inconsistency
		providing a bikeway connection through Serra Mesa and Mission Valley.	
F. Bicycling Goal III	Environmental quality, public health, recreation, and mobility benefits through increased bicycling.	The proposed CPA would include a street connection that, if constructed, would benefit the community through the provision of bicycle lanes.	The proposed CPA is consistent with this goal.
Policy ME-K.4	Determine necessary transportation improvements to serve new development at the community plan level and, where necessary, at the project level.	The proposed CPA would include a street connection that, if constructed, is a transportation improvement to the street system that would serve the existing and planned development.	The proposed CPA is consistent with this policy.
Urban Design Element			
Policy UD-A.2	Use open space and landscape to define and link communities. a. Link villages, canyons, open space and other destinations together by connecting them with trail systems, bikeways, landscaped boulevards, formalized parks, and/or natural open space, as appropriate.	The proposed CPA would include a street connection that, if constructed, would link the communities of Serra Mesa and Mission Valley.	The proposed CPA is consistent with this policy.
B. Distinctive Neighborhoods and Residential Design Goal VI	Pedestrian connections linking residential areas, commercial areas, parks, and open spaces.	The proposed CPA would include a street connection that, if constructed, would connect various land use areas, creating linkages between the Serra Mesa and Mission Valley communities.	The proposed CPA is consistent with this goal.
Policy UD-B.5	Design or retrofit streets to improve walkability, strengthen connectivity, and enhance community identity. a. Design or retrofit street systems to achieve high levels of connectivity within the neighborhood street network that link individual subdivisions/projects to each other and the community. b. Avoid closed-loop subdivisions and extensive cul-de-sac systems, except where the street layout is dictated by	The proposed CPA would include a street connection that, if constructed, would: a. Link the current and future development in the community of Mission Valley to the community of Serra Mesa. b. Prevent the Civita site from being a closed-loop subdivision.	The proposed CPA is consistent with this policy.

Table 5.1-1
Proposed Project's Consistency with the City of San Diego 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Proposed Project Consistency/ Inconsistency
	the topography or the need to avoid sensitive environmental resources. c. Design open-ended cul-de-sacs to accommodate visibility and pedestrian connectivity, when development of cul-de-sacs is necessary. d. Emphasize the provision of high-quality pedestrian and bikeway connections to transit stops/stations, village centers, and local schools. e. Design new streets and consider traffic calming where necessary to reduce neighborhood speeding. f. Enhance community gateways to demonstrate neighborhood pride and delineate boundaries. g. Clarify neighborhood roadway intersections through the use of special paving and landscape. h. Develop a hierarchy of walkways that delineate village pathways and link to regional trails. i. Discourage use of walls, gates, and other barriers that separate residential neighborhoods from the surrounding community and commercial areas.	c. Not include cul-de-sac elements. d. Facilitate pedestrian and bicycle connections. e. Not applicable. f. Provide a gateway from Serra Mesa to Mission Valley and vice versa. h. Not applicable. g. Clarify roadway intersections associated with the proposed project though the use of landscaping. i. Create a linkage between the communities of Serra Mesa and Mission Valley. No gates, walls, or other barriers will be used.	
Policy UD-C.6	Design project circulation systems for walkability. a. Extend existing street grid patterns into development within existing fine-grained neighborhoods. b. Design a grid or modified-grid internal project street system, with sidewalks and curbs, as an organizing framework for development in village centers. c. Provide pedestrian shortcuts through the developments to connect destinations where the existing street system has long blocks or circuitous street patterns. d. Use pedestrian amenities, such as curb extensions and textured paving, to delineate key pedestrian crossings.	The proposed CPA would include a street connection between the communities of Serra Mesa and Mission Valley. This connection, if constructed, would remove connectivity barriers between the two areas. In addition, bicycle and pedestrian facilities would increase walkability in the area and accommodate pedestrian activity. The proposed project would also maximize the public viewshed of Mission Valley, as seen from Serra Mesa.	The proposed CPA is consistent with this policy.

Table 5.1-1
Proposed Project's Consistency with the City of San Diego 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Proposed Project Consistency/ Inconsistency
	e. 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. f. Lay out streets to take advantage of and maximize vistas into public viewsheds. g. Share and manage commercial, residential, and public parking facilities where possible to manage parking for greater efficiency (see also Mobility Element, Section G). h. Incorporate design features that facilitate transit service along existing or proposed routes, such as bus pullout areas, covered transit stops, and multimodal pathways through projects to transit stops.		
Policy UD-C.7	Enhance the public streetscape for greater walkability and neighborhood aesthetics.	The proposed CPA would include a street connection to encourage greater walkability. Additionally, the implementation of the proposed CPA would provide additional ingress and egress to the adjacent Civita site, which would improve circulation in the immediate area and provide greater access throughout.	The CPA is consistent with this policy.
Conservation Element			
Policy CE-G.1	Preserve natural habitats pursuant to the MSCP, preserve rare plants and animals to the maximum extent practicable, and manage all City-owned native habitats to ensure their long-term biological viability.	The proposed CPA, if implemented, would require mitigation prior to construction for impacts to the MSCP in the form of payment to the City of San Diego's Habitat Acquisition Fund, which is required for projects that impact sensitive habitats within the MSCP as indicated in Section 5.5, Biological Resources.	The proposed project is consistent with this policy.
Policy CE-G.2	Prioritize, fund, acquire, and manage open spaces that preserve important ecological resources and provide habitat connectivity.	The proposed project, if implemented, would be require mitigation prior to construction to provide payment to the City of San Diego's Habitat	The proposed project is consistent with this policy.

Table 5.1-1
Proposed Project's Consistency with the City of San Diego 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Proposed Project Consistency/ Inconsistency
		Acquisition Fund as indicated in Section 5.5, Biological Resources.	

Table 5.1-2
Proposed Project's Consistency with the Serra Mesa Community Plan

Goal/Recommendation Number	Goal/Objective/Proposal	Proposed Project	Proposed Project Conformance/ Nonconformance
Parks and Recreation Element			
Goals	To develop pedestrian and bicycle linkages connecting open space, neighborhood and community parks, schools, and shopping facilities.	The proposed CPA, if implemented, would include pedestrian and bicycle linkages.	The CPA is in conformance with this goal.
Proposals – Fire Protection	Evaluation of fire protection should be continued to assure adequate coverage in the community.	The proposed CPA, if implemented, would provide additional fire protection access and exit points.	The proposed CPA is in conformance with this proposal.
Proposals – Police Protection	The present response time should be continually evaluated. Police emphasis should be placed on protection of the community. Crime prevention, community relations, and crime-inhibiting design programs should be emphasized both in residential and in commercial/industrial areas.	The proposed CPA, if implemented, would provide additional police protection access and exit points.	The proposed CPA is in conformance with this proposal.
Transportation Element			
Proposals – Streets and Highways	Hillside and canyon views should be preserved when new streets are constructed.	The proposed CPA, if implemented, would not include any buildings or objects to obstruct views from Phyllis Place looking out to Mission Valley.	The proposed CPA is in conformance with this proposal.

Table 5.1-2
Proposed Project's Consistency with the Serra Mesa Community Plan

Goal/Recommendation Number	Goal/Objective/Proposal	Proposed Project	Proposed Project Conformance/ Nonconformance
	Street widening and other improvements should be minimized and compatibility with the total landscape should be assured.	The proposed CPA, if implemented, would be constructed for compatibility with the landscape and hillside, avoiding unnecessary width expansions.	The proposed CPA is in conformance with this proposal.
Proposals – Bicycle Routes	A community bikeway system should be designed as shown on the Bikeways Map. This system should be developed so as to adequately serve the major bicycle traffic generators identified in the Plan and connect with the bicycle route systems in adjoining communities.	The proposed CPA, if implemented, would include a bicycle facilities that would link Serra Mesa to the community of Mission Valley.	The proposed CPA is in conformance with this proposal.
	Means of improving transportation linkages and lessening the impact of motorized vehicular traffic on the environment should be considered. Two possibilities are the "bicycle park-bus ride" and "piggy back" bicycle-bus transportation concepts.	The proposed CPA, if implemented, would improve transportation linkages for bicycles in the Serra Mesa and Mission Valley Communities	The proposed CPA is in conformance with this proposal.
Environmental Management Element			
Goal	To manage the physical, biotic, and socioeconomic environment of the community in the context of the San Diego region to ensure improved quality of life, respect the environmental constraints, and preserve community resources for all residents and succeeding generations.	The proposed CPA, if implemented, includes pedestrian and bicycle facilities that respect the site's environmental constraints.	The proposed CPA is in conformance with this goal.
Proposals	Open space should be preserved and hillsides conserved by rigorous development controls, as shown on the accompanying map. Open space and hillside conservation areas are limited to slopes of 25% or greater, that poses potential risks to development, and are otherwise environmentally sensitive.	The proposed CPA would include slope stability measures that would be implemented as part of the proposed project design.	The proposed CPA is in conformance with this proposal.
	Any public improvements such as road, drainage channels, and utility services or any lessee development should be compatible with open space objectives. Public road improvements within open space areas are often not feasible due to the steep terrain and habitat preservation requirements; therefore, unimproved public road easements located within open space areas should be	The proposed CPA would include a street connection that would not occur on open space. .	The proposed CPA is in conformance with this proposal.

Table 5.1-2
Proposed Project's Consistency with the Serra Mesa Community Plan

Goal/Recommendation Number	Goal/Objective/Proposal	Proposed Project	Proposed Project Conformance/ Nonconformance
	vacated and remain unbuilt. No through roads should be permitted to traverse designated open space.		
Objective – Physical Environment – Urban Design	To preserve and enhance the physical environment, visual appearance, safety, identity, and character of the Serra Mesa community through aesthetic improvement and careful urban design.	This proposed CPA would include a street connection. No buildings or other actions are proposed that would impact the safety, identity, and character of the Serra Mesa and Mission Valley communities.	The proposed CPA is in conformance with this objective.
Proposal – Physical Environment – Urban Design	Diversity within neighborhoods should be encouraged to improve "sense of place" by varying the type of street surfaces, sidewalks, lights, signs and other street furniture, innovative yet tasteful remodeling, and individually distinctive landscaping.	The proposed CPA, if implemented, would include sidewalks and landscaping to create a sense of place.	The proposed CPA is in conformance with this proposal.

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Figure 5.1-1 Existing Land Uses

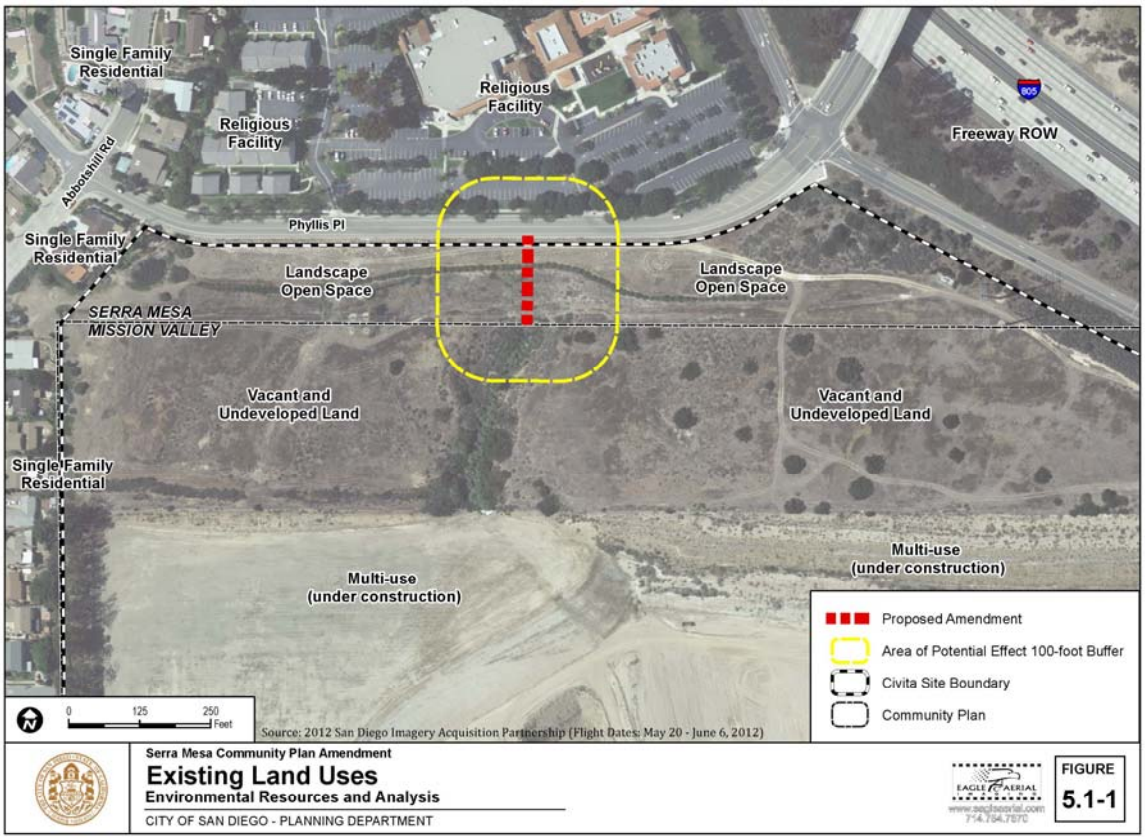

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Figure 5.1-2 General Plan Land Use Designations

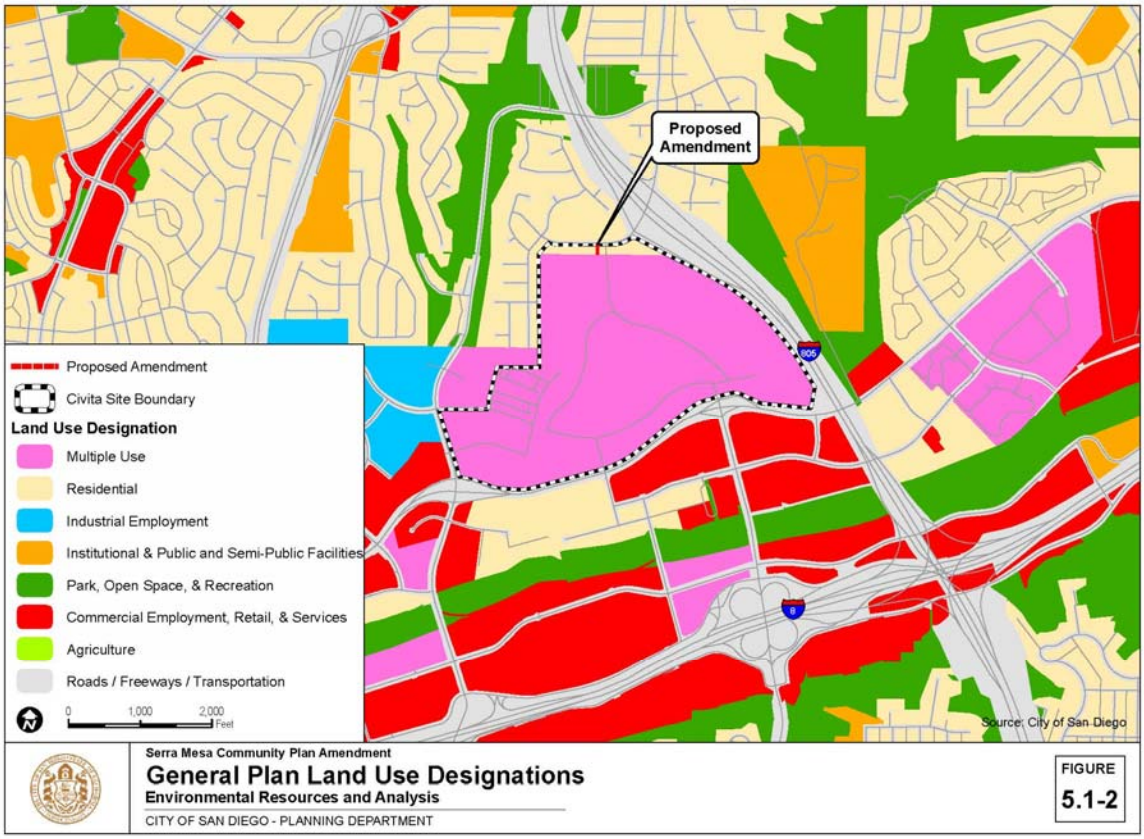

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Figure 5.1-3 Community Plan Areas

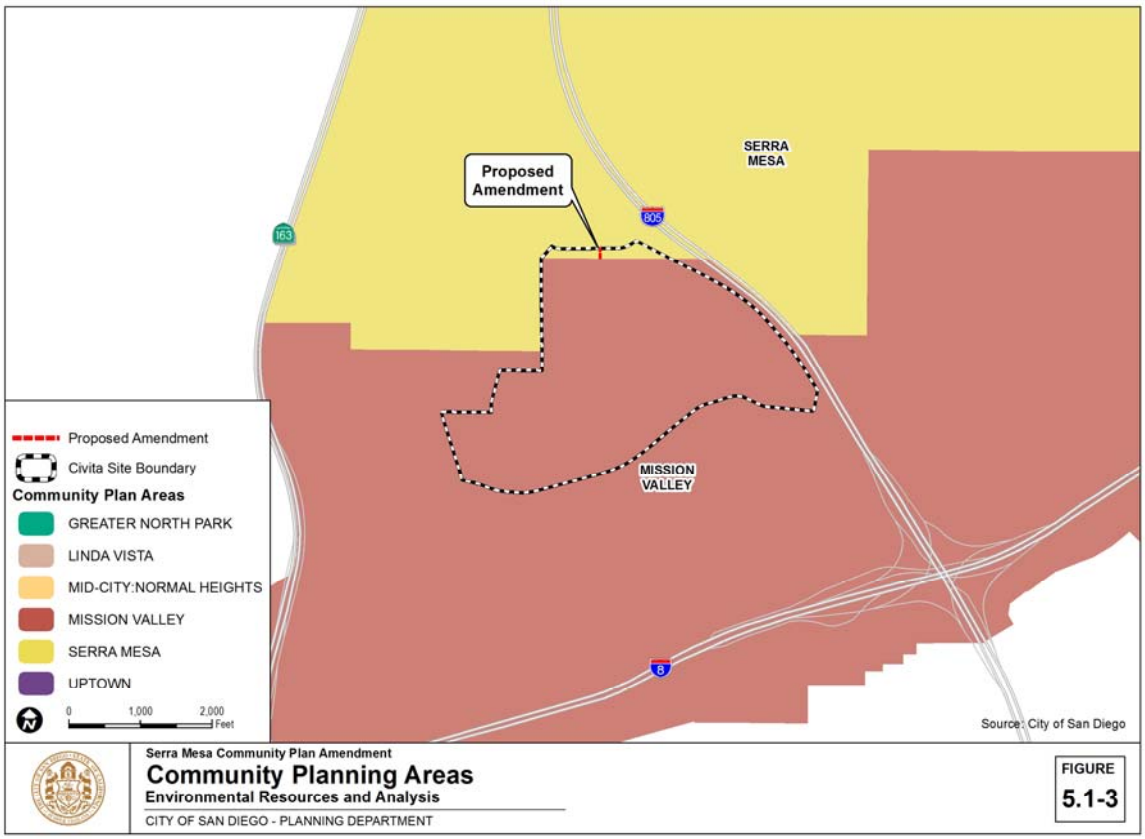

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Figure 5.1-4 Serra Mesa and Mission Valley Community Planning Areas

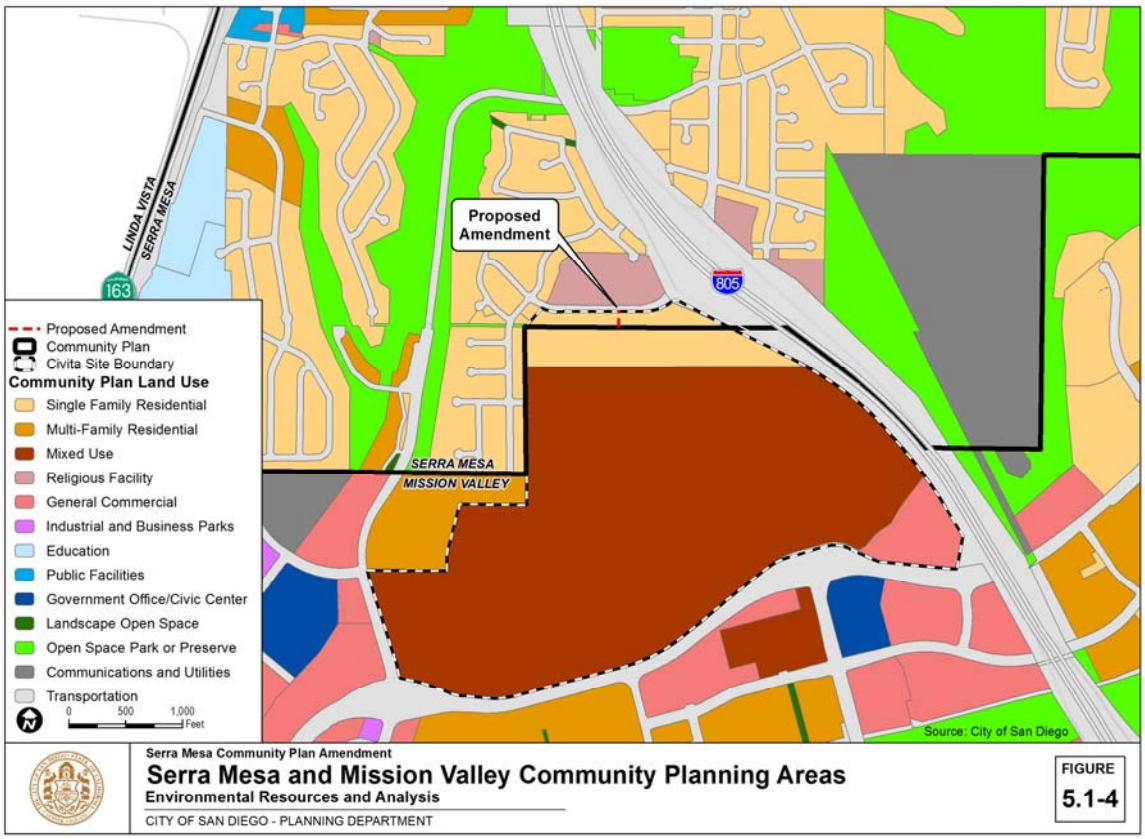

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Figure 5.1-5 Zoning

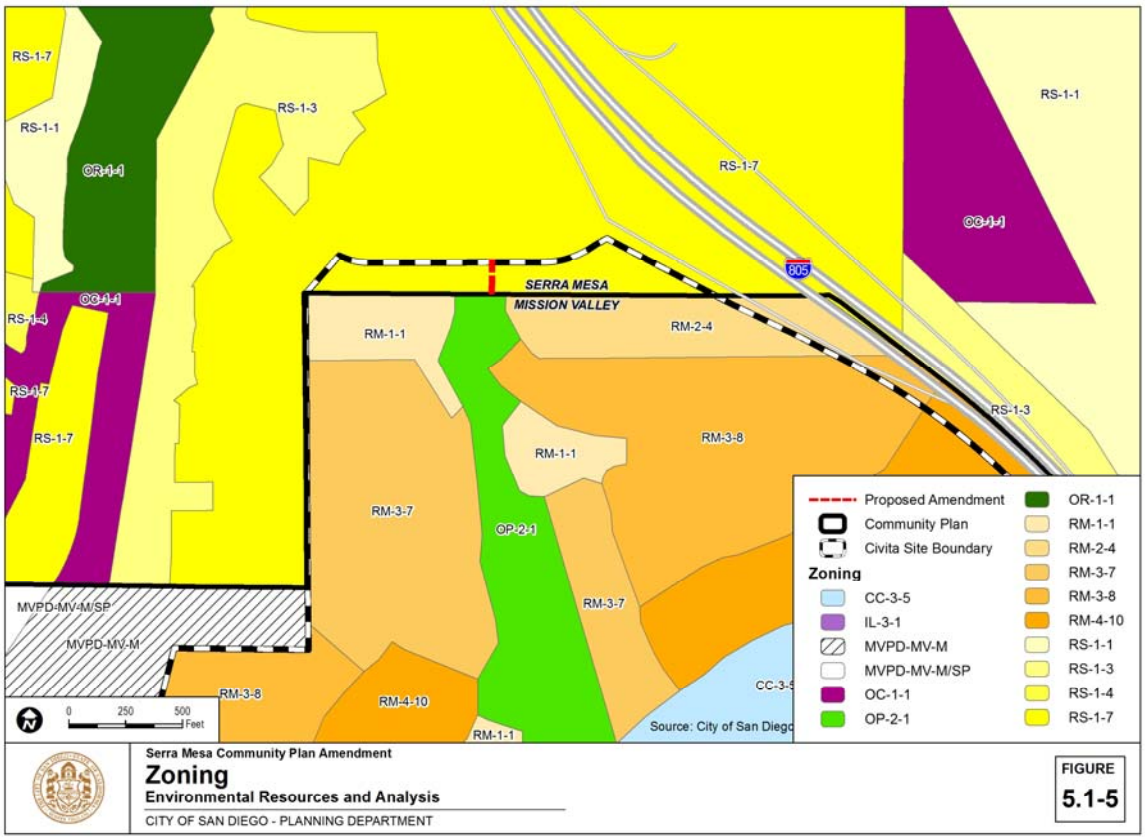

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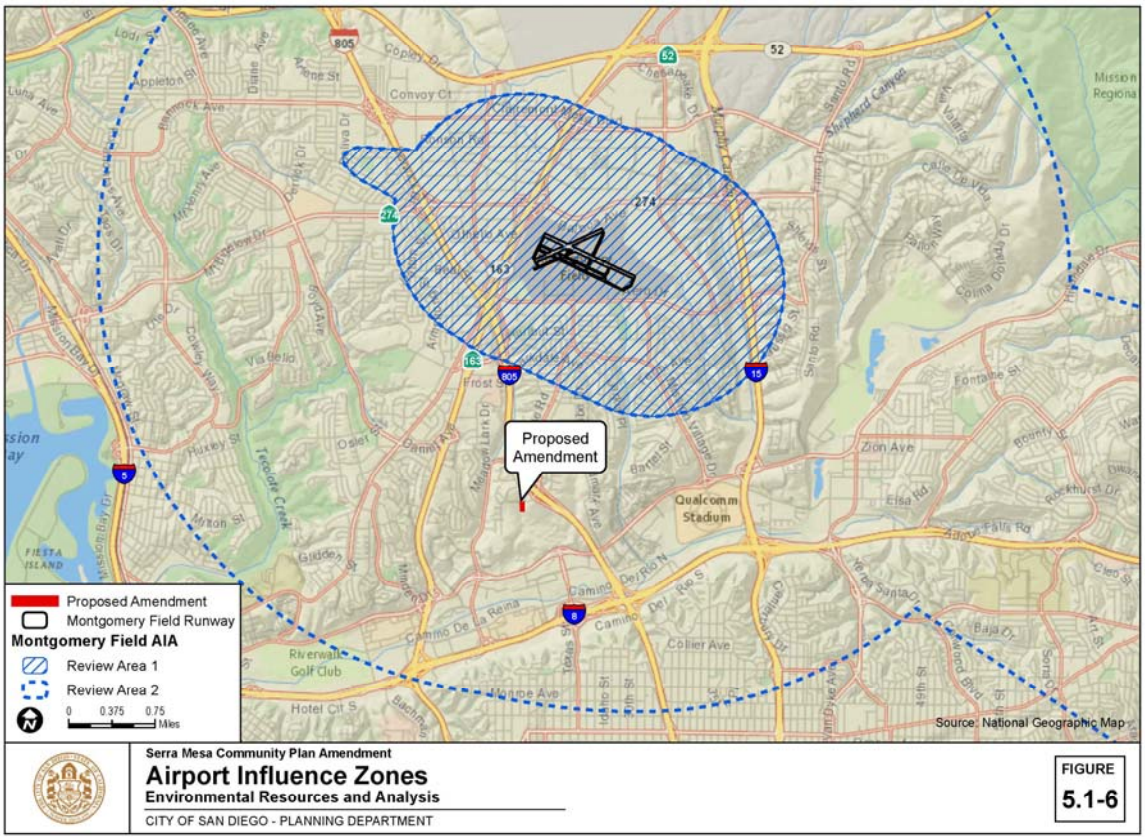
Figure 5.1-6 Airport Influence Zones



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5.2 TRANSPORTATION/CIRCULATION AND PARKING

5.2.1 INTRODUCTION

The following discussion summarizes the *Franklin Ridge Road Connection Traffic Impact Study* (traffic study) prepared by KOA Corporation in January 2015 for the Serra Mesa Community Plan Amendment Street Connection (CPA) (KOA Corporation 2015). The complete study is included as Appendix C of this PEIR.

The proposed project is an amendment to the Serra Mesa Community Plan to include a street connection. The City has not funded the construction of the road, designated a Capital Improvement Project to construct the road, and has not identified funding for the road construction in the Public Facilities Financing Plan for Serra Mesa. Given the unknown timeframe for the future implementation of the road, this programmatic EIR focuses on the secondary effects that can be expected to follow from the proposed CPA should a street connection be proposed. The traffic study examined the cumulative effects that the proposed CPA would have on the circulation systems of Mission Valley and Serra Mesa.

The traffic study was completed using a plan-to-ground comparison. In a plan-to-ground comparison, the baseline condition is the existing condition at the time the Notice of Preparation for a project is issued (in this case January 23, 2012). The traffic study determined cumulative traffic impacts by comparing the existing 2012 conditions, without the road connection, to the future build-out conditions (Long-Term), with the road connection, and applying the City of San Diego's guidelines for significance. The traffic study also identified potential mitigation measures for each identified impact.

The traffic study area that was analyzed consists of 30 roadway segments, 24 intersections, 3 freeway mainline segments, and 2 metered freeway ramps. The area is bordered generally by Aero Drive to the north, Rio San Diego Drive to the south, and Mission Center Road and Northside Drive to the west and east respectively, as shown in Figure 5.2-1, Proposed Amendment Study Area. The traffic study also addressed effects on emergency and community access and effects on transit, bicycle, and pedestrian activities in the proposed project area.

Proposed Project Area

The following intersections, roadway and freeway segments, and metered freeway ramps were analyzed in the traffic study:

Intersections

1. Friars Road and River Run Road
2. Friars Road and Fenton Parkway
3. Friars Road and Northside Drive
4. Mission Center Road and Murray Ridge Road/Phyllis Place
5. Mission Center Road and Aquatera Drive
6. Mission Center Road and Mission Valley Road (Civita Boulevard)
7. Mission Center Road and Westside Drive (Mission Center Driveway)
8. Mission Center Road and Friars Road Eastbound (EB) ramps
9. Mission Center Road and Friars Road Westbound (WB) ramps
10. Mission Center Road and Mission Center Court
11. Aero Drive and Sandrock Road
12. Murray Ridge Road and Sandrock Road
13. Murray Ridge Road and Pinecrest Avenue
14. I-805 Northbound (NB) ramps and Murray Ridge Road
15. I-805 Southbound (SB) ramps and Phyllis Place
16. Qualcomm Way and Friars Road EB ramps
17. Qualcomm Way and Friars Road WB ramps
18. Qualcomm Way and Rio San Diego Drive
19. Rio San Diego Drive and Rio Bonito Way

Future Intersections

1. Phyllis Place and Franklin Ridge Road
2. Via Alta and Franklin Ridge Road
3. Via Alta and Civita Boulevard (previously named Quarry Falls Boulevard)
4. Civita Boulevard and Russell Park Way (Gill Village Drive)
5. Qualcomm Way and Civita Boulevard

Roadway Segments

1. Civita Boulevard between Mission Center Road and Via Alta
2. Civita Boulevard between Via Alta and Russel Park Way
3. Civita Boulevard between Russel Park Way and Qualcomm Way
4. Civita Boulevard between Qualcomm Way and Franklin Ridge Road intersections
5. Franklin Ridge Road between Via Alta and Civita Blvd
6. Franklin Ridge Road between Via Alta and Phyllis Place
7. Friars Road between Mission Center Road and Qualcomm Way
8. Friars Road between Qualcomm Way and River Run Road
9. Friars Road between River Run Road and Fenton Parkway
10. Friars Road between Fenton Parkway and Northside Drive
11. Mission Center Road between Hazard Center Drive and Friars Road
12. Mission Center Road between Friars Road to Westside Drive (Mission Center Driveway)
13. Mission Center Road between Westside Drive (Mission Center Driveway) and Mission Valley Road
14. Mission Center Road between Mission Valley Road and Aquatera Drive
15. Mission Center Road between Aquatera Drive and Murray Ridge Road
16. Murray Ridge Road between I-805 NB Ramps and Mission Center Road
17. Murray Ridge Road between Mission Center Road and Pinecrest Avenue
18. Murray Ridge Road between Pinecrest Avenue and Sandrock Road
19. Phyllis Place between Abbotshill Road and Franklin Ridge Road
20. Phyllis Place between Franklin Ridge Road and I-805 SB ramps
21. Phyllis Place between I-805 SB ramps and I-805 NB ramps
22. Qualcomm Way between Civita Boulevard and Friars Road WB ramps
23. Qualcomm Way between Friars Road WB ramps and Friars Road EB ramps
24. Qualcomm Way between Friars Road EB ramps and Rio San Diego Drive
25. Rio San Diego Drive between Qualcomm Way and Rio Bonito Way
26. Russel Park Way between Civita Boulevard and Friars Road

27. Sandrock Road between Murray Ridge Road and Aero Drive
28. Via Alta between Franklin Ridge Road and Civita Boulevard
29. Via Alta between Civita Boulevard and Westside Drive (Mission Center Driveway)
30. Westside Drive (Mission Center Driveway) between Mission Center Road and Via Alta

Freeway Mainline Segments

I-805

1. SR-163 to Mesa College Drive
2. Mesa College Drive to Phyllis Place
3. Phyllis Place to I-8

Metered Freeway On-Ramps

I-805 at Phyllis Place SB On-Ramp

I-805 at Phyllis Place NB On-Ramp

Study Scenario

Traffic conditions were analyzed for the following study scenarios:

- **Existing (2012) Conditions –** This traffic scenario provides traffic conditions at the project area intersections, roadway segments, and freeway ramps under the existing conditions at the time the Notice of Preparation for a roadway connection project was issued (January 23, 2012).
- **Long-Term Conditions with Road Connection –** This traffic scenario provides projected traffic volumes and an assessment of operating conditions under long-term conditions described in the previous paragraph with the addition of the road connection. The long-term impacts of the road connection on future traffic conditions were then identified.

Analysis Methodology

Intersection Capacity Analysis

The traffic analyst used the 2010 Highway Capacity Manual (HCM) methodology for signalized intersections to determine the operating levels of service (LOS) of the study intersections

(Transportation Research Board 2010). The HCM methodology describes the operation of an intersection using a range of LOS. LOS is a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, with the least congested operating conditions, to LOS F, with the most congested operating conditions. LOS E represents "at-capacity" operations. Operations are designated as LOS F when volumes exceed capacity, resulting in stop-and-go conditions.

The LOS calculations analyze a signalized intersection's operation based on average control delay per vehicle. Control delay includes the initial decelerations delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections is calculated using Synchro analysis software and is correlated to an LOS designation, as shown in Table 5.2-1, Intersection LOS and Delay Ranges.

Table 5.2-1
Intersection LOS and Delay Ranges

	Delay (seconds/vehicle)	
LOS	*Description*	*Signalized Intersections*
A	Operations with very low delay. This occurs when progression is extremely favorable, and most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	≤ 10.0
B	Operations with generally good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	> 10.0 to ≤ 20.0
C	Operations with higher delays, which may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	> 20.0 to ≤ 35.0
D	Operations with high delay, resulting from some combination of unfavorable progression, long cycle lengths, or high volumes. The influence of congestions becomes more noticeable, and individual cycle failures are noticeable.	> 35.0 to ≤ 55.0
E	Operations are at the limit of acceptable delay. Individual cycle failures are frequent occurrences.	> 55.0 to ≤ 80.0
F	Operations are at excessively high delay, considered unacceptable to most drivers. This condition often occurs when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay.	> 80.0

Source: Transportation Research Board 2010.

Roadway Segments

The roadway segment analysis of the project area is based on roadway classifications and capacity thresholds defined in the City of San Diego Traffic Impact Study Manual (TISM). Roadway segment LOS volume thresholds provide the basis for evaluation of roadway

segment performance. The analysis of roadway segment LOS is based on the daily segment volumes capacity ratio (V/C) for each roadway. The roadway segment LOS criteria are included in Table 5.2-2, LOS Thresholds for Roadway Segments.

Table 5.2-2
LOS Thresholds for Roadway Segments

Street Classification	LOS Average Daily Traffic				
	A	*B*	*C*	*D*	*E*
Freeway (8 lanes)	60,000	84,000	120,000	140,000	150,000
Freeway (6 lanes)	45,000	63,000	60,000	70,000	80,000
Freeway (4 lanes)	30,000	42,000	60,000	70,000	80,000
Expressway (6 lanes)	30,000	42,000	60,000	70,000	80,000
Primary Arterial (6 lanes)	25,000	35,000	50,000	55,000	60,000
Major Arterial (6 lanes)	20,000	28,000	40,000	45,000	50,000
Major Arterial (4 lanes)	15,000	21,000	30,000	35,000	40,000
Collector (4 lanes)	10,000	14,000	20,000	25,000	30,000
Collector (4 lanes) (no center lane) Collector (2 lanes) (continuous left-turn lane)	5,000	7,000	10,000	13,000	15,000
Collector (2 lanes) (no fronting property)	4,000	5,500	7,500	9,000	10,000
Collector (2 lanes) (commercial-industrial fronting)	2,500	3,500	5,000	6,500	8,000
Collector (2 lanes) (multifamily)	2,500	3,500	5,000	6,500	8,000
Sub-Collector (2 lanes) single-family	___	___	2,200	___	___

Source: Appendix C.

Freeway Segment Level of Service

Freeway segment LOS and performance is based upon procedures developed by the California Department of Transportation (Caltrans) District 11, which are derived from the 2010 HCM. The procedure for determining freeway LOS involves calculating a peak-hour V/C ratio. The resulting V/C is then compared to the ranges of V/C values corresponding to the various LOS for each facility classification, as shown in Table 5.2-3, Freeway Segment LOS Definitions.

Table 5.2-3
Freeway Segment LOS Definitions

LOS	V/C	Congestion/Delay	Traffic Description
A	<0.41	None	Free flow.
B	0.42 – 0.62	None	Free to stable flow, light to moderate volumes.
C	0.63-0.79	None to Minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted.
D	0.80-0.92	Minimal to Substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver.

E	0.93-1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor.
F	>1.00	Considerable	Forced or breakdown. Delay measured in average flow, travel speed (miles per hour). Signalized segments experience delays >60.0 seconds/vehicle

Source: Transportation Research Board 2010.

Freeway Ramp Operations

Ramp metering analyses to calculate delays at the project area freeway on-ramps were conducted based upon procedures outline in the SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region. Ramp meter delays were calculated by dividing the Excess Ramp Demand (Ramp Demand – Ramp Meter Rate) by the most restrictive meter rate provided by Caltrans, and multiplying the result by 60 minute/hour (Delay=Excess Demand/Ramp Meter Rate x 60 minutes/hour). Ramp queue lengths are calculated by multiplying the Excess Ramp Demand by the average car length of 29 feet.

5.2.2 EXISTING CONDITIONS

The existing transportation facilities surrounding the project site consist of state and city roadways, transit services, pedestrian amenities, and a bicycle network.

Existing Roadway Network

The traffic analyst conducted a field investigation of the existing roadway and freeway segments, intersections, arterials, and metered freeway ramp conditions for this project. Traffic signal operations, number of lanes, parking, and other factors that may affect the capacity of the roadways were identified and included in the analysis. The principal roadways in the project area are described briefly below. The description includes the physical characteristics, adjacent land uses, and classification of these roadways.

Friars Road is an east–west regionally significant arterial that runs from the Navajo community to the east, where it becomes Mission Gorge Road, and heads east into Santee and west to Sea World Drive in Mission Bay. Friars Road provides direct access to Qualcomm Stadium, Hazard Center, and Fashion Valley Mall. Within the proposed project area, Friars Road functions as a six-lane Expressway from Frazee Road to River Run Road, and a six-lane Prime Arterial from River Run Road to Northside Drive. Friars Road has a horizon year ultimate classification of a six-lane Expressway from Frazee Road to the I-15 freeway per the Mission Valley Community Plan (City of San Diego 2013). There is no parking on Friars Road within the project area. Friars Road has Class II bike lanes. The speed limit is 50 miles per hour (mph).

Mission Center Road is a north–south arterial that connects the Serra Mesa Community to Friars Road and eventually to I-8. It functions as a four-lane Major Arterial between Mission Center Court and Friars Road with an ultimate classification of a six-lane Major roadway. Mission Center Road then functions as a five-lane Major Arterial between Friars Road and Mission Valley Road. From Mission Valley Road to Sevan Court (approximated at Aquatera Drive), Mission Center Road functions as a four-lane Major roadway, which is its ultimate classification. Lastly, Mission Center Road then continues north as a three-lane Collector from Sevan Court to the I-805 overpass and a two-lane Collector with no fronting property to Murray Ridge Road with an ultimate classification along this segment of a four-lane Collector. Mission Center Road provides access to the project site, and the speed limit is 35 mph. Parking is prohibited along Mission Center Road. Mission Center Road has Class II bike lanes and a local bus route, #928.

Phyllis Place/Murray Ridge Road runs in a northeasterly direction. Currently, it functions as a two-lane Collector from Abbots Hill Road to Pinecrest Avenue. Its ultimate classification in the Serra Mesa Community Plan (2011a) is a four-lane Major roadway. Murray Ridge Road provides the Serra Mesa Community access to I-805 and Mission Valley via Mission Center Road. Parking currently exists on both sides for the majority of Phyllis Place and Murray Ridge Road. Murray Ridge Road also has Class II bike lanes and a local bus route, #928.

Qualcomm Way runs north–south from I-8 to Friars Road and provides direct access to the Civita development project site. The roadway functions as a six-lane Major roadway, which is also its ultimate classification. Raised medians and left-turn lanes at signalized intersections are provided. Parking along Qualcomm Way is prohibited. The roadway provides Class II bike lanes in both directions and the speed limit is 40 mph.

Rio San Diego Drive runs east–west parallel to Friars Road, ultimately feeding back into Friars Road along cross streets. The roadway functions as a four-lane Major roadway, which is also its ultimate classification per the Mission Valley Community Plan (City of San Diego 2013). Rio San Diego Drive has two lanes in each direction, a two-way left-turn lane, and a center median at Qualcomm Way. Parking is permitted along both sides of Rio San Diego Drive within the project area, from Qualcomm Way to Rio Bonito Way. Rio San Diego Drive does not have any bicycle facilities within the project area and does not serve any local bus routes.

Sandrock Road runs north–south connecting the community of Serra Mesa to the community of Kearny Mesa at Aero Drive. The roadway functions as a two-lane Collector with a continuous center turn lane. Sandrock Road has an ultimate classification of a four-lane Major street per the Serra Mesa Community Plan (2011a). There are no existing bus routes that travel along Sandrock Road within the project area. Parking is permitted on both sides of the street and Class II buffered bike lanes currently exist along both sides of the roadway. The roadway provides

road and driveway access to residents within the project area. The posted speed limit of Sandrock Road from Murray Ridge Road to Aero Drive is 35 mph.

Civita Boulevard runs east–west and services the Civita project with two lanes in each direction and a center median. At the time the existing conditions analysis for the traffic study was developed, Civita Boulevard was just being constructed.

Existing Traffic Conditions

Existing Traffic Volumes

Traffic operations at the intersections, roadway segments, and freeway ramps identified above were assessed under the existing conditions analysis in the traffic study. To determine the existing traffic volumes at the study intersections, intersection movement counts were taken on a typical weekday during the morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 p.m. to 6:00 p.m.) peak periods in May 2011. Average daily traffic (ADT) volumes were also collected along the study roadway segments over a 24-hour period during the months of May and June in 2011. Additional ADT counts were taken in June 2013 to verify and confirm that the counts taken in 2011 were still valid. Existing peak-hour traffic volumes and existing ADT volumes, including the comparison between the 2011 and 2013 counts, are included in Appendix C.

Intersection Capacity Analysis

The study intersections were analyzed under existing conditions to assess how each operates in weekday morning and evening peak hours. The existing morning and evening peak-hour LOS of the study intersections based on the existing peak-hour intersection volumes and existing intersection geometry are shown in Table 5.2-4, Existing Peak-Hour Intersection LOS.

Table 5.2-4
Existing Peak-Hour Intersection LOS

Intersection	Peak	Existing Conditions	
		Delay (sec.)	*LOS*
1. Friars Rd and River Run Rd	AM	10.8	B
	PM	14.6	B
2. Friars Rd and Fenton Pkwy	AM	20.8	C
	PM	24.1	C
3. Friars Rd and Northside Dr	AM	17.1	B
	PM	43.4	D
4. Mission Center Rd and Murray Ridge Rd/Phyllis Pl	AM	29.6	C
	PM	29.5	C
5. Mission Center Rd and Aquatera Dr	AM	16.0	B

Table 5.2-4
Existing Peak-Hour Intersection LOS

Intersection	Peak	Existing Conditions	
		Delay (sec.)	*LOS*
	PM	15.7	B
6. Mission Center Rd and Mission Valley Rd (Civita Blvd)	AM	19.0	B
	PM	22.1	C
7. Mission Center Rd and Westside Dr (Mission Ctr. Drwy)	AM	16.6	B
	PM	17.1	B
8. Mission Center Rd and Friars Rd/EB ramps	AM	8.5	A
	PM	12.6	B
9. Mission Center Rd and Friars Rd/WB ramps	AM	9.1	A
	PM	11.3	B
10. Mission Center Rd and Mission Center Crt	AM	13.9	B
	PM	23.5	C
11. Aero Dr and Sandrock Rd	AM	8.6	A
	PM	7.7	A
12. Murray Ridge Rd and Sandrock Rd	AM	17.6	B
	PM	17.6	B
13. Murray Ridge Rd and Pinecrest Ave	AM	13.8	B
	PM	14.0	B
14. Murray Ridge Rd and I-805 NB ramp	AM	8.8	A
	PM	10.0	A
15. Murray Ridge Rd and I-805 SB ramp	AM	14.0	B
	PM	19.8	B
16. Qualcomm Way and Friars Rd EB ramp	AM	10.8	B
	PM	10.4	B
17. Qualcomm Way and Friars Rd WB ramp	AM	19.0	B
	PM	20.4	C
18. Qualcomm Way and Rio San Diego Dr	AM	12.5	B
	PM	21.0	C
19. Rio San Diego Dr and Rio Bonito Wy	AM	14.6	B
	PM	15.4	B

Source: Appendix C.

As shown in Table 5.2-4, all 19 study intersections are currently operating at an acceptable LOS D or better during the morning and evening peak hours.

Roadway Segment Analysis

Table 5.2-5, Existing Roadway Segments LOS, shows the LOS of all roadway segments in the project area under existing conditions.

Table 5.2-5
Existing Roadway Segments LOS

Roadway	Segment	Existing Conditions				
		Lanes/ Functional Class	*Capacity*	*ADT*	*V/C*	*LOS*
Friars Road	Mission Center Rd to Qualcomm Way	6E	80,000	33,219	0.415	B
	Qualcomm Way to Rio Bonito Way	6E	80,000	36,466	0.456	B
	Rio Bonito Way to Northside Drive	6P	60,000	34,886	0.581	B
Mission Center Road	Hazard Center Drive to Friars Road	4M	40,000	20,827	0.521	B
	Friars Road to Mission Center Driveway (Westside Dr)	5M	45,000	22,759	0.506	B
	Mission Center Driveway (Westside Dr) to Mission Valley Road	5M	45,000	20,013	0.445	B
	Mission Valley Road to Aquatera Dr	4M	40,000	9,035	0.226	A
	Aquatera Dr to Murray Ridge Road	2C NF	10,000	9,035	0.904	E
Murray Ridge Road	I-805 NB ramp to Mission Center Road	2C CL	15,000	17,441	1.163	F
	Mission Center Road to Pinecrest Avenue	2C CL	15,000	14,074	0.938	E
	Pinecrest Avenue to Sandrock Road	2C CL	15,000	9,502	0.633	C
Phyllis Place	Abbotshill Road to I-805 SB ramp	2C NF	10,000	2,420	0.242	A
	I-805 SB ramp to I-805 NB ramp	2C CL	15,000	10,770	0.718	D
Qualcomm Way	Civita Boulevard to Friars Road WB ramp	6M	50,000	1,858	0.037	A
	Friars Road WB ramp to Friars Road EB ramp	6M	50,000	9,367	0.187	A
	Friars Road EB ramp to Rio San Diego Drive	6M	50,000	14,050	0.281	A
Rio San Diego Drive	Qualcomm Way to Rio Bonito Way	4C	30,000	18,420	0.614	C
Sandrock Road	Murray Ridge Road to Aero Drive	2C CL	15,000	10,686	0.712	D

Abbreviations:
2C CL: 2-lane Collector with a continuous left-turn lane.
2C NF: 2-lane Collector with no fronting property.
4C: 4-lane Collector.
4M: 4-lane Major Street.
5M: 5-lane Major Street.
6E: 6-lane Expressway.
6P: 6-lane Prime Arterial
ADT: Average daily traffic
LOS: Level of service
V/C: Volume-to-capacity
Source: Appendix C.

As shown in Table 5.2-5, all roadway segments currently operate at an acceptable LOS D or better, except the following:

- Mission Center Road between Aquatera Drive and Murray Ridge Road (LOS E)
- Murray Ridge Road between I-805 NB ramp and Mission Center Road (LOS F)
- Murray Ridge Road between Mission Center Road and Pinecrest Avenue (LOS E).

Freeway Mainline Segment Analysis

Table 5.2-6, Existing Freeway Mainline Segment LOS Analysis, displays the freeway mainline segment LOS analysis for I-805 under existing conditions.

Table 5.2-6
Existing Freeway Mainline Segment LOS Analysis

Segment	Peak Hour	LOS E Capacity	PHV	V/C	LOS
I-805 Northbound					
SR-163 to Mesa College Drive On-Ramp	AM	11,200	10,294	0.916	D
	PM	11,200	5,180	0.463	B
Mesa College Drive On-Ramp to Murray Ridge Rd.	AM	11,200	11,625	1.038	F
	PM	11,200	5,866	0.524	B
Murray Ridge Rd. to I-8	AM	11,200	11,834	1.057	F
	PM	13,000	5,972	0.533	B
I-805 Southbound					
SR-163 to Mesa College Drive On-Ramp	AM	11,200	4,454	0.398	A
	PM	11,200	10,177	0.909	D
Mesa College Drive On-Ramp to Murray Ridge Rd.	AM	11,200	5,044	0.450	B
	PM	11,200	11,526	1.029	F
Murray Ridge Rd. to I-8	AM	11,200	5,135	0.395	A
	PM	13,000	11,734	0.903	D

Notes:
LOS = Level of service; PHV = Peak Hour Volume ((ADT)(K)(D)/(Truck Factor)); V/C = volume-to-capacity (Peak Hour Volume/Capacity)
Source: *Appendix C*.

As shown in Table 5.2-6, currently, the following freeway segments do not operate at an acceptable LOS D or better:

- I-805 North from Mesa College Drive On-Ramp to Murray Ridge Rd. (LOS F (AM))
- I-805 North from Murray Ridge Rd. to I-8 (LOS F (AM))
- I-805 South from Mesa College Drive On-Ramp to Murray Ridge Road (LOS F (PM))

Freeway Ramp Meter Analysis

Ramp meter analysis was conducted on I-805 SB and NB ramps at Murray Ridge Road. The most restrictive ramp meter rates were provided by Caltrans in January 2015. The existing ramp meter analysis under existing conditions is summarized in Table 5.2-7, Existing Conditions Ramp Meter Operations.

Table 5.2-7
Existing Conditions Ramp Meter Operations

Ramp Location	Meter Rate[1] (veh/hr)[2]	Demand (veh/hr)	Excess Demand (veh/hr)	Delay (min)[3]	Queue (feet)[4]
AM Peak Hour					
Murray Ridge – I-805 NB ramp	851	299	0	0	0
Murray Ridge – I-805 SB ramp	691	309	0	0	0
Murray Ridge – I-805 SB ramp (HOV)[5]	691	34	0	0	0
PM Peak Hour					
Murray Ridge – I-805 NB ramp	691	350	0	0	0
Murray Ridge – I-805 SB ramp	691	520	0	0	0
Murray Ridge – I-805 SB ramp (HOV)	691	58	0	0	0

Notes: 1. Meter rate is based on the most restrictive meter rate provided by Caltrans in January 2015; 2. Veh/hr = Vehicles per hour ; 3. Delay = (demand – meter rate)/meter rate * 60 minutes/hour; 4. Queue = excess demand * 25 feet/vehicle; 5. HOV = High-occupancy vehicle.
Source: *Appendix C.*

As shown in Table 5.2-7, under existing conditions, there is no observed delay or queue on any of the existing ramps because the ramp meter rates are greater than the vehicle demand rates.

Existing Transit

Transit opportunities in the project vicinity include bus service and the trolley. Numerous bus routes serve the Mission Valley area. The Metropolitan Transit System (MTS) provides bus service to the Mission Valley area. These bus lines provide access to the area as well as transfer opportunities to and from locations outside of the area. Mission Valley is served primarily by bus routes 6, 14, and 18 (bus routes 14 and 18 are new routes, replacing service previously provided by the re-routed bus route 13 and the eliminated bus route 18). Bus route 6 operates every 30 minutes and routes 14 and 18 operate every 45 minutes. In addition, bus routes 20, 25, 41, and 298 make limited stops in Mission Valley (KOA Corporation 2015).

The MTS Light Rail Transit (LRT) runs through Mission Valley connecting Old Town and Downtown San Diego with Qualcomm Stadium, San Diego State University, and cities to the east. This system further connects downtown San Diego to the San Diego/Mexico border and as far east as Santee. Extension of the system is planned for a northerly route to the University of California at San Diego and to University Towne Center in the next few years.

Within Mission Valley, the trolley service runs parallel to and all along Friars Road with stops located at Fashion Valley Transit Center, Mission Center Road/Hazard Center Drive, Mission Valley Center, Qualcomm Way (Rio Vista West), Fenton Parkway, and Qualcomm Stadium. The stop closest to Civita is located at Rio Vista West, less than 2,000 feet from Civita's southern border. Pedestrian access to the Rio Vista West trolley station will occur via the sidewalks along Qualcomm Way.

Pedestrian and Bicycle Circulation

Pedestrian facilities are provided as sidewalks and multi-use trails throughout Mission Valley. Bicycle opportunities are provided by bikeways. The City has three classifications for bikeways: Class I (Bike Path or Trail), Class II (Bike Lane), and Class III (Bike Route). A Class I bike path/trail is designated along Friars Road west of Fashion Valley Road; a Class II bike lane is provided along Friars Road east of Fashion Valley Road. Additionally, there are Class II bike lanes along Mission Center Road and Qualcomm Way. Class I paths for both pedestrians and bicyclists have been developed within the San Diego River open space corridor. The Mission Valley Bike System connects to the bike systems of neighboring communities' bike systems, including through the San Diego River Trail (KOA Corporation 2015).

5.2.3 IMPACTS

Issue 1: Would the proposed road connection result in an increase in projected traffic, which is substantial in relation to the existing traffic load and capacity of the street system?

Issue 2: Would the proposed road connection result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp?

Issue 3: Would the proposal result in traffic generation in excess of specific community plan allocation?

The significance of impacts for each study scenario were determined based on the peak-hour intersection analysis, daily roadway segment analysis, freeway mainline segment analysis, and ramp meter analysis, as identified by City of San Diego California Environmental Quality Act (CEQA) Significance Determination Thresholds (City of San Diego 2011b).

The City's CEQA Significance Determination Thresholds document (City of San Diego 2011b) identifies significant impacts if one of the following criteria is met:

- The addition of trips generated by the proposed land use results in a change in operating conditions from acceptable to deficient.
- When a roadway segment is operating at deficient service levels, the addition of trips generated by the proposed land use results in a change in V/C ratio of more than 2% (0.02) for LOS E and 1% (0.01) for LOS F when compared to the no project condition.
- For intersections, an increase in delay of more than 2.0 seconds at LOS E or 1.0 second at LOS F results in a significant impact.
- For freeway segments, an increase in the V/C ratio of more than 0.010 for LOS E or 0.005 for LOS F results in a significant impact.
- For ramp metering, if the delay in the base condition is greater than 15 minutes, an increase in delay of 2.0 minutes at a location where the freeway operates at LOS E or an increase in delay of 1.0 minute at a location where the freeway operates at LOS F results in a significant impact.

Table 5.2-8, City of San Diego Traffic Impact Significance Thresholds, summarizes the City's significance thresholds for project traffic impacts.

Table 5.2-8
City of San Diego Traffic Impact Significance Thresholds

	Allowable Change Due to Project Impact					
	Freeways		*Roadway Segments*		*Intersections*	*Ramp Metering*
LOS with Project	*V/C*	*Speed (mph)*	*V/C*	*Speed (mph)*	*Delay (seconds)*	*Delay (minutes)*
E (or ramp meter delays above 15 minutes)	0.010	1.0	0.02	1.0	2.0	2.0
F (or ramp meter delays above 15 minutes)	0.005	0.5	0.01	0.5	1.0	1.0

Long-Term Conditions

To determine the cumulative impacts on the roadway system associated with the CPA, future community build-out conditions were developed based on build-out land use and network assumptions within the Mission Valley and Serra Mesa Community Plan areas and superimposed on the SANDAG 2035 regional model. The model was calibrated to accurately reflect future conditions and was further refined to include approved or pending projects within the proposed

project area that may not be accounted for in the future year model volumes. t. Table 5.2-9 provides a list of the approved or pending projects, including data related to their associated trip generation.

Table 5.2-9
Approved or Pending Projects

Project Title	ADT	Status
Hazard Center Redevelopment, Community Plan Amendment	949 (net)	Approved, but not constructed
A-1 Storage, Community Plan Amendment	231	Constructed
Emma Road, Community Plan Amendment	—	Approved, but not constructed
River Park at Mission Gorge, Community Plan Amendment	26,736	Approved, but not constructed
Centerpointe at Grantville, Community Plan Amendment	7,021	Approved, but not constructed
Shawnee Master Plan, Community Plan Amendment	6,793	In review

Cumulative impacts for the long-term conditions were determined by comparing existing 2012 conditions, without the road connection, to build-out conditions with the road connection. Significance was determined and applicable mitigation measures were proposed to reduce potential significant impacts that came out of the with road connection analysis.

Future Roadway Network

The long-term conditions represent the roadway network at build-out condition, including several roadways associated with the Civita project. Regionally, the SR-163 Friars Road interchange improvements will have been constructed and operational as well as the Hazard Center Drive roadway extension. The primary roads within the network described previously will have the same characteristics. The Civita project will accommodate bicycle travel along roadways and trails. Class II bikeways will be located on Quarry Falls Boulevard, Russel Park Way, Via Alta, Franklin Ridge Road, and Qualcomm Way. Bike lanes will connect to the regional San Diego bike trail system to provide bicycle commuting and recreational use opportunities. The principal roadways that have been added or extended within the project area since the existing conditions (2012) are described briefly below. The description includes the physical characteristics, adjacent land uses, and classification of these roadways.

Civita Boulevard is an east–west four-lane Major roadway that will provide vehicular, pedestrian, and bicycle connection between Mission Center Road on the west and Qualcomm Way on the east. A center median runs along the entirety of Civita Boulevard. Parallel parking and Class II bike lanes will occur on both sides of the roadway.

Franklin Ridge Road (from Civita Boulevard to Via Alta) will provide north–south travel through Civita as a modified two-lane Collector road with a center median. For analysis purposes, the roadway was classified as a two-lane Major street. Franklin Ridge Road begins at the eastern terminus of Civita Boulevard and travels north. Franklin Ridge Road is then designed to meet at the north end of the Civita development with Via Alta. Parking will be prohibited on both sides of Franklin Ridge Road and it is planned to have Class II bike lanes.

Russell Park Way provides access into Civita from Friars Road for right-turn in/right-turn out only movements. It will enter Civita as a modified two-lane Collector constructed with a center median. For analysis purposes, the roadway was classified as a two-lane Major street. Class II bike lanes will be provided on both sides of the street that connect to existing bike lanes on Friars Road.

Via Alta runs in a north–south direction, travelling through Civita as a modified two-lane collector. A center median runs along Via Alta. For analysis purposes, the roadway was classified as a two-lane Major street. It begins at Westside Drive and continues north until it meets with Franklin Ridge Road at the north end of the Civita development. Class II bike lanes are planned along Via Alta and parking is prohibited along both sides of the roadway.

Westside Drive runs in an east–west direction parallel to Civita Boulevard and connects Mission Center Road and Via Alta, providing additional vehicular and pedestrian circulation. Westside Drive is a two-lane Collector without a center median and within a 66-foot-wide right-of-way with parallel parking on both sides. There is no bicycle facility along Westside Drive.

The long-term scenario analyzes the cumulative impacts to intersections, roadway segments, freeway mainline segments, and ramp meters within the proposed project area.

Long-Term Intersection Level of Service Analysis

The long-term intersection analysis is summarized in Table 5.2-14. As shown in Table 5.2-14, the existing (2012) conditions are compared to the long-term conditions with the road connection. The table shows that all intersections in the proposed project area are calculated to operate at an acceptable LOS D or better based on the City of San Diego's guidelines, except for the following:

- Friars Road / Northside Drive – LOS E (PM)
- Qualcomm Way / Friars Road WB ramp – LOS E (PM)
- Qualcomm Way / Friars Road EB ramp – LOS E (PM)
- Murray Ridge Road / I-805 NB ramp – LOS F (PM)
- Murray Ridge Road / I-805 SB ramp – LOS E (AM)

- Murray Ridge Road / I-805 SB ramp – LOS F (PM)
- Murray Ridge Road / Sandrock Road – LOS E (PM)
- Franklin Ridge Road / Phyllis Place – LOS F (PM)
- Franklin Ridge Road / Via Alta – LOS F (AM/PM).

Table 5.2-10
Long-Term With Connection Intersection Analysis

		Existing Conditions		Long-Term with Connection			
Study Intersection	Peak	*Delay*	*LOS*	*Delay (sec.)*	*LOS*	*Change in Delay (sec.)*	*Sig?*
Friars Road and River Run Rd.	AM	10.8	B	13.6	B	2.8	No
	PM	14.6	B	22.6	C	8	No
Friars Rd and Fenton Pky	AM	20.8	C	21.9	C	1.1	No
	PM	24.1	C	33.7	C	9.6	No
Friars Rd and Northside Dr.	AM	17.1	B	18	B	0.9	No
	PM	43.4	D	59.4	E	16	Yes
Mission Center Rd. and Murray Ridge Rd./Phyllis Pl.	AM	29.6	C	34.2	C	4.6	No
	PM	29.5	C	42.3	D	12.8	No
Mission Center Rd. and Aquatera Dr.	AM	16	B	17	B	1	No
	PM	15.7	B	15.4	B	-0.3	No
Mission Center Rd. and Mission Valley Rd (Civita Blvd.	AM	19	B	23.2	C	4.2	No
	PM	22.1	C	28.1	C	6	No
Mission Center Rd. and Westside Drive. 17.1 (Mission Ctr. Drwy.)	AM	16.6	B	17.9	B	1.3	No
	PM	17.1	B	20.5	C	3.4	No
Mission Center Rd. and Friars Rd / EB ramps	AM	8.5	A	11.9	B	3.4	No
	PM	12.6	B	18.9	B	6.3	No
Mission Center Rd. and Friars Rd/WB ramps	AM	9.1	A	10.6	B	1.5	No
	PM	11.3	B	23.2	C	11.9	No
Mission Center Rd. and Mission Center Crt.	AM	13.9	B	20.4	C	6.5	No
	PM	23.5	C	45.9	D	22.4	No
Aero Dr. and Sandrock Rd.	AM	8.6	A	12.6	B	4	No
	PM	7.7	A	31.9	C	24.2	No
Murray Ridge Rd. and Sandrock Rd.	AM	17.6	B	19.7	B	2.1	No
	PM	17.6	B	58.4	E	40.8	Yes
	AM	13.8	B	14	B	0.2	No

Table 5.2-10
Long-Term With Connection Intersection Analysis

Study Intersection	Peak	Existing Conditions		Long-Term with Connection			
		Delay	*LOS*	*Delay (sec.)*	*LOS*	*Change in Delay (sec.)*	*Sig?*
Murray Ridge Rd. and Pinecrest Ave.	PM	14	B	13.2	B	-0.8	No
Murray Ridge Rd. and I-805 NB ramp	AM	8.8	A	33.6	C	24.8	No
	PM	10	A	148.8	F	138.8	Yes
Murray Ridge Rd. and I-805 SB ramp	AM	14	B	79.9	E	65.9	Yes
	PM	19.8	B	404	F	384.2	Yes
Qualcomm Way and Friars Rd. EB ramp	AM	10.8	B	22	C	11.2	No
	PM	10.4	B	60.8	E	50.4	Yes
Qualcomm Way and Friars Rd WB ramp	AM	19	B	27.4	C	8.4	No
	PM	20.4	C	77.1	E	56.7	Yes
Qualcomm Way and Rio San Diego Dr.	AM	18.7	B	21.6	C	2.9	No
	PM	24.7	C	44.6	D	19.9	No
Rio San Diego Dr. and Rio Bonito Way	AM	14.6	B	15.5	B	0.9	No
	PM	15.4	B	17.1	B	1.7	No
Phyllis Pl. and Franklin Ridge Rd.	AM			10	A	10	No
	PM			18.9	B	18.9	No
Via Alta and Franklin Ridge Rd.	AM			44.3	D	44.3	No
	PM			96.2	F	96.2	Yes
Via Alta and Civita Boulevard	AM			18.4	B	18.4	No
	PM			25.9	C	25.9	No
Civita Blvd. and Russel Pkwy/Gill Village Dr.	AM			11.2	B	11.2	No
	PM			21.3	C	21.3	No
Qualcomm Way and Civita Blvd.	AM			16.4	B	16.4	No
	PM			21.3	C	21.3	No

Indicates future intersection that is not yet built under the scenario

Long-Term Roadway Segment Level of Service Analysis

The long-term roadway segment analysis is summarized in Table 5.2-15. As shown in Table 5.2-15, the existing (2012) conditions are compared to the long-term (2035) conditions with the road connection. The table shows that all roadway segments in the proposed project area are calculated to operate at an acceptable LOS of D or better based on City of San Diego guidelines, except for the following:

- Franklin Ridge Road from Via Alta to Civita Boulevard – LOS F
- Mission Center Road from Aquatera Drive to Murray Ridge Road – LOS F
- Phyllis Place from Franklin Ridge Road to I-805 SB ramp – LOS F
- Phyllis Place from I-805 SB Ramp to I-805 NB ramp – LOS F
- Murray Ridge Road from I-805 NB Ramp to Mission Center Road – LOS F
- Murray Ridge Road from Mission Center Road to Pinecrest Avenue – LOS F
- Murray Ridge Road from Pinecrest Avenue to Sandrock Road – LOS F
- Rio San Diego Drive from Qualcomm Way to Rio Bonito Way – LOS F.

Table 5.2-11
Long-Term With Connection Roadway Segment Analysis

	Existing Condition				Long-Term with Connection					
Roadway Segment	*ADT*	*V/C*	*LOS*	*Change ADT*	*ADT*	*V/C*	*LOS*	*Change ADT*	*V/C*	*Sig?*
Civita Boulevard										
Mission Center Road to Via Alta				19,181	11,368	0.284	A	11,368		
Via Alta to Russel Parkway				17,523	12,672	0.317	A	12,672		
Russel Parkway to Qualcomm Way				24,859	20,008	0.500	B	20,008		
Qualcomm Way to Franklin Ridge Road				11,913	21,375	0.534	C	21,375		
Franklin Ridge Road										
Via Alta to Civita Boulevard				10,457	20,919	1.255	F	20,919		
Phyllis Place to Via Alta					34,117	0.853	D	34,117		
Friars Road										
Mission Center Road to Qualcomm Way	33,219	0.415	B	16,938	44,022	0.550	C	10,803	0.135	No
Qualcomm Way to Rio Bonito Way	36,466	0.456	B	9,741	48,331	0.604	C	11,865	0.148	No
Rio Bonito Way to Northside Drive	34,886	0.581	B	7,669	44,303	0.738	C	9,417	0.157	No
Mission Center Road										
Hazard Center Drive to Friars Road	20,827	0.521	B	13,081	32,591	0.815	D	11,764	0.294	No
Friars Road to Mission Center Driveway (Creekside Park Lane)	22,759	0.506	B	11,793	29,393	0.653	C	6,634	0.147	No

Table 5.2-11
Long-Term With Connection Roadway Segment Analysis

Roadway Segment	Existing Condition			Change ADT	Long-Term with Connection					
	ADT	*V/C*	*LOS*		*ADT*	*V/C*	*LOS*	*Change ADT*	*V/C*	*Sig?*
Mission Center Driveway/Creekside Park Lane) to Mission Valley Road	20,013	0.445	B	4,074	18,936	0.421	B	-1,077	-0.024	No
Mission Valley Road to Aquatera Drive	9,035	0.226	A	14,815	13,064	0.327	A	4,029	0.101	No
Aquatera Drive to Murray Ridge Road	9,035	0.904	E	14,815	13,064	1.306	F	4,029	0.403	Yes
Murray Ridge Road										
I-805 NB ramp to Mission Center Road	17,441	1.163	F	13,737	23,070	1.538	F	5,629	0.375	Yes
Mission Center Road to Pinecrest Avenue	14,074	0.938	E	9.076	24,345	1.623	F	10,271	0.685	Yes
Pinecrest Avenue to Sandrock Road	9,502	0.633	C	8,052	18,345	1.223	F	8,843	0.590	Yes
Phyllis Place										
Abbottshill Road to Franklin Ridge Road	2,420	0.242	A		2,420	0.242	A	0	0.000	No
Abbottshill Road to I-805SB ramp	2,420	0.242	A	0						
Franklin Ridge Road to Intersate-805 SB ramp	2,420	0.242	A		34,540	3.454	F	32,120	3.212	Yes
I-805 SB ramp to I-805 NB ramp	10,770	0.718	D	3,800	24,037	1.602	F	13,267	0.884	Yes
Qualcomm Way										
Civita Boulevard to Friars Road WB ramp	1,858	0.037	A	25,145	28,955	0.579	C	27,097	0.542	No

Table 5.2-11
Long-Term With Connection Roadway Segment Analysis

Roadway Segment	Existing Condition			Change ADT	Long-Term with Connection					
	ADT	*V/C*	*LOS*		*ADT*	*V/C*	*LOS*	*Change ADT*	*V/C*	*Sig?*
Friars Road WB ramp to Friars Road EB ramp	9,367	0.187	A	12,722	24,696	0.494	B	15,329	0.307	No
Friars Road EB ramp to Rio San Diego Drive	14,050	0.281	A	6,387	23,274	0.465	B	9,224	0.184	No
Rio San Diego Drive										
Qualcomm Way to Rio Bonito Way	18,420	0.614	C	8,662	28,033	0.934	E	9,613	0.320	Yes
Russel Park Way										
Civita Boulevard to Friars Road				11,900	11,400	0.684	C	11,400		
Sandrock Road										
Murray Ridge Road to Aero Drive	10,686	0.712	D	1,386	12,572	0.838	D	1,886	0.126	No
Westside Drive										
Mission Center Road to Via Alta				8,334	10,628	0.709	D	10,628		
Via Alta										
Franklin Ridge Road to Civita Boulevard				3,647	11,686	0.701	C	11,686		
Civita Boulevard to Westside Drive				3.356	5.650	0.339	A	5,650		

Indicates future intersection that is not yet built under the scenario

Long-Term Freeway Mainline Analysis

The long-term freeway mainline analysis is summarized in Table 5.2-16. As shown in Table 5.2-16, the existing (2012) conditions are compared to the long-term conditions with the road connection. The table shows that all freeway segments in the proposed project area are calculated to operate at an acceptable LOS of D or better based on City of San Diego guidelines, except for the following:

- I-805 NB from SR-163 to Mesa College Dr On-Ramp – LOS F (AM)
- I-805 NB from Mesa College Dr On-Ramp to Murray Ridge Rd – LOS F (AM)
- I-805 NB from Murray Ridge Rd to I-8 – LOS F (AM)
- I-805 SB from SR-163 to Mesa College Dr On-Ramp – LOS F (PM)
- I-805 SB from Mesa College Dr On-Ramp to Murray Ridge Rd – LOS F (PM)
- I-805 SB from Murray Ridge Rd to I-8 – LOS F (PM)

Table 5.2-12
Long-Term With Connection Freeway Mainline Analysis

Freeway Segment	AM/ PM	Existing Conditions			Long-Term with Connection				
		PHV	*V/C*	*LOS*	*PHV*	*V/C*	*LOS*	*D V/C*	*Sig?*
I-805 Northbound									
SR-163 to Mesa College Drive On-Ramp	AM	10,294	0.916	D	16,755	1.289.	F	0.373	Yes
	PM	5,180	0.463	B	8,455	0.650	C	0.187	No
Mesa College Drive On-Ramp to Murray Ridge Rd.	AM	11,625	1.038	F	18,515	1.424	F	0.386	Yes
	PM	5,866	0.524	B	9,344	0.719	C	0.195	No
Murray Ridge Rd. to I-8	AM	11,834	1.057	F	18,124	1.394	F	0.337	Yes
	PM	5,972	0.533	B	9,147	0.704	C	0.171	No
I-805 Southbound									
SR-163 to Mesa College Drive On-Ramp	AM	4,454	0.398	A	7,270	0.559	B	0.161	No
	PM	10,177	0.909	D	16,612	1.278	F	0.369	Yes
Mesa College Drive On Ramp to Murray Ridge Rd.	AM	5,044	0.450	B	8,034	0.618	B	0.168	No
	PM	11,526	1.029	F	18,358	1.412	F	0.383	Yes
Murray Ridge Rd. to I-8	AM	5,135	0.395	A	7,864	0.531	B	0.136	No
	PM	11,734	0.903	D	17,971	1.214	F	0.311	Yes

Long-Term Freeway Ramp Meter Conditions

The long-term freeway ramp meter analysis is summarized in Table 5.2-17. As shown in Table 5.2-17, the existing (2012) conditions are compared to the long-term conditions with the road connection. Ramp meter analysis was conducted at I-805 SB and NB ramps at Murray Ridge Road. Of the ramp meter rates provided by Caltrans, the most restrictive rates were used in the analysis.

The table shows that under long-term conditions with the road connection, all ramps also operate with less than 15 minutes of delay except:

- I-805 NB ramp at Murray Ridge Road – 43 minutes of delay (PM)
- I-805 SB ramp at Murray Ridge Road – 31 minutes of delay (PM).

Table 5.2-13
Long-Term Without and With Connection Freeway Ramp Meter Analysis

Location	Existing Conditions				Long-Term with Connection					
	Demand (veh/hr.)	*Excess Demand (veh/hr.)*	*Delay (min.)*	*Queue (ft.)*	*Demand (Veh/hr.)*	*Excess Demand (veh/hr.)*	*Delay (min.)*	*Queue (ft.)*	*Delay (min.)*	*Sig?*
AM Peak Hour										
Murray Ridge – I-805 NB ramp	299	0	0	0	985	134	9	3,886	9	No
Murray Ridge – I-805 SB ramp	309	0	0	0	671	0	0	0	0	No
Murray Ridge – I-805 SB ramp (HOV)	34	0	0	0	75	0	0	0	0	No
PM Peak Hour										
Murray Ridge – I-805 NB ramp	350	0	0	0	1,455	604	43	17,516	43	Yes
Murray Ridge – I-805 SB ramp	520	0	0	0	1,049	358	31	10,368	31	Yes
Murray Ridge – I-805 SB ramp (HOV)	58	0	0	0	117	0	0	0	0	No

5.2.4 SIGNIFICANCE OF IMPACT

Based on the City's significance thresholds outlined in Table 5.2-8, City of San Diego Traffic Impact Significance Thresholds, several intersections, roadway segments, freeway ramp meters, and freeway mainline segments have been determined to result in significant cumulative impacts. Table 5.2-14, Long-Term Impacts with Road Connection, summarizes the impacts.

Table 5.2-14
Long-Term Impacts with Road Connection

Number	Impact Location
Cumulative Segment Impacts	
1	Phyllis Place from Franklin Ridge Road to I-805 SB ramp
2	Phyllis Place from I-805 SB ramp to I-805 NB ramp
3	Murray Ridge Road from I-805 NB ramp to Mission Center Road
4	Murray Ridge Road from Mission Center Road to Pinecrest Avenue
5	Murray Ridge Road from Pinecrest Avenue to Sandrock Road
6	Mission Center Road from Aquatera Drive to Murray Ridge Road
7	Rio San Diego Drive from Qualcomm Way to Rio Bonito Way
Cumulative Intersection Impacts	
8	Friars Road / Northside Drive
9	Murray Ridge / Sandrock Road
10	Murray Ridge Road / I-805 NB ramp
11	Murray Ridge Road / I-805 SB ramp
12	Qualcomm Way / Friars Road WB ramp
13	Qualcomm Way / Friars Road EB ramp
14	Via Alta/Franklin Ridge Road
Cumulative Freeway Ramp Meter Impacts	
15	I-805 NB ramp at Murray Ridge Road
16	I-805 SB ramp at Murray Ridge Road
Cumulative Freeway Mainline Segment Impacts	
17	I-805 from SR-163 to Mesa College Dr
18	I-805 from Mesa College Dr to Murray Ridge Rd
19	I-805 Murray Ridge Rd to I-8

5.2.5 MITIGATION, MONITORING, AND REPORTING

Potential mitigation measures for each significant cumulative impact identified in Table 5.2-14 are listed below. A discussion is also included regarding where the individual mitigation measure is not recommended and would remain significant and unavoidable.

Future project proposals would require a project-level environmental analysis to determine the individual impacts associated with new development.

Segment Impacts:

1. Phyllis Place from Franklin Ridge Road to I-805 SB Ramp:

    a. MM TRA-1: Phyllis Place from Franklin Ridge Road to I-805 SB Ramp shall be reconfigured to accommodate 5 total lanes, 3 EB and 2 WB, including a median, satisfactory to the City Engineer.

2. Phyllis Place from I-805 SB Ramp to I-805 NB Ramp:

    a. MM TRA-2: Phyllis Place from I-805 SB Ramp to I-805 NB Ramp shall be restriped to accommodate 5 total lanes, satisfactory to the City Engineer.

3. Murray Ridge Road from I-805 NB Ramp to Mission Center Road:

    a. MM TRA-3: Murray Ridge Road from I-805 NB Ramp to Mission Center Road shall be restriped consistent with a 4-lane Collector, satisfactory to the City Engineer.

4. Murray Ridge Road from Mission Center Road to Pinecrest Avenue:

    a. Murray Ridge Road from Mission Center Road Pinecrest Avenue shall be restriped consistent with a 4-lane Collector.

        i. Currently, Murray Ridge Road provides Class II bike facilities and on-street parking. The proposed mitigation would either repurpose the existing right of way to provide four travel lanes by eliminating the bike lanes and on-street parking, or widen the roadway to accommodate four travel lanes and maintain Class II bike facilities and on-street parking. Widening the roadway would require removal of residences on both the east and west sides of Murray Ridge Road along the entire stretch of roadway segment. Since this mitigation would be contrary to the existing guidelines (General Plan, Bike Master Plan, Pedestrian Master Plan, Serra Mesa Community Plan), it is not recommended, and the impact would remain significant and unavoidable.

5. Murray Ridge Road from Pinecrest Avenue to Sandrock Road:

a. Murray Ridge Road from Pinecrest Avenue to Sandrock Road shall be restriped consistent with a 4-lane Collector.

    i. Currently, Murray Ridge Road provides Class II bike facilities and on-street parking. The proposed mitigation would either repurpose the existing right of way to provide four travel lanes by eliminating the bike lanes and on-street parking, or widen the roadway to accommodate four travel lanes and maintain Class II bike facilities and on-street parking. Widening the roadway would require removal of residences on both the east and west sides of Murray Ridge Road along the entire stretch of roadway segment. Since this mitigation would be contrary to the existing guidelines (General Plan, Bike Master Plan, Pedestrian Master Plan, Serra Mesa Community Plan), it is not recommended, and the impact would remain significant and unavoidable.

6. Mission Center Road from Aquatera Driveway to Murray Ridge Road:

    a. Mission Center Road shall be widened to accommodate a total of 3 lanes, 2 EB and 1 WB along this entire segment of roadway. (Currently this cross section does not exist from just west of the I-805 overpass to the intersection of Murray Ridge Road).

        i. The mitigation measure would require the existing I-805 bridge supports to be relocated or reconfigured to achieve the necessary widening. Caltrans has the sole authority to reconfigure the I-805. Therefore, it is not recommended, and the impact would remain significant and unavoidable.

7. Rio San Diego Drive from Qualcomm Way to Rio Bonito Way:

    a. Rio San Diego Drive shall be upgraded to a 4-lane Major.

        i. The forthcoming Mission Valley Community Plan Update will include the reclassification of this roadway to a 4-lane Major. If the forthcoming Mission Valley Community Plan Update accomplishes this, this mitigation measure shall be considered satisfied.

Intersection Impacts:

Implementation of the proposed CPA has the potential to result in significant cumulative impacts to intersection operations at the following intersections:

8. Friars Road / Northside Drive:

    a. NB leg of the intersection shall be widened to accommodate an additional lane, resulting in 2 left-turn lanes, 1 thru lane and 2 exclusive right-turn lanes.

        i. This mitigation measure would require acquisition of needed right-of-way and possible relocation of an existing building, the measure is not recommended and would remain significant and unavoidable.

9. Murray Ridge / Sandrock Road:

    a. The geometry and phasing at the intersection shall be reconfigured such that the left turn lanes in both the NB and SB direction will allow both through movements and left turns.

        i. Currently the intersection geometry provides for bike lanes and the proposed mitigation would eliminate the bike lanes. The mitigation would be contrary to existing plan guidelines (General Plan, Bike Master Plan, Pedestrian Master Plan, SMCP) and remove recent recently added bike lane improvements.

10. Murray Ridge Road / I-805 NB Ramp:

    a. MM TRA-4: At the intersection, the NB off-ramp approach shall be restriped, the EB approach shall be restriped, the WB approach shall be reconfigured, and the NB on-ramp approach will be widened, satisfactory to the City Engineer.

11. Murray Ridge Road / I-805 SB Ramp:

    a. MM TRA-5: At the intersection, the EB approach shall be widened to accommodate 2 thru lanes and an exclusive right-turn lane, the SB on-ramp shall be widened, and the SB off-ramp shall be widened to accommodate 1 share-thru-left lane and 2 exclusive right-turn lanes, satisfactory to the City Engineer.

12. Qualcomm Way / Friars Road WB Ramp**:**

    a. MM TRA-6: At the intersection, the SB approach shall be widened to accommodate 2 thru lanes and 1 exclusive right-turn lane, the NB approach shall be restriped to accommodate 2 thru lanes and 2 left turn lanes, and the WB on-

ramp shall be widened to accommodate two receiving lanes, satisfactory to the City Engineer.

13. Qualcomm Way / Friars Road EB Ramp**:**

    a. MM TRA-7: At the intersection, the EB approach shall be widened to accommodate 1 left-turn lane, 1 shared-thru-left lane, and 1 exclusive right-turn lane, the SB approach will be restriped to accommodate 2 thru lanes and 2 left-turn lanes, the NB approach shall be restriped to accommodate 4 thru lanes and 1 exclusive right-turn lane, and the EB on-ramp shall be widened to accommodate 2 receiving lanes, satisfactory to the City Engineer.

14. Via Alta / Franklin Ridge Road**:**

    a. MM TRA-8: This intersection shall be reconfigured such that the EB thru/right lane will be converted to a left/thru/right lane to account for additional EB to NB traffic, satisfactory to the City Engineer.

Freeway Ramp Meter Impacts:

Implementation of the proposed CPA has the potential to result in significant cumulative impacts to freeway ramp meter operations at

15. I-805 NB Ramp @ Murray Ridge Road**:**

    a. MM TRA-9: The NB on-ramp shall be widened to accommodate 2 general purpose lanes and an HOV lane, satisfactory to the City Engineer.

16. I-805 SB Ramp @ Murray Ridge Road**:**

    a. MM TRA-10: The SB on-ramp shall be widened to accommodate 2 general purpose lanes and an HOV lane, satisfactory to the City Engineer.

Freeway Mainline Impacts:

In addition, implementation of the proposed CPA has the potential to result in significant cumulative impacts to freeway segment operations at the following freeway segments:

17. I-805 from SR-163 to Mesa College Drive**:**

a. The freeway shall be widened to accommodate 6 mainline lanes, 4 managed lanes and existing auxiliary lanes.

    i. The SANDAG 2050 Revenue Constraint RTP includes the addition of 4 Managed Lanes along I-805 between SR-15 and SR-163. Completion of that project would demonstrate partial satisfaction of the requirement to mitigate this impact. However, full mitigation for the impact would require further widening than that proposed by the RTP, and is therefore not recommended and would remain significant and unavoidable.

18. I-805 from Mesa College Drive to Murray Ridge Road**:**

    a. The freeway shall be widened to accommodate 6 mainline lanes, 4 managed lanes and existing auxiliary lanes.

        i. The SANDAG 2050 Revenue Constraint RTP includes the addition of 4 Managed Lanes along I-805 between SR-15 and SR-163. Completion of that project would demonstrate partial satisfaction of the requirement to mitigate this impact. However, full mitigation for the impact would require further widening, than that proposed by the RTP, and is not recommended and would remain significant and unavoidable.

19. I-805 from Murray Ridge Road to I-8**:**

    a. The freeway shall be widened to accommodate 6 mainline lanes, 4 managed lanes and existing auxiliary lanes.

        i. The SANDAG 2050 Revenue Constraint RTP includes the addition of 4 Managed Lanes along I-805 between SR-15 and SR-163. Completion of that project would demonstrate partial satisfaction of the requirement to mitigate this impact. However, full mitigation for the impact would require further widening, than that proposed by the RTP, and is not recommended and would remain significant and unavoidable.

5.2.6 IMPACTS

Issue 4: Would the proposed project result in a substantial impact upon existing or planned transportation systems?

- Impacts would be significant, if the project would have a substantial impact upon existing or planned transportation systems including MTS and other multi-modal systems.

Future implementation of the CPA street connection would provide an efficient link between two planning area boundaries, creating a new gateway between Serra Mesa and Mission Valley. Additionally, the future street connection would provide additional ingress and egress off Phyllis Place and provide for a more efficient, integrated circulation network for Serra Mesa and Mission Valley, which would reduce traffic congestion, at a community level, and improve access in the area. Furthermore, the future street connection would provide integration of walkways, bikeways, roadways, and freeways for the communities of Serra Mesa and Mission Valley. The Civita site incorporates access points to high-quality transit services, which would become more readily/easily available to those living in the community of Serra Mesa. Overall, the street connection would alleviate community congestion; provide necessary emergency access points; and provide linkages for pedestrians, bicyclists, and motorists for the communities of Serra Mesa and Mission Valley. Impacts would be less than significant.

5.2.7 SIGNIFICANCE OF IMPACT

Future implementation of the CPA street connection would provide an efficient link between two planning area boundaries, creating a new gateway between Serra Mesa and Mission Valley. Additional ingress and egress off Phyllis Place would be provided for a more efficient, integrated circulation network for Serra Mesa and Mission Valley, which would reduce traffic congestion, at a community level, and improve access in the area. The future street connection would provide integration of walkways, bikeways, roadways, and freeways for the communities of Serra Mesa and Mission Valley. Overall, the future street connection would alleviate community congestion; provide necessary emergency access points; and provide linkages for pedestrians, bicyclists, and motorists for the communities of Serra Mesa and Mission Valley. Impacts would be less than significant.

5.2.8 MITIGATION, MONITORING, AND REPORTING

There are no impacts to an existing or planned transportation system so no mitigation is required.

5.2.9 IMPACTS

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

The City's CEQA Significance Determination Thresholds document identifies significant impacts if one of the following criteria is met (City of San Diego 2011b):

- If the project would increase traffic hazards to motor vehicles, bicyclists, or pedestrians due to proposed nonstandard design features (e.g., poor sight distance, proposed driveway onto access-restricted roadway), the impact would be significant.

- If the proposed roadway would not properly align with the other existing or planned roadways.

The proposed project includes a CPA that would allow for the construction of a road connection through the Civita project connecting Via Alta Road to Phyllis Place near its interchange with I-805. The Civita project is currently under construction and the specific project site on the northern portion of the Civita site has been initially graded and prepared for construction. The main points of access of the Franklin Ridge Road connection would be off of Phyllis Place with a second access point at Via Alta Road just south of the cul-de-sac. The access points have been designed consistent with the City's roadway standards and do not create a hazard for vehicles, bicycles, or pedestrians entering or exiting the site. The road connection would include bicycle lanes and a sidewalk for pedestrians. The proposed project does not include any other project elements that could potentially create a hazard to the public.

5.2.10 SIGNIFICANCE OF IMPACT

The proposed project would not increase traffic hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. Impacts would remain below a level of significance.

5.2.11 MITIGATION, MONITORING, AND REPORTING

No mitigation would be required.

5.2.12 IMPACTS

Issue 6: Would the project substantially alter present circulation movements including effects on existing public access to beaches, parks, or other open space areas?

The City's CEQA Significance Determination Thresholds document identifies significant impacts if one of the following criteria is met (City of San Diego 2011b):

- If the project would substantially alter present circulation movements including effects on existing public access to beaches, parks, or other open space areas, the impact would be significant.

Community Access

The traffic study evaluated effects that the potential road connection would have on emergency access, evacuation access to social, educational resources, and commercial shopping as well as the service needs of the affected communities on either side of the potential connection. To understand community access, the traffic study measured two reference points to and from which the relative access times could be measured for both the with road connection and without road connection scenarios. The analysis looked at access to hospitals, fire and emergency medical services, educational facilities, parks, libraries, community centers, and other recreational facilities. Refer to Chapter 8 of the traffic study (Appendix C to the PEIR) for a full discussion of how this analysis was conducted. The times to each facility was averaged for the two reference points and are presented in Table 5.2-20, Community Access Travel Times.

Table 5.2-16
Community Access Travel Times

Facility Type	Representative Accessibility Time Traveled (min.)	
	Without Connection	*With Connection*
Hospitals	39	31
Fire departments	42	32
Schools	153	135
Libraries	40	32
Shopping centers	69	57
Parks	58	50

As the table demonstrates, accessibility to a variety of public amenities increases with the road connection.

Emergency evacuation and routing were also considered in the traffic study. The analysis found that currently there is only one route of access to the more than 200 homes in Serra Mesa at the western end of Phyllis Place on the north rim of Mission Valley. This public access route is via Phyllis Place leading to I-805 or further to the east and continuing on surface streets like Murray Ridge Road. Also, Phyllis Place is constructed as a two-lane collector street having a nominal (i.e., policy based rather than actual) capacity of 8,000 vehicles per day. By introducing a connection between Mission Valley and Serra Mesa via Franklin Ridge Road connecting to Phyllis Place about 900 feet west of I-805, a second choice for evacuation could exist for these homes, but only in part. They would still have to get to the intersection of the newly created roadway to Mission Valley using Phyllis Place as a two-lane roadway. Therefore, the traffic study concluded there was limited additional benefit to these more than 200 homes for evacuation by having a road connection, and all of the other surrounding communities have multiple access or egress routes.

The traffic study also concluded that the presence or absence of the road connection is not a differentiating factor relative to deliveries to residences and businesses, postal delivery, utility servicing and trash pickup. Service is now being provided for these activities, and it would continue to be provided whether or not there is a connection between the two communities via the road connection. If a connection were to exist it might represent an opportunity to redefine some of the routing for delivery drivers and therefore create an efficiency for UPS or the U.S. Postal Service, for example, but the ability to continue to provide service is not affected. Service would continue either way.

In summary, the implementation of the proposed roadway connection would provide an efficient link between the two planning area boundaries, creating a new gateway between Serra Mesa and Mission Valley. Construction of the road connection would provide additional ingress and egress off Phyllis Place and provide for a more efficient, integrated circulation network for Serra Mesa and Mission Valley, which would reduce traffic congestion and improve access in the area. Furthermore, the project would provide integration with walkways, bikeways, and roadways that would provide linkages for pedestrians, cyclists, and motorists. It would also link Serra Mesa to the Civita project site, providing access to community parks and making high-quality transit services more easily available.

5.2.13 SIGNIFICANCE OF IMPACT

The project would not substantially alter present circulation movements, including effects on existing public access to beaches, parks, or other open space areas. Implementation of the proposed road connection would provide an efficient link between the two planning area boundaries, creating a new gateway between Serra Mesa and Mission Valley. The road

connection would provide additional ingress and egress off Phyllis Place and provide for a more efficient, integrated circulation network for Serra Mesa and Mission Valley, which would reduce traffic congestion and improve access in the area. Furthermore, the project would provide integration with walkways, bikeways, and roadways that would provide linkages for pedestrians, cyclists, and motorists and would improve community access travel times in the project area. Impacts would be less than significant.

5.2.14 MITIGATION, MONITORING, AND REPORTING

No mitigation would be required.

5.2.15 IMPACTS

Issue 7: Would the proposal result in a conflict with adopted policies, plans, or programs supporting alternative transportation models (e.g., bus turnouts, bicycle racks)?

The City's CEQA Significance Determination Thresholds document identifies significant impacts if one of the following criteria is met (City of San Diego 2011b):

- If the project would conflict with existing or planned pedestrian, bicycle, or transit facilities.
- If the project would create walking, bicycling, or transit use demand without providing adequate and appropriate facilities for non-motorized mobility.

The Serra Mesa and Mission Valley Community Plans acknowledge the importance of reducing commuter and through traffic. The plans also promote the reduction of overall automobile use for trips within and through each community. The Civita development when fully completed will feature bicycle facilities throughout the project; namely, the addition of Class II bike lanes to Civita Boulevard, Via Alta, and Franklin Ridge Road. These connections will allow cyclists to connect from residence and commercial sectors within the development to the greater Mission Valley Bike System.

The traffic study found that in the future, the potential Franklin Ridge Road connection would provide additional bicycle access into the Mission Valley community from the Serra Mesa community and vice versa. The Franklin Ridge Road connection would also improve regional connectivity for cyclists at it would ultimately provide another north–south route for cyclists to travel into and out of Mission Valley onto the greater San Diego regional bike network.

The traffic study also found that in the future, MTS could take advantage of the new road connection using Franklin Ridge Road to introduce additional bus service between Mission Valley and Serra Mesa via that route.

Within Mission Valley, the trolley stop closest to Civita is located at Rio Vista West, less than 2,000 feet from Civita's southern border. Pedestrian access to the Rio Vista West trolley station will occur via the sidewalks along Qualcomm Way. While the potential road connection wouldn't directly add light rail connectivity, the connection could provide additional overall connectivity from Serra Mesa to the LRT line.

The project would provide integration of walkways, bikeways, roadways, and freeways for the communities of Serra Mesa and Mission Valley. The Civita site incorporates access points to high-quality transit services, which would become more readily/easily available to those living in the adjacent communities and residences. The roadway connection would alleviate community congestion, provide additional emergency access points, and provide linkages for pedestrians, bicyclists, and motorists for the communities of Serra Mesa and Mission Valley; therefore, the road connection provides adequate and appropriate facilities for non-motorized mobility and would not result in a conflict with adopted policies, plans, or programs supporting alternative transportation models.

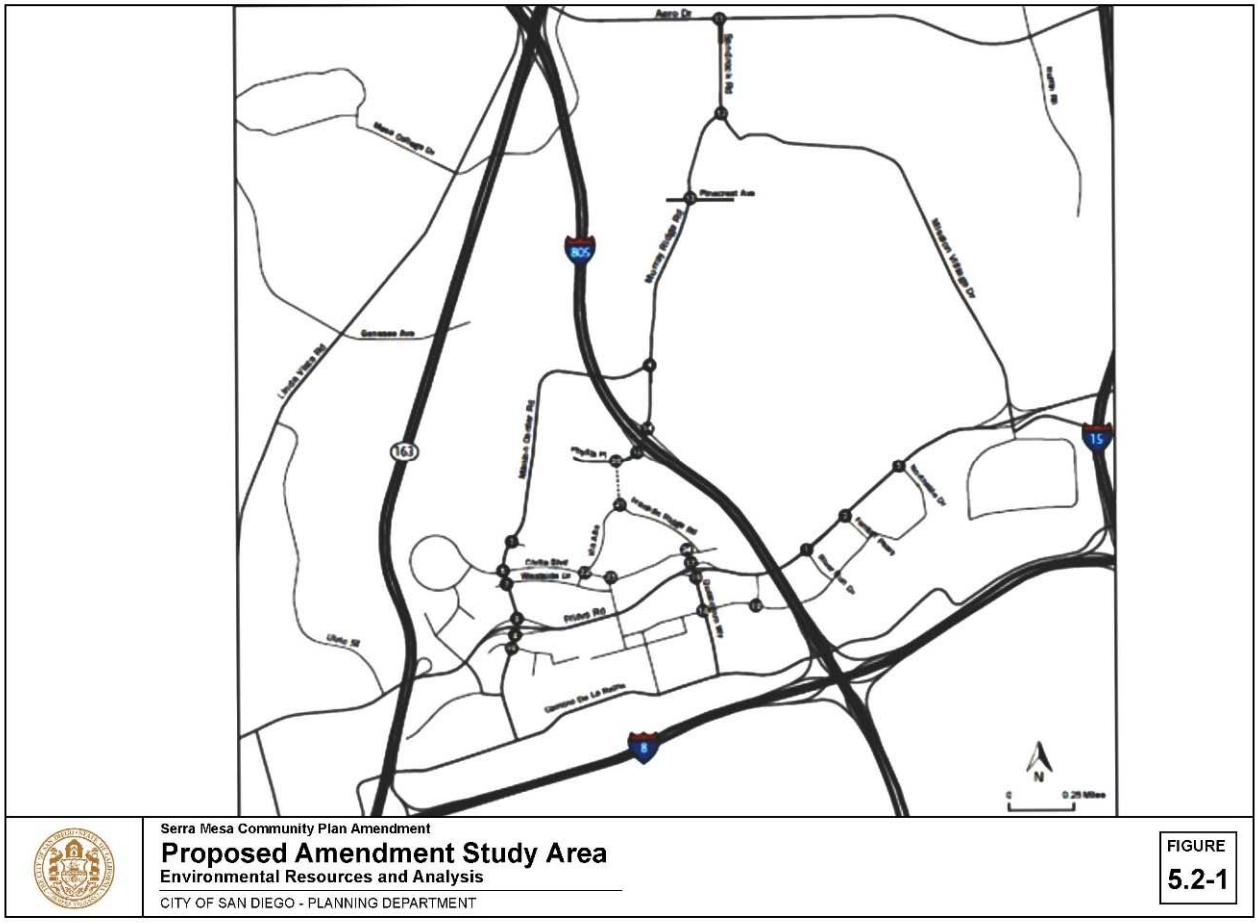
5.2.16 SIGNIFICANCE OF IMPACT

The project provides adequate and appropriate facilities for non-motorized mobility and would not result in a conflict with adopted policies, plans, or programs supporting alternative transportation models. Impacts would be less than significant.

5.2.17 MITIGATION, MONITORING, AND REPORTING

No mitigation would be required.

Figure 5.2-1 Project Study Area Roadways and Intersections



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5.3 AIR QUALITY

5.3.1 INTRODUCTION

This section discusses existing air quality conditions in the proposed CPA area and evaluates impacts on air quality that could occur as a result of the future implementation of the CPA. Impacts associated with implementation of the proposed CPA are assessed using the City of San Diego's (City's) *Significance Determination Thresholds* (2011), which is based on the San Diego Air Pollution Control District (SDAPCD) regulatory thresholds.

5.3.2 REGULATORY SETTING

This section describes the applicable regulatory plans, policies, and ordinances for the proposed CPA.

Federal

Clean Air Act

The federal Clean Air Act (CAA), passed in 1970 and last amended in 1990, forms the basis for the national air pollution control effort. The Environmental Protection Agency (EPA) is responsible for implementing most aspects of the CAA, including setting the National Ambient Air Quality Standards (NAAQS) for major air pollutants, hazardous air pollutant standards, approval of state attainment plans, motor vehicle emission standards, stationary source emission standards and permits, acid rain control measures, stratospheric O_3 protection, and enforcement provisions.

NAAQS are established for "criteria pollutants" under the CAA, which are O_3, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. The NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The NAAQS (other than for O_3, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. NAAQS for O_3, NO_2, SO_2, PM_{10}, and $PM_{2.5}$ are based on statistical calculations over 1- to 3-year periods, depending on the pollutant. The CAA requires the EPA to reassess the NAAQS at least every 5 years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare a State Implementation Plan that demonstrates how those areas will attain the standards within mandated time frames.

State

California Clean Air Act

The federal CAA delegates the regulation of air pollution control and the enforcement of the NAAQS to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB, which is part of the California Environmental Protection Agency, is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal CAA, and regulating emissions from motor vehicles and consumer products.

CARB has established California Ambient Air Quality Standards (CAAQS), which are more restrictive than the NAAQS. The CAAQS describe adverse conditions; that is, pollution levels must be below these standards before a basin can attain the standard. The CAAQS for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, PM_{10}, $PM_{2.5}$, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. The NAAQS and CAAQS are presented in Table 5.3-1.

Table 5.3-1
Ambient Air Quality Standards

Pollutant	Average Time	California Standards[1]	National Standards[2]	
		Concentration[3]	*Primary*[3,4]	*Secondary*[3,5]
O_3	1 hour	0.09 ppm (180 μg/m³)	—	Same as Primary Standard
	8 hour	0.070 ppm (137 μg/m³)	0.075 ppm (147 μg/m³)	
CO	1 hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)	None
	8 hours	9.0 ppm (10 mg/m³)	9 ppm (10 mg/m³)	
NO_2[6]	1 hour	0.18 ppm (339 μg/m³)	0.100 ppm (188 μg/m³)	Same as Primary Standard
	Annual Arithmetic Mean	0.030 ppm (57 μg/m³)	0.053 ppm (100 μg/m³)	
SO_2[7]	1 hour	0.25 ppm (655 μg/m³)	0.75 ppm (196 μg/m³)	—
	3 hours	—	—	0.5 ppm (1300 μg/m³)
	24 hours	0.04 ppm (105 μg/m³)	0.14 ppm (for certain areas)	—
	Annual Arithmetic Mean	—	0.030 ppm (for certain areas)	—
PM_{10}[8]	24 hours	50 μg/m³	150 μg/m³	Same as Primary Standard
	Annual Arithmetic Mean	20 μg/m³	—	

Table 5.3-1
Ambient Air Quality Standards

Pollutant	Average Time	California Standards[1]	National Standards[2]	
		Concentration[3]	*Primary[3,4]*	*Secondary[3,5]*
$PM_{2.5}$[8]	24 hours	—	35 μg/m^3	Same as Primary Standard
	Annual Arithmetic Mean	12 μg/m^3	12.0 μg/m^3	15.0 μg/m^3
Lead[9,10]	30-day Average	1.5 μg/m^3	—	—
	Calendar Quarter	—	1.5 μg/m^3 (for certain areas)	Same as Primary Standard
	Rolling 3-Month Average	—	0.15 μg/m^3	Same as Primary Standard
Hydrogen sulfide	1 hour	0.03 ppm (42 μg/m^3)	—	—
Vinyl chloride[9]	24 hour	0.01 ppm (26 μg/m^3)	—	—
Sulfates	24 hour	25 μg/m^3	—	—
Visibility reducing particles[11]	8 hour (10:00 a.m. to 6:00 p.m. PST)	See footnote 11	—	—

Source: CARB 2013

ppm= parts per million by volume; μg/m^3 = micrograms per cubic meter ; mg/m^3= milligrams per cubic meter; PST = Pacific Standard Time

1 California standards for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, suspended particulate matter (PM_{10}, $PM_{2.5}$), and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. The CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2 National standards (other than O_3, NO_2, SO_2, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For NO_2 and SO_2, the standard is attained when the 3-year average of the 98th and 99th percentile, respectively, of the daily maximum 1-hour average at each monitor within an area does not exceed the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 μg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

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

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

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

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

7 On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

8 On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 μg/m^3 to 12 μg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 μg/m^3, as was the annual secondary standard of 15 μg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 μg/m^3 were also retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

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

[10] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

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

Toxic Air Contaminants

California regulates TACs primarily through the Tanner Air Toxics Act (Assembly Bill 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (Assembly Bill 2588). The Tanner Act sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified over 21 TACs and has adopted the EPA's list of hazardous air pollutants as TACs. Once a TAC is identified, CARB then adopts an airborne toxics control measure for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate best available control technology for toxics to minimize emissions. None of the TACs identified by CARB have a safe threshold.

Under the Air Toxics "Hot Spots" Act, existing facilities that emit air pollutants above specified level were required to (1) prepare a TAC emission inventory plan and report, (2) prepare a risk assessment if TAC emissions were significant, (3) notify the public of significant risk levels, and (4) prepare and implement risk reduction measures if health impacts were above specified levels.

California Health and Safety Code, Section 41700

This section of the California Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any of those persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This section also applies to sources of objectionable odors.

Local

San Diego Air Pollution Control District

While CARB is responsible for the regulation of mobile emission sources within the state, local air quality management districts and air pollution control districts are responsible for enforcing

standards and regulating stationary sources. The proposed CPA is located within the SDAB and is subject to SDAPCD guidelines and regulations. In San Diego County, O3 and particulate matter are the pollutants of main concern, since exceedances of state ambient air quality standards for those pollutants are experienced here in most years. For this reason, the SDAB has been designated as a nonattainment area for the state PM10, PM2.5, and O3 (1-hour and 8-hour) standards. The SDAB is also a federal O3 nonattainment area and a CO maintenance area (western and central part of the SDAB only); the proposed CPA area is in the CO maintenance area.

The SDAPCD and the San Diego Association of Governments (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 *Regional Air Quality Strategy* (RAQS) for the SDAB was initially adopted in 1991 and is updated on a triennial basis (most recently in 2009). The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for O_3. The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in San Diego County and the cities in the county, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by San Diego County and the cities in the county as part of the development of their general plans.

The *Eight-Hour Ozone Attainment Plan for San Diego County* indicates that local controls and state programs would allow the region to reach attainment of the federal 8-hour O_3 standard by 2009 (SDAPCD 2007). In this plan, SDAPCD relies on the RAQS to demonstrate how the region will comply with the federal O_3 standard. The RAQS details how the region will manage and reduce O_3 precursors (NO_x and VOCs) by identifying measures and regulations intended to reduce these contaminants. The control measures identified in the RAQS generally focus on stationary sources; however, the emissions inventories and projections in the RAQS address all potential sources, including those under the authority of CARB and the EPA. Incentive programs for reduction of emissions from heavy-duty diesel vehicles, off-road equipment, and school buses are also established in the RAQS. In the *Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County*, the SDAB did not reach attainment of the federal 1997 standard until 2011 (SDAPCD 2012). This plan, however, demonstrates the region's attainment of the 1997 O_3 NAAQS and outlines the plan for maintaining attainment status.

In December 2005, SDAPCD prepared a report titled *Measures to Reduce Particulate Matter in San Diego County* to address implementation of Senate Bill (SB) 656 in San Diego County (SB 656 required additional controls to reduce ambient concentrations of PM_{10} and $PM_{2.5}$) (SDAPCD 2005). In the report, SDAPCD evaluates sources of particulate matter and potential source-control

measures, focusing on the implementation of additional measures that would reduce particulate matter emissions associated with residential wood combustion and fugitive dust from construction sites and unpaved areas (SDAPCD 2005).

5.3.3 EXISTING CONDITIONS

Climate and Topography

The weather of the San Diego region, as in most of Southern California, is influenced by the Pacific Ocean and its semipermanent high-pressure systems that result in dry, warm summers and mild, occasionally wet winters. The average temperature ranges (in degrees Fahrenheit (°F)) from the mid-40s to the high 90s. Most of the region's precipitation falls from November to April, with infrequent (approximately 10%) precipitation during the summer. The average seasonal precipitation along the coast is approximately 10 inches, which increases with elevation as moist air is lifted over the mountains.

The topography in the San Diego region varies greatly, from beaches on the west to mountains and desert on the east; along with local meteorology, topography influences the dispersal and movement of pollutants in the basin. The mountains to the east prohibit dispersal of pollutants in that direction and help trap them in inversion layers.

The interaction of ocean, land, and the Pacific High Pressure Zone maintains clear skies for much of the year and influences the direction of prevailing winds (westerly to northwesterly). Local terrain is often the dominant factor inland, and winds in inland mountainous areas tend to blow through the valleys during the day and down the hills and valleys at night.

Air Pollution Climatology

The proposed CPA area is located within the San Diego Air Basin (SDAB or basin) and is subject to the San Diego Air Pollution Control District (SDAPCD) guidelines and regulations. The SDAB is one of fifteen air basins that geographically divide the State of California. The SDAB is currently classified as a federal nonattainment area for ozone (O_3) and a state nonattainment area for particulate matter less than 10 microns in diameter (PM_{10}), particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), and O_3.

The SDAB lies in the southwest corner of California and comprises the entire San Diego region, covering 4,260 square miles, and is an area of high air pollution potential. The basin experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

The SDAB experiences frequent temperature inversions. Subsidence inversions occur during the warmer months as descending air associated with the Pacific High Pressure Zone meets cool marine air. The boundary between the two layers of air creates a temperature inversion that traps pollutants. The other type of inversion, a radiation inversion, develops on winter nights when air near the ground cools by heat radiation and air aloft remains warm. The shallow inversion layer formed between these two air masses can also trap pollutants. As the pollutants become more concentrated in the atmosphere, photochemical reactions occur that produce O_3, commonly known as smog.

Light daytime winds, predominately from the west, further aggravate the condition by driving air pollutants inland, toward the mountains. During the fall and winter, air quality problems are created due to carbon monoxide (CO) and oxides of nitrogen (NO_x) emissions. CO concentrations are generally higher in the morning and late evening. In the morning, CO levels are elevated due to cold temperatures and the large number of motor vehicles traveling. Higher CO levels during the late evenings are a result of stagnant atmospheric conditions trapping CO in the area. Since CO is produced almost entirely from automobiles, the highest CO concentrations in the basin are associated with heavy traffic. Nitrogen dioxide (NO_2) levels are also generally higher during fall and winter days.

Under certain conditions, atmospheric oscillation results in the offshore transport of air from the Los Angeles region to San Diego County. This often produces high O_3 concentrations, as measured at air pollutant monitoring stations within the county. The transport of air pollutants from Los Angeles to San Diego has also occurred within the stable layer of the elevated subsidence inversion, where high levels of O_3 are transported.

Air Quality Characteristics

Air quality varies as a direct function of the amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. Air quality problems arise when the rate of pollutant emissions exceeds the rate of dispersion. Reduced visibility, eye irritation, and adverse health impacts upon those persons termed “sensitive receptors” are the most serious hazards of existing air quality conditions in the area. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution, as identified by the California Air Resources Board (CARB), include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases. Sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

Pollutants and Effects

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The federal and state standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include O_3, NO_2, CO, sulfur dioxide (SO_2), PM_{10}, $PM_{2.5}$, and lead. These pollutants are discussed in the following paragraphs.[1] In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants.

Ozone. O_3 is a colorless gas that is formed in the atmosphere when volatile organic compounds (VOCs), sometimes referred to as reactive organic gases, and NO_x react in the presence of ultraviolet sunlight. O_3 is not a primary pollutant; it is a secondary pollutant formed by complex interactions of two pollutants directly emitted into the atmosphere. The primary sources of VOCs and NO_x, the precursors of O_3, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in O_3 formation, and ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. Short-term exposures (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.

Nitrogen Dioxide. Most NO_2, like O_3, is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_x and are major contributors to O_3 formation. High concentrations of NO_2 can cause breathing difficulties and result in a brownish-red cast to the atmosphere with reduced visibility. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis and some increase in bronchitis in children (2 and 3 years old) has also been observed at concentrations below 0.3 parts per million by volume (ppm).

Carbon Monoxide. CO is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, such as the proposed CPA area, automobile exhaust accounts for the majority of CO emissions. CO is a non-reactive air pollutant that dissipates relatively quickly; therefore, ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local

[1] The following descriptions of health effects for each of the criteria air pollutants associated with project construction and operations are based on the Environmental Protection Agency (EPA) "Six Common Air Pollutants" (EPA 2014a) and the CARB "Glossary of Air Pollutant Terms" (CARB 2015a).

meteorological conditions, primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. The highest levels of CO typically occur during the colder months of the year when inversion conditions are more frequent. In terms of health, CO competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can be dizziness, fatigue, and impairment of central nervous system functions.

Sulfur Dioxide. SO_2 is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. The main sources of SO_2 are coal and oil used in power plants and industries; as such, the highest levels of SO_2 are generally found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. SO_2 is an irritant gas that attacks the throat and lungs and can cause acute respiratory symptoms and diminished ventilator function in children. SO_2 can also yellow plant leaves and erode iron and steel.

Particulate Matter. Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. $PM_{2.5}$ and PM_{10} represent fractions of particulate matter. Fine particulate matter, or $PM_{2.5}$, is roughly 1/28 the diameter of a human hair. $PM_{2.5}$ results from fuel combustion (e.g., motor vehicles, power generation, and industrial facilities), residential fireplaces, and wood stoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as sulfur oxides (SO_x), NO_x, and VOC. Inhalable or coarse particulate matter, or PM_{10}, is about 1/7 the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions.

$PM_{2.5}$ and PM_{10} pose a greater health risk than larger-size particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and PM_{10} can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as lead, sulfates, and nitrates, can cause lung damage directly or be absorbed into the blood stream, causing damage elsewhere in the body. Additionally, these substances can transport absorbed gases, such as chlorides or ammonium, into the lungs, also causing injury. Whereas PM_{10} tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate deeper into the lungs and damage lung tissues. Suspended

particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

Lead. Lead in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturing of batteries, paint, ink, ceramics, and ammunition; and secondary lead smelters. Before 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95%. With the phase-out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities are becoming lead-emission sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance including intelligence quotient performance, psychomotor performance, reaction time, and growth.

Toxic Air Contaminants. A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute and/or chronic noncancer health effects. A toxic substance released into the air is considered a toxic air contaminant (TAC). Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs 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 landfills. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and noncarcinogenic effects. Noncarcinogenic effects typically affect one or more target organ systems and may be experienced either on short-term (acute) or long-term (chronic) exposure to a given TAC.

Local Air Quality

SDAB Attainment Designation

An area is designated in attainment when it is in compliance with the NAAQS and/or the CAAQS. These standards are set by the EPA and CARB, respectively, for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare.

The criteria pollutants of primary concern that are considered in this air quality assessment include O_3, NO_2, CO, SO_2, PM_{10}, and $PM_{2.5}$. Although there are no ambient standards for VOCs or NOx, they are important as precursors to O_3.

The SDAB is designated by EPA as an attainment area for the 1997 8-hour NAAQS for O_3 and as a marginal nonattainment area for the 2008 8-hour NAAQS for O_3. The SDAB is designated in attainment for all other criteria pollutants under the NAAQS with the exception of PM_{10}, which was determined to be unclassifiable. For CO specifically, the SDAB is considered a "maintenance" area under the NAAQS attainment designation. The SDAB is currently designated nonattainment for O_3 and particulate matter, PM_{10}, and $PM_{2.5}$, under the CAAQS. It is designated attainment for the CAAQS for CO, NO_2, SO_2, lead, and sulfates.

Table 5.3-2 summarizes SDAB's federal and state attainment designations for each of the criteria pollutants.

Table 5.3-2
San Diego Air Basin Attainment Classification

Pollutant	Federal Designation	State Designation
O_3 (1-hour)	Attainment (maintenance)[1]	Nonattainment
O_3 (8-hour – 1997) (8-hour – 2008)	Attainment (maintenance) Nonattainment (marginal)	Nonattainment
CO	Attainment (maintenance)[2]	Attainment
PM_{10}	Unclassifiable/attainment[3]	Nonattainment
$PM_{2.5}$	Unclassifiable/attainment[4]	Nonattainment
NO_2	Unclassifiable/attainment	Attainment
SO_2	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	(No federal standard)	Attainment
Hydrogen Sulfide	(No federal standard)	Unclassified
Visibility-Reducing Particles	(No federal standard)	Unclassified

Sources: EPA 2015 (Federal Designation); CARB 2014 (State Designation).

1 The federal 1-hour standard of 0.12 ppm was in effect from 1979 through June 15, 2005. The revoked standard is referenced here because it was employed for such a long period and because this benchmark is addressed in State Implementation Plans. The San Diego area of the SDAB is designated as attainment/maintenance, while the Imperial County area is designated as nonattainment/Sec.185A area.

2 The western and central portions of the SDAB are designated attainment (maintenance), while the eastern portion is designated unclassifiable/attainment.

3 The Imperial Valley planning area of the SDAB is designated as nonattainment/serious, while the western portion of the SDAB is designated as unclassifiable/attainment.

4 A portion of Imperial County is designated as nonattainment, while all other portions of the SDAB is designated as unclassifiable/attainment.

Air Quality Monitoring Data

The SDAPCD operates a network of ambient air monitoring stations throughout San Diego County that measure ambient concentrations of pollutants and determine whether the ambient air quality meets the CAAQS and the NAAQS. The SDAPCD monitors air quality conditions at 10 locations throughout the basin. Due to its proximity to the site and location in an area that is less congested than downtown San Diego, the Overland Avenue monitoring station concentrations for all

pollutants, except CO and SO_2, are considered most representative of the proposed CPA area. The downtown San Diego monitoring stations are the nearest locations to the proposed CPA area where CO and SO_2 concentrations are monitored. Ambient concentrations of pollutants from 2010 through 2013 are presented in Table 5.3-3. The number of days exceeding the O_3 ambient air quality standards is shown in Table 5.3-4; no ambient air quality standards for other pollutants were reported during the monitoring period. The state 8-hour and 1-hour O_3 standards were exceeded in 2010 and 2011, while the federal 8-hour O_3 standard was exceeded in 2011. Air quality within the proposed CPA area was in compliance with both CAAQS and NAAQS for NO_2, CO, PM_{10}, $PM_{2.5}$, and SO_2 during this monitoring period.

Table 5.3-3
Ambient Air Quality Data (ppm unless otherwise indicated)

Pollutant	Averaging Time	2010	2011	2012	2013	Most Stringent Ambient Air Quality Standard	Monitoring Station
O_3	8-hour	0.074	0.087	0.047	0.053*	0.070	Overland Avenue
	1-hour	0.100	0.097	0.050	0.063*	0.090	
PM_{10}	Annual	18.7 µg/m³	20.3 µg/m³	NA	NA	20 µg/m³	Overland Avenue
	24-hour	32.0 µg/m³	47.0 µg/m³	22.0 µg/m³	36.0 µg/m³*	50 µg/m³	
$PM_{2.5}$	Annual*	8.7 µg/m³	9.0 µg/m³	NA	10.4 µg/m³*	12 µg/m³	Overland Avenue
	24-hour	18.7 µg/m³	29.9 µg/m³	20.0 µg/m³	37.4 µg/m³*	35 µg/m³	
NO_2	Annual	0.013	NA	NA	NA	0.030	Overland Avenue
	1-hour	0.073	0.073	0.055	0.072*	0.180	
CO	8-hour	2.17	2.44	1.81	2.10*	9.0	Beardsley Street
	1-hour*	2.8	2.8	2.6	3.0	20	
SO_2	Annual	0.000	NA	NA	NA	0.030	Beardsley Street
	24-hour	0.002	0.003	NA	NA	0.040	

Sources: CARB 2015b; EPA 2014b
Notes:
NA = data not available; µg/m3 = micrograms per cubic meter
Data represent maximum values.* Data taken from EPA 2014b.

Table 5.3-4
Frequency of Air Quality Standard Violations

Monitoring Site	Year	Number of Days Exceeding Standard		
		State 1-Hour O_3	*State 8-Hour O_3*	*National 8-Hour O_3*
Overland Avenue	2010	2	3	0
	2011	1	3	1
	2012	0	0	0
	2013	NA	NA	NA

Source: CARB 2015b.

5.3.4 IMPACT

Air Quality Significance Thresholds

SDAPCD

As part of its air quality permitting process, the SDAPCD has established thresholds in Rule 20.2 requiring the preparation of air quality impact assessments for permitted stationary sources. The SDAPCD sets forth quantitative emission thresholds below which a stationary source would not have a significant impact on ambient air quality. Project-related air quality impacts estimated in this environmental analysis would be considered significant if any of the applicable significance thresholds presented in Table 5.3-5, are exceeded.

For purposes of the California Environmental Quality Act (CEQA), these screening criteria can be used as numeric methods to demonstrate whether a project's total emissions would result in a significant impact to air quality.

Table 5.3-5
San Diego Air Pollution Control District Air Quality Significance Thresholds

Construction Emissions	
Pollutant	*Total Emissions (Pounds per Day)*
PM_{10}	100
$PM_{2.5}$	55
NO_x	250
SO_x	250
CO	550
VOC	137*

Operational Emissions			
	Total Emissions		
Pollutant	*Pounds per Hour*	*Pounds per Day*	*Tons per Year*

Table 5.3-5
San Diego Air Pollution Control District Air Quality Significance Thresholds

PM_{10}	—	100	15
$PM_{2.5}$	—	55	10
NO_x	25	250	40
SO_x	25	250	40
CO	100	550	100
Lead and Lead Compounds	—	3.2	0.6
VOC	—	137*	13.7

Sources: City of San Diego 2011; SDAPCD 1995; SDAPCD 1998

* VOC threshold based on the significance thresholds recommended by the Monterey Bay Unified Air Pollution Control District for the North Central Coast Air Basin, which has similar federal and state attainment status as the SDAB for O_3.

The thresholds listed in Table 5.3-5 represent screening-level thresholds that can be used to evaluate whether project-related emissions could cause a significant impact on air quality. Emissions below the screening-level thresholds would not cause a significant impact. In the event that emissions exceed these thresholds, modeling would be required to demonstrate that the proposed project's total air quality impacts result in ground-level concentrations that are below the CAAQS and NAAQS, including appropriate background levels. For nonattainment pollutants, if emissions exceed the thresholds shown in Table 5.3-5, the proposed CPA could have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on the ambient air quality.

SDAPCD Rule 51 (Public Nuisance) prohibits emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of any person. A project that proposes a use that would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of off-site receptors.

City of San Diego

In order to determine the significance of the proposed CPA's emissions, the City's *Significance Determination Thresholds* (2011) were utilized.

The City of San Diego Development Services Department updated its CEQA *Significance Determination Thresholds* guidance in January 2011. This document provides guidance for City staff, project proponents, and the public for determining whether, based on substantial evidence, a project may have a significant effect on the environment under Section 21082.2 of CEQA. With respect to air quality, this guidance recommends the use of the thresholds shown in Table 5.3-5 to determine significance.

The air quality section of the *Significance Determination Thresholds* guidance recognizes attainment status designations for the SDAB and its nonattainment status for both O_3 and particulate matter. As such, the document recognizes that all new projects should include measures, pursuant to CEQA, to reduce project-related O_3 and particulate matter emissions to ensure new development does not contribute to San Diego's nonattainment status for these pollutants.

The document also included significance threshold "f" in addition to thresholds identified in Appendix G of the CEQA Guidelines. Threshold "f" requires CEQA to analyze whether a project would "release substantial quantities of air contaminants beyond the boundaries of the premises upon which the stationary source emitting the contaminants is located."

This threshold is based on San Diego Municipal Code, Chapter 14, Article 2, Division 7, Off-Site Development Impact Regulations, paragraph 142.0710, Air Contaminant Regulations, which states the following:

> 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.

In addition to threshold determination protocol for air quality (and protocol for all environmental resource areas analyzed under CEQA), the determination guidance includes a discussion of CO "hotspot" screening for consideration of CO during environmental review of proposed projects.

Issue 1: Would the proposed project conflict with or obstruct the implementation of an applicable air quality plan?

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 RAQS was initially adopted in 1991 and is updated on a triennial basis (most recently in 2009). The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for O_3. The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions and information regarding projected growth in San Diego County and the cities in the county, to project future emissions and determine from that the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by San Diego County and the cities in the county as part of the development of their general plans.

If a project proposes development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project might conflict with the RAQS and may contribute to a potentially significant cumulative impact on air quality. Five zoning designations for the proposed CPA site as currently zoned by the City's Municipal Code are RS-1-7, which is for single-family residential use (minimum of 5,000-square-foot lots); RM-1-1, which is for lower density multiple dwelling units (maximum of one dwelling unit for each 3,000 square feet of lot area); RM-2-4, which is for medium density multiple dwelling units (one dwelling unit for each 1,750 square feet of lot area); RM-3-8, which is for medium density multiple dwelling units (maximum of one dwelling unit for each 1,000 square feet of lot area); and OP-2-1, which is for open space park uses including passive and some active uses (San Diego Municipal Code, Chapter 13). The proposed project would consist of a CPA to include a street connection. The proposed CPA would not include trip-generating uses (e.g., residential or commercial units) and its future implementation would redistribute trips throughout the area rather than increase vehicle trips (KOA 2015); therefore, it is reasonable to assume vehicle trip generation and roadway construction for the site has been anticipated in the RAQS.

5.3.5 SIGNIFICANCE OF IMPACT

The proposed project would include a CPA to include a street connection. The CPA does not include any development, therefore it is not greater than that anticipated in the General Plan and SANDAG's growth projections. Additionally, the proposed CPA would not include trip-generating uses (e.g., residential or commercial units) and its future implementation would redistribute trips throughout the proposed project area rather than increase vehicle trips (KOA 2015). The proposed CPA would be consistent with the local general plan and SANDAG's growth projections; therefore would be considered consistent at a regional level with the underlying growth forecasts in the RAQS. Impacts would be less than significant.

5.3.6 MITIGATION, MONITORING, AND REPORTING

No mitigation would be required.

5.3.7 IMPACT

Issue 2: Would the proposed project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Construction

The proposed CPA would include a street connection in the Serra Mesa Community Plan. Construction of future road on the CPA site would generate temporary air pollutant emissions. For

the proposed CPA evaluated in this PEIR, there would be no construction impacts for any future development of a roadway the construction impacts are assumed to be the same as those previously analyzed in the Quarry Falls PEIR and hence would also be less than significant.

Operation

The proposed CPA would not generate any emissions. Future implementation of the CPA would result in the construction of a roadway that would generate VOCs, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions from mobile sources during operation.

The future construction of a roadway connection would not generate trips (KOA 2015); however, the future construction of a roadway would result in a redistribution of vehicle trips in the surrounding area. The traffic study (KOA 2015) looked at the effects of the future road connection by examining two factors:

1. **Locally Diverted Traffic**. Traffic that diverts to the new road connection from Mission Center because the new road connection offers a more direct route.
2. **Community Diverted Traffic**. Traffic that diverts to the new road connection from other arterials and freeways in the community because the new road connection offers a more direct route.

The magnitude of criteria pollutant emissions from mobile sources are directly correlated to vehicle miles traveled (VMT). The future implementation of the CPA would not result in higher VMT as attributed to an increase in trip generation when compared to existing conditions. The future implementation of the CPA could result in an increase in VMT if trip lengths were to significantly increase from existing conditions. However, as discussed in the traffic study (KOA 2015), the proposed road connection would offer a more direct route and would divert traffic from other arterials in the vicinity. In addition, the future roadway connection would not be substantially longer than other arterials in the area. Therefore, the proposed CPA would not result in significantly longer trip lengths that could contribute to a higher VMT as compared to existing traffic conditions.

5.3.8 SIGNIFICANCE OF IMPACT

Operation of the future implementation of the CPA would not result in criteria air pollutant emissions from area sources (architectural coatings, consumer products, and landscaping), natural gas consumption, water supply (including wastewater generation), and solid waste because the proposed CPA would not include the development of facilities with those types of uses. Although the future roadway connection would not generate trips (KOA 2015), the future construction of a roadway would result in a redistribution of vehicle trips in the surrounding area.

The future roadway would not result in higher VMT as attributed to an increase in trip generation or trip length when compared to existing conditions. Therefore, the future roadway would not result in significantly longer trip lengths that could contribute to a higher VMT as compared to existing traffic conditions.

The operation and construction of any future roadway development connecting Phyllis Place and Civita would not result in a significant net increase in criteria air pollutant emissions and is not anticipated to exceed the City's significance threshold for any criteria pollutants. Therefore, impacts during future construction and operation would be less than significant.

5.3.9 MITIGATION, MONITORING, AND REPORTING

No mitigation would be required.

5.3.10 IMPACT

Issue 3: Would the proposed project result in a 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 (including releasing emissions which exceed quantitative thresholds for O3 precursors)?

The future implementation of the proposed CPA, combined with known and reasonably foreseeable growth in the area, could result in cumulatively considerable emissions of nonattainment criteria air pollutants. In analyzing cumulative impacts from the proposed CPA, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the SDAB is designated as nonattainment for the CAAQS and NAAQS. If the future implementation of the CPA does not exceed thresholds and is determined to have less-than-significant project-specific impacts, it may still contribute to a significant cumulative impact on air quality if the emissions from the construction, in combination with the emissions from other proposed or reasonably foreseeable future projects, are in excess of established thresholds. However, the proposed CPA would only be considered to have a significant cumulative impact if the future construction's contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a "cumulatively considerable contribution" to the cumulative air quality impact).

The SDAB has been designated as a federal nonattainment area for O_3 and a state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. PM_{10} and $PM_{2.5}$ emissions associated with construction generally result in near-field impacts. The nonattainment status is the result of cumulative emissions from all sources of these air pollutants and their precursors within the SDAB. As discussed in Section 5.3.7, the potential emissions of all criteria pollutants during construction would be below the

significance levels. Additionally, construction would be short term and temporary in nature, and would be considered typical of the construction of a roadway. Therefore, impacts during construction would be considered less than significant. Once construction is completed, construction-related emissions would cease. Operational emissions generated by the future construction would not result in a significant net increase in VMT since the street would only result in redistribution of vehicle trips in the study area (KOA 2015). As such, the proposed CPA would result in a less-than-significant impact to air quality relative to any future construction and subsequent operational emissions.

As stated in Section 5.3.3, the RAQS relies on SANDAG growth projections based on population, vehicle trends, and land use plans developed by the cities and by the county as part of the development of their general plans. As such, projects that propose development that is consistent with the growth anticipated by local plans would be consistent with the RAQS. The zoning designation for the CPA area as currently zoned by the City's Municipal Code is RS-1-7, which is for single-family residential use (minimum of 5,000-square-foot lots). Because future implementation of the proposed CPA would result in the construction of a roadway segment, would not include trip-generating uses (e.g., residential or commercial units), and would redistribute trips throughout the area rather than increase vehicle trips (KOA 2015), it is reasonable to assume vehicle trip generation and roadway construction for the site has been anticipated in the RAQS.

Because the potential trips associated with the future construction of the proposed CPA have been anticipated in local air quality plans, the CPA and its implementation would be considered consistent at a regional level with the underlying growth forecasts in the RAQS.

5.3.11 SIGNIFICANCE OF IMPACT

The proposed CPA and its future implementation would not result in a cumulatively considerable contribution of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, and hence, impacts would be less than significant.

5.3.12 MITIGATION, MONITORING, AND REPORTING

No mitigation would be required.

5.3.13 IMPACT

Issue 4: Would the proposed project expose sensitive receptors to substantial pollutant concentrations including air toxics such as diesel particulates. As adopted by the South Coast Air Quality Management District (SCAQMD) in their CEQA Air Quality handbook (Chapter 4), a sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant than is the population at large. Sensitive receptors (and the facilities that house them) in proximity to localized CO sources, toxic air contaminants or odors are of particular concern. Examples include:

Long-Term Health Care Facilities

Rehabilitation Centers

Convalescent Centers

Retirement Homes

Residences – such as medical patients in homes

Schools

Playground

Child Care Centers

Athletic Facilities

Toxic Air Contaminants

In addition to impacts from criteria pollutants, proposed project impacts may include emissions of pollutants identified by the state and federal government as TACs or hazardous air pollutants (HAPs). State law has established the framework for California's TAC identification and control program, which is generally more stringent than the federal program, and is aimed at HAPs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal HAPs, and is adopting appropriate control measures for sources of these TACs. As examples, TACs include acetaldehyde, benzene, 1,3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and diesel particulate matter. Some of the TACs are groups of compounds that contain many individual substances (for example, copper compounds and polycyclic organic matter).

The greatest potential for TAC emissions would be during construction and this would be diesel particulate emissions from heavy equipment operations and heavy-duty trucks and the associated health impacts to sensitive receptors. The closest sensitive receptors are the First Assembly of God church and single-family residential development to the north of Phyllis Place approximately 330 feet from the proposed CPA area, residential units associated with the Civita project located

approximately 300 feet from the proposed CPA area, and single-family residential development to the west approximately 760 feet from the proposed CPA area.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. SDAPCD Rule 1210 (SDAPCD 1996) indicates that an incremental cancer risk threshold of 10 in 1 million or greater warrants public notification. "Incremental cancer risk" is the likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 70-year lifetime will contract cancer quantified using standard risk-assessment methodology. Implementation of the CPA would result in the building of the roadway segment. Future construction would total approximately 3 months. Off-road diesel construction equipment and heavy-duty diesel trucks (e.g., concrete trucks and delivery trucks), which are sources of diesel exhaust particulate matter, are regulated under three Airborne Toxic Control Measures (ATCMs) adopted by CARB. The ATCM for diesel construction equipment specifies particulate matter emission standards for equipment fleets, which become increasingly stringent over time. Furthermore, most newly purchased construction equipment introduced into construction fleets after 2013, depending on the engine horsepower rating, will be equipped with high-efficiency diesel particulate filters. One of ATCMs for heavy-duty diesel trucks specifies that commercial trucks with a gross vehicle weight rating over 10,000 pounds are prohibited from idling for more than 5 minutes unless the engines are idling while queuing or involved in operational activities. In addition, starting in model year 2008, new heavy-duty trucks must be equipped with an automatic shutoff device to prevent excessive idling or meet stringent NO_x requirements. Lastly, fleets of diesel trucks with a gross vehicle weight rating greater than 14,000 pounds are subject to another ATCM. This ATCM requires truck fleet operators to replace older vehicles and/or equip them with diesel particulate filters, depending on the age of the truck. Thus, the diesel exhaust particulate matter emissions from off-road construction equipment and trucks would be controlled substantially. Accordingly, future construction in implementing the CPA is not anticipated to result in a long-term exposure of sensitive receptors to substantial concentration of TACs.

Future operation of a road would not result in TACs because no stationary sources are proposed and the proposed CPA would not result in a significant net increase in VMT. As such, impacts would be less than significant.

Carbon Monoxide Hotspots

Mobile-source impacts occur on two scales of motion. The first occurs regionally; project-related travel will add to regional trip generation and increase the VMT within the local airshed and the SDAB. The second occurs locally; proposed project traffic will be added to the City's roadway system. If such traffic occurs during periods of poor atmospheric ventilation, consists of a large

number of vehicles "cold-started" and operating at pollution-inefficient speeds, and operates on roadways already crowded with non-project traffic, there is a potential for the formation of microscale CO "hotspots" in the area immediately around points of congested traffic. Because of continued improvement in mobile emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the basin is steadily decreasing (CARB 2004).

Projects contributing to adverse traffic impacts may result in the formation of CO hotspots. To verify that the future implementation of the CPA would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO hotspots was conducted. The proposed CPA's traffic report (KOA 2015), evaluated the level of service (LOS) (i.e., increased congestion) impacts at the intersections affected by the proposed CPA. The potential for CO hotspots was evaluated based on the results of the traffic report. The California Department of Transportation (Caltrans) Institute of Transportation Studies *Transportation Project-Level Carbon Monoxide Protocol* (CO Protocol) (Caltrans 1997) was followed.

In accordance with the CO Protocol, CO hotspots are typically evaluated when (1) the LOS of an intersection or roadway decreases to LOS E or worse, (2) signalization and/or channelization is added to an intersection, and (3) sensitive receptors such as residences, schools, and hospitals are located in the vicinity of the affected intersection or roadway segment.

The City recommends that a quantitative analysis of CO hotspots be performed where roadways deteriorate to a LOS E or worse and if a proposed development is within 400 feet of a sensitive receptor. The proposed CPA's traffic report (KOA 2015) evaluated 24 key intersections, 30 roadway segments, and 6 freeway mainline segments in the vicinity of the CPA to assess existing and long-term conditions. The City has not proposed to construct the road or received an application to construct the road. Therefore, it is not known when the proposed CPA would be implemented and the road would be constructed. Due to this uncertainty, potential short-term impacts were not analyzed; however as a function of cumulative analysis the analysis of long term conditions is possible.

Table 5.3-6 summarizes the existing traffic conditions, long-term cumulative traffic conditions without the roadway connection, long-term cumulative traffic conditions with the roadway connection, traffic conditions after recommended mitigation measures are implemented, whether the recommended mitigation measures are feasible, if the roadways are within 400 feet of sensitive receptors, and whether a quantitative CO hotspots analysis is required per the CO Protocol and City guidelines. Table 5.3-6 provides long-term cumulative traffic conditions for intersections that decrease to a LOS E or worse, specifically for the "Long-term with connection" scenario. Table 5.3-6 only includes traffic conditions for roadway segments and not for freeway mainline segments.

Table 5.3-6
Long-Term Without and With Connection Analysis

Key Intersection	Time Period	Existing Condition	Long Term With Connection	Mitigation Feasible?	Within 400 feet of Sensitive Receptor?	Requires CO Hotspot Analysis?
		LOS	*LOS*	*Yes/No*	*Yes/No*	*Yes/No*
Murray Ridge Road and Sandrock Road	PM	B	E	No	Yes	Yes
Murray Ridge Road and I-805 NB ramp	PM	A	F	Yes	Yes	Yes
Murray Ridge Road and I-805 SB ramp	AM PM	B B	E F	Yes	No	No
Qualcomm Way and Friars Road EB ramp	PM	B	E	Yes	Yes	Yes
Qualcomm Way and Friars Road WB ramp	AM PM	C	E	Yes	NA	No
Qualcomm Way and Rio San Diego Drive	PM	C	F	No	Yes	Yes
Via Alta and Franklin Ridge Road	PM	NA	F	Yes	NA	No

NA = not applicable; CO = carbon monoxide; LOS = level of service; I-805 = Interstate 805; EB = eastbound; WB = westbound

As shown in Table 5.3-6, a total of four intersections would deteriorate to LOS E or worse and would require a qualitative CO hotspot analysis. These intersections include the following:

1. Murray Ridge Road and Sandrock Avenue
2. Murray Ridge Road and I-805 northbound ramp
3. Qualcomm Way and Friars Road eastbound ramp
4. Qualcomm Way and Rio San Diego Drive

In accordance with the City's *Significance Determination Thresholds* (City of San Diego 2011), a site-specific CO hotspot analysis was performed for these intersections during the long-term with roadway connection traffic conditions. The potential impact of the implementation of the CPA on local CO levels was assessed at these intersections with the Caltrans CL4 interface, based on the California LINE Source Dispersion Model (CALINE4), which allows microscale CO concentrations to be estimated along each roadway corridor or near intersections (Caltrans 1998).

The modeling analysis was performed for worst-case wind angle, in which the model selects the wind angles that produce the highest CO concentrations at each of the receptors. The suburban land classification of 40 inches (100 centimeters) was used for the aerodynamic roughness coefficient, which determines the amount of local air turbulence that affects plume spreading. The at-grade option was used in the analysis; for at-grade sections, CALINE4 does not permit the plume to mix below ground level. The mixing zone, which is defined as the width of the roadway plus 10 feet (3 meters) on either side, was estimated for each roadway using Google Earth (2015). The calculations assume a mixing height of 3,280 feet (1,000 meters), a flat topographical condition between the source and the receptor (link height of 0 meters), and a meteorological condition of little to almost no wind (3.3 feet (1 meter) per second), consistent with EPA guidance.

The emission factor represents the weighted average emission rate of the local San Diego County vehicle fleet expressed in grams per mile per vehicle. Consistent with the traffic report, emission factors for 2035, representing the long-term with roadway connection traffic conditions, were predicted by EMFAC2014 and were used in the CALINE4 model.

Emission factors were based on a 5-mile-per-hour (mph) to 10 mph average speed for all of the intersections, a temperature of 47°F,[2] and an average humidity of 55%. The hourly traffic volume anticipated to travel on each link, in units of vehicles per hour, was based on the traffic report. Since future construction of the roadway generated traffic would have a direct impact for all of the intersections in the PM peak hours, vehicle counts for the PM hours were used. Modeling assumptions are outlined in Appendix D.

Four to six receptor locations at each intersection were modeled to determine CO ambient concentrations. A receptor was assumed on the sidewalk at each corner of the modeled intersections, for a total of four receptors adjacent to the intersection, to represent the possibility

[2] January is usually the coldest month of the year in San Diego, with an average minimum temperature of 49.7°F (NOAA 2015). The CO Protocol guidance is to use the smallest mean minimum temperature observed in January over the past 3 years plus the temperature adjustment for the geographic location and time period. The smallest mean minimum at the San Diego WSO airport station was 47°F in January 2013 (WRCC 2015). Assuming a 5°F correction factor for PM traffic conditions, average evening temperature would be approximately 52°F (Caltrans 1997). However, because these meteorological readings are for Lindbergh Field in San Diego, and as CO concentrations generally increase with a decrease in temperature, a temperature of 47°F (8.3°C) was conservatively used to determine the emission factors in EMFAC and CO concentrations in CALINE4.

of extended outdoor exposure. CO concentrations were modeled at these locations to assess the maximum potential CO exposure that could occur in in the long-term. Impacts to additional nearby sensitive receptors, such as residences or schools, were modeled. A receptor height of 5.9 feet (1.8 meters) was used in accordance with EPA recommendations for all receptor locations.

The maximum 1-hour CO background concentration of 3.0 ppm, as measured in 2013 (see Table 5.3-3), was assumed in the CALINE4 model. The model provides predicted concentrations in parts per million at each of the receptor locations. To estimate an 8-hour average CO concentration, a persistence factor of 0.7, as is recommended for urban locations, was applied to the output values.

The results of the model are shown in Table 5.3-7. Model input and output data are provided in Appendix D.

Table 5.3-7
CALINE4 Predicted Carbon Monoxide Concentrations

Intersection	Maximum Modeled Impact Long-Term with Roadway Connection Conditions (ppm)*	
	1-hour	*8-hour***
Murray Ridge Road and Sandrock Road	3.4	2.4
Murray Ridge Road and I-805 Northbound Ramp	3.6	2.5
Qualcomm Way and Friars Road Eastbound Ramp	3.3	2.3
Qualcomm Way and Rio San Diego Drive	3.4	2.4

Source: Caltrans 1998 (CALINE4).
Notes: CO = carbon monoxide; ppm = parts per million.
Modeled concentrations reflect background 1-hour concentration of 3.0 ppm.
8-hour concentrations were obtained by multiplying the 1-hour concentration by a factor of 0.7, as referenced in Caltrans 1997, Table B.15.

As shown in Table 5.3-7, maximum CO concentrations predicted for the 1-hour averaging period would be 3.6 ppm, which is below the state 1-hour CO standard of 20 ppm (see Table 5.3-1 for state standards). Maximum predicted 8-hour CO concentrations of 2.5 ppm would be below the state CO standard of 9 ppm. Neither the 1-hour nor 8-hour state standard would be equaled or exceeded at any of the intersections studied. Accordingly, impacts would be less than significant.

5.3.14 SIGNIFICANCE OF IMPACT

The proposed CPA would not expose sensitive receptors to substantial pollutant concentrations; therefore, impacts would be less than significant.

5.3.15 MITIGATION, MONITORING, AND REPORTING

No mitigation would be required.

5.3.16 IMPACT

Issue 5: Would the proposed project create objectionable odors affecting a substantial number of people?

Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The future implementation of the proposed CPA would result in a roadway extension and would not result in the creation of a land use that is commonly associated with odors.

5.3.17 SIGNIFICANCE OF IMPACT

Future implementation of the proposed CPA would result in a roadway extension and would not result in the creation of a land use that is commonly associated with odors. After future implementation of the CPA the operation of the roadway would result in an odor impact that is less than significant.

5.3.18 MITIGATION, MONITORING, AND REPORTING

No mitigation would be required.

5.3.19 IMPACT

Issue 6: Would the proposed project release substantial quantities of air contaminants beyond the boundaries of the premises upon which the stationary source emitting the contaminants is located?

Stationary sources include uses such as dry cleaners, gas stations, combustion sources, and laboratories. The proposed CPA would not include the operation of stationary sources.

5.3.20 SIGNIFICANCE OF IMPACT

The proposed CPA or its subsequent implementation would not release substantial quantities of air contaminants beyond the boundaries of the proposed CPA area due to the operation of a stationary source; therefore, impacts would be less than significant.

5.3.21 MITIGATION, MONITORING, AND REPORTING

No mitigation would be required.

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5.4 NOISE

5.4.1 INTRODUCTION

The analysis in this section is based on the *Noise Technical Report* prepared by Dudek in April 2015 for the Serra Mesa CPA. The full report is included as Appendix E of this PEIR. This section assesses existing noise conditions at the CPA area and vicinity, as well as potential long-term operational noise impacts associated with the future implementation of the CPA. Noise impacts are determined based on the City of San Diego's CEQA significance thresholds.

5.4.2 NOISE DEFINITIONS AND CRITERIA

Sound is mechanical energy transmitted by pressure waves in a compressible medium, such as air. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired. The sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The unit of measurement of sound pressure is a decibel (dB). Since the human ear is not equally sensitive to all sound frequencies within the entire spectrum, noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called "A-weighting," the measurement of which is expressed as dB(A). Hourly average noise levels are usually expressed as dB(A) equivalent noise level (Leq) over that period of time. Therefore, all sound levels discussed in this section are A-weighted. Because community receptors are more sensitive to noise intrusion during the evening and at night, state law requires that an artificial dB(A) increment be added to "quiet-time" noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL).

Groundborne Vibration Definitions and Criteria

Groundborne vibration is a small, rapidly fluctuating motion transmitted through the ground. Measurement units commonly used to describe the intensity of ground vibration include the peak particle velocity and the velocity decibel.

5.4.3 REGULATORY SETTING

Local

City of San Diego Municipal Code

The City has adopted a quantitative noise ordinance to control excessive noise generated in the City (City of San Diego 2008a). The noise ordinance limits are expressed in terms of a 1-hour average sound level. The allowable noise limits depend on the land use zone, time of day, and duration of the noise, as depicted in Table 5.4-1, City of San Diego Sound Level Limits.

Table 5.4-1
City of San Diego Sound Level Limits

Land Use	Time of Day	One-Hour Average Sound Level (dB)
Single-Family Residential	7 a.m. to 7 p.m. 7 p.m. to 10 p.m. 10 p.m. to 7 a.m.	50 45 40
Multifamily Residential (up to maximum density of 1/2000)	7 a.m. to 7 p.m. 7 p.m. to 10 p.m. 10 p.m. to 7 a.m.	55 50 45
All other residential	7 a.m. to 7 p.m. 7 p.m. to 10 p.m. 10 p.m. to 7 a.m.	60 55 50
Commercial	7 a.m. to 7 p.m. 7 p.m. to 10 p.m. 10 p.m. to 7 a.m.	65 60 60
Industrial or Agricultural	Anytime	75

Source: City of San Diego Municipal Code, Section 59.5.0401–59.5.0404 (City of San Diego 2008b).

The City also regulates noise associated with construction activities. Construction is permitted between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, with the exception of legal holidays. Construction equipment shall be operated so as not to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 dB during the 12-hour period from 7:00 a.m. to 7:00 p.m. (City of San Diego 2006).

5.4.4 EXISTING CONDITIONS

Ambient Noise

The CPA area is currently vacant but disturbed in character. The ambient noise in the proposed CPA area is primarily generated by traffic along Interstate 805 (I-805) and arterial roadways in the project vicinity. The existing average daily traffic (ADT) volume along Phyllis Place, immediately north of the CPA area, is 2,420. The existing ADT volume along Friars Road between I-805 and Qualcomm Way is 36,466 (KOA 2015).

The Noise Technical Report measured the ambient noise in the proposed CPA vicinity by conducting measurements at five locations between 2:50 p.m. and 4:10 p.m. on February 20, 2015, as depicted in Figure 5.4-1.

As shown in Table 5.4-2, the measured average noise levels on the proposed CPA area ranged from 55 dBA Leq at Site M3 to 63 dBA Leq at Site M1.

Table 5.4-2
Measured Noise Levels and Community Noise Equivalent Level

Site	Description	L_{eq}[a]	CNEL[b]
M1	City View Church, north of project area	55 dBA	58 dBA
M2	Residential area on Via Alta, southwest of project area	52 dBA	52 dBA
M3	Residential area on Civita Boulevard, southwest of project area	62 dBA	62 dBA
M4	Future residential area adjacent to Phillis Place, west of project area	61 dBA	63 dBA
M5	Residential area on Mission Center Road, west of project area	56 dBA	58 dBA

[a] Equivalent continuous sound level (time-average sound level)
[b] Community noise equivalent level (CNEL) based on diurnal noise patterns for roadways with greater than 10,000 average daily traffic

5.4.5 IMPACT

Issue 1: Would the proposed project result in or create a significant increase in the existing ambient noise levels?

Issue 2: Would the proposed project result in the exposure of people to noise levels which exceed the City's adopted noise ordinance (Section 59.5.0401–0404) or are incompatible with the City of San Diego General Plan Noise Element (Table K-4)?

The Noise Technical Report used the following significance criteria that are based on Appendix G of the CEQA Guidelines and the City of San Diego's CEQA Significance Determination Thresholds (City of San Diego 2011). These thresholds provide a basis for determining significance of impacts associated with noise and vibration resulting from the proposed project. The determination of whether a noise impact would be significant is based on the applicable noise thresholds and impacts are considered significant if the proposed project would result in any of the following:

1. Expose persons to or generate noise levels in excess of standards established in the City of San Diego's Significance Determination Thresholds and/or the City's Noise Ordinance.
2. Expose persons to or generate excessive groundborne vibration or groundborne noise levels.
3. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
4. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Supplemental Thresholds

Traffic noise significance thresholds are contained in Table K-2 of the City of San Diego's CEQA Significance Determination Thresholds. These thresholds are reproduced below as Table 5.4-3.

Table 5.4-3
Traffic Noise Significance Thresholds

Structure or Proposed Use that Would Be Impacted by Traffic Noise	Interior Space (CNEL)	Exterior Usable Space[a] (CNEL)	General Indication of Potential Significance
Single-Family Detached	45 dB	65 dB	Structure or outdoor usable area[b] is <50 feet from the center of the closest (outside) lane on a street with existing or future ADT >7,500
Multi-Family, Schools, Libraries, Hospitals, Day Care, Hotels, Motels, Parks, Convalescent Homes	Development Services Department ensures 45 dB pursuant to Title 24	65 dB	
Offices, Churches, Business, Professional Uses	N/A	70 dB	Structure or outdoor usable area is <50 feet from the center of the closest lane on a street with existing or future ADT of >20,000
Commercial, Retail, Industrial, Outdoor Spectator Sports Uses	N/A	75 dB	Structure or outdoor usable area is <50 feet from the center of the closest lane on a street with existing or future ADT of >40,000

Source: City of San Diego 2011, Table K-2
CNEL = community noise equivalent level; ADT = average daily traffic
[a] If a project is currently at or exceeds the significance thresholds for traffic noise described above, and noise levels would result in less than a 3 dB increase, then the impact is not considered significant.
[b] Exterior usable areas do not include residential front yards or balconies, unless the areas such as balconies are part of the required usable open space calculation for multi-family units.

CEQA does not define what constitutes a substantial increase in noise levels. However, the California Department of Transportation defines a substantial noise increase as being 12 dB above existing noise levels (Caltrans 2011).

Construction Noise

Implementation of the proposed CPA would result in the construction of a roadway. Short-term construction noise impacts tend to occur in discreet phases dominated initially by site clearing and grubbing. Because the site has been pre-graded from previous development associated with the Civita project, the amount of heavy equipment needed for site preparation would be less than what would be expected for an undisturbed site. Later phases of construction would entail in-ground utility work followed by fine site grading and paving. The final phase would involve landscaping and street painting.

Any road built as the result of implementation of the proposed CPA would be constructed during the City's allowable hours of construction. Although temporary in nature, it should be noted that construction noise levels nonetheless could cause a certain level of disturbance and annoyance.. The earth-moving activities associated with additional grading needed for the proposed project

would be the noisiest sources during construction. Construction would temporarily increase ambient noise levels by more than 5 dBA, and construction noise impacts with respect to a temporary or periodic increase in ambient noise levels in the project area would be potentially significant to the occupied housing within the Civita project.

Nighttime Construction Activities

The City's noise ordinance notes that construction between the hours of 7:00 p.m. and 7:00 a.m. shall not be conducted in such a manner as to create disturbing, excessive, or offensive noise unless a permit has been applied for and granted beforehand by the Noise Abatement and Control Administrator. Any construction activities resulting from the implementation of the CPA are not anticipated to occur between the hours of 7:00 p.m. and 7:00 a.m. in accordance with the City's Noise Ordinance.

Operational Noise

If the roadway is built, the potential operational noise effects would be associated with local traffic. The expected traffic noise levels at existing noise-sensitive receptors were predicted using the Federal Highway Administration (FHWA's TNM, Version 2.5). The parameters used to estimate vehicular traffic noise were the typical distance between roadway centerline and receiver; typical ADT volumes and posted speed limits; and percentages of automobiles, medium trucks, buses, motorcycles, and heavy trucks (FHWA 2004).

Noise from motor vehicle traffic associated with the CPA was analyzed using the data from the project traffic study (KOA 2015). ADT volumes for the Existing Year and Long Term Without and With Project scenarios were used to predict the changes in traffic noise at selected roadway segments (i.e., Phyllis Place, Friars Road, Mission Center Road, Civita Boulevard, Via Alta, and Franklin Ridge Road). Table 5.4-4 summarizes predicted traffic noise levels along roadways in the project area under existing, opening day, and long-term conditions both with and without the project.

Receiver # – Location	Existing	Long Term	Long Term with Project	Change in Noise Level from Existing
R1 – Residential adjacent to Friars Road	63	65	64	+1
R2 – Residential adjacent to Mission Center Road north of Friars Road	69	70	71	+2
R3 – Residential adjacent to Civita Boulevard	58	62	61	+3

R4 – Residential adjacent to Mission Center Road north of Civita Boulevard	61	65	63	+2
R5 – Residential adjacent to Phyllis Place	59	59	60	+1
R6 – Church adjacent to Phyllis Place	62	62	62	0
R7 – Future residential west of Franklin Ridge Road Extension	54	58	59	+5
R8 – Residential adjacent to Qualcomm Way	64	65	66	+2
R9 - Residential adjacent to Mission Center Road north of project	69	70	69	0
R10 – Residential adjacent to Phyllis Place east of Interstate 805	68	69	68	0
R11 – Residential adjacent to Via Alta	60	62	63	+3

Source: KOA 2015

Cumulative Impacts

As shown in Table 5.4-4, the CPA would not result in an exceedance of the City of San Diego's 65 dBA CNEL exterior noise standard, nor would it result in an increase of 3 dBA or more at receivers currently exceeding the 65 dBA CNEL noise standard. Therefore, traffic noise from the project would be less than significant.

5.4.6 SIGNIFICANCE OF IMPACTS

If the CPA is implemented in the future, the noise from construction activities would be temporary and would be in compliance with applicable noise ordinance during both day and nighttime construction activities. However, as discussed previously, potential noise generated from construction activities would exceed City thresholds at nearby sensitive receptors, and therefore, significant impacts would result. Mitigation measure NOI-1 would reduce on-site noise impacts from both daytime and nighttime construction activities.

Traffic noise levels with the future implementation of the road extension would not result in the exceedance of City of San Diego noise standards, nor would the proposed CPA result in a substantial increase in traffic noise. Therefore, noise levels associated with operation of the future construction of the road were found to be less than significant.

5.4.7 MITIGATION MEASURES

MM NOI-1

a. All construction and general maintenance activities, except in an emergency, shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday and should utilize the quietest equipment available.

b. All on-site construction equipment shall have properly operating mufflers and all construction staging areas shall be as far away as possible from any already completed residences.

c. Prior to any notice to proceed, a noise mitigation plan would need to be developed and implemented to insure that the City's noise ordinance standard will not be exceeded. Components of such a plan would possibly include erecting temporary noise barriers, using smaller (quieter) earth-moving equipment,

No noise impacts associated with operation of a future constructed roadway would occur, so no mitigation measures are required.

5.4.8 IMPACT

Issue 3: Would the proposed project cause exposure of people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan or an adopted airport Comprehensive Land Use Plan?

Issue 4: Would the proposed project result in land uses which are not compatible with aircraft noise levels as defined by an adopted airport Comprehensive Land use Plan (CLUP)?

Per the City's CEQA Thresholds of Significance, the following thresholds provide a basis for determining significance of impact associated with noise and vibration resulting from the proposed project. Impacts are considered significant if the proposed project would result in any of the following:

1. Exposing people residing or working in the project area within an airport land use plan, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, to excessive noise levels.
2. Expose people residing or working in the project area within the vicinity of a private airstrip to excessive noise levels.

The proposed CPA is not located within 2 miles (or within 2 nautical miles) of a private airstrip, but it is located approximately 1.8 miles (approximately 1.56 nautical miles) south of the Montgomery Field Airport. The *Montgomery Field Airport Land Use Compatibility Plan* (ALUCP) (San Diego County Airport Land Use Commission 2010) addresses four types of airport land use compatibility factors, including noise. The ALUCP identifies areas likely to be impacted by noise and flight activity created by aircraft operations at the airport; these areas are shown on Figure 5.4-2, Montgomery Field Noise Compatibility. As shown in Figure 5.4-2, the proposed CPA area is located outside the airport's 60 dBA CNEL noise contour lines. As such, the CPA would not result in airport-related noise impacts for people residing or working in the CPA area and impacts would be less than significant.

5.4.9 SIGNIFICANCE OF IMPACTS

The proposed CPA is not located within 2 miles of a private airstrip. The proposed CPA is located within 2 miles of Montgomery Field Airport; however, it is located outside of the airport's ALUCP 60 dBA CNEL noise contour. Therefore, the proposed CPA would not result in airport-related noise impacts for people residing or working in the proposed CPA area and impacts would be less than significant.

5.4.10 MITIGATION MEASURES

No noise impacts associated with airport related noise would occur, so no mitigation measures are required.

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Figure 5.4-1 Noise Measurement and Modeling Locations

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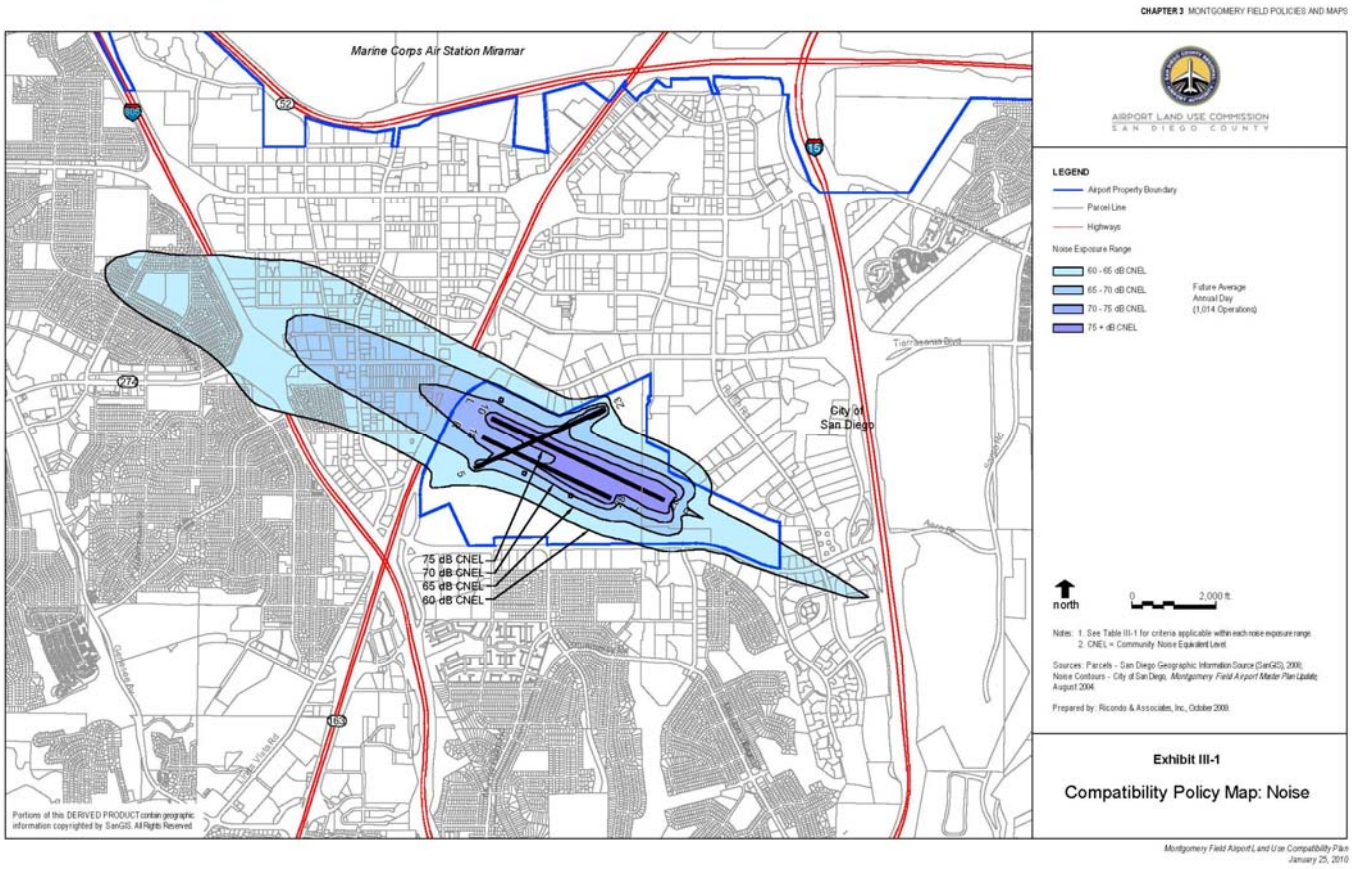
Figure 5.4-2 Montgomery Field Noise Compatibility



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5.5 BIOLOGICAL RESOURCES

5.5.1 INTRODUCTION

The following discussion summarizes the Biological Resources Letter Report for the Serra Mesa CPA prepared by Dudek in April 2015. The complete biological resources letter is included as Appendix F of this PEIR.

The proposed project is an amendment to the Serra Mesa Community Plan that would include a street connection from Phyllis Place near its interchange with Interstate 805 (I-805) southward to the boundary of Serra Mesa and Mission Valley. The CPA area is located immediately south of Phyllis Place, east of Abbotshill Road, north of the Mission Valley border, and approximately 0.22 miles west of I-805.

The biological resources letter included a 2015 survey of the approximately 2-acre site, which would include the future roadway and surrounding area, to provide information about the existing biological resources on the site and to analyze the potential biological impacts associated with the proposed CPA. The 2015 survey was of a larger area that included the future constructed roadway within the Quarry Falls Specific Plan area. As discussed in Chapter 4.0 the proposed CPA does not include the construction of the road into Mission Valley. Therefore the area of the currently proposed amendment is 0.38 acres. The analysis takes into account a 100-foot buffer encompassing the area of potential effect of a future roadway within the Serra Mesa Community Plan.

5.5.2 REGULATORY SETTING

Federal

Endangered Species Act

The federal Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 et seq.), provides for listing of endangered and threatened species of plants and animals and designation of critical habitat for listed animal species. The ESA also prohibits all persons subject to U.S. jurisdiction from "taking" endangered species, which includes any harm or harassment. Section 7 of the ESA requires that federal agencies, prior to project approval, consult the U.S. Fish and Wildlife Service (USFWS) and/or the National Marine Fisheries Service to ensure adequate protection of listed species that may be affected by the project.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.) is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The list of bird species covered by the MBTA is extensive and is detailed in 50 Code of Federal Regulations (CFR)

10.13. The regulatory definition of "migratory bird" is broad and includes any mutation or hybrid of a listed species, including any part, egg, or nest of such a bird (50 CFR 10.12). Migratory birds are not necessarily federally listed endangered or threatened birds under the ESA. The MBTA, which is enforced by the USFWS, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird or attempt such actions, except as permitted by regulation. The applicable regulations prohibit the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations (50 CFR 21.11).

Clean Water Act

The federal Water Pollution Control Act (also known as the Clean Water Act) (33 U.S.C. 1251 et seq.), as amended by the Water Quality Act of 1987 (PL 1000-4), is the major federal legislation governing water quality. The purpose of the Clean Water Act is to "restore and maintain the chemical, physical, and biological integrity of the nation's waters." Discharges into waters of the United States are regulated under Section 404. Waters of the United States include (1) all navigable waters (including all waters subject to the ebb and flow of tides); (2) all interstate waters and wetlands; (3) all other waters, such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sand flats, wetlands, sloughs, or natural ponds; (4) all impoundments of waters mentioned above; (5) all tributaries to waters mentioned above; (6) the territorial seas; and (7) all wetlands adjacent to waters mentioned above. In California, the State Water Resources Control Board and the nine Regional Water Quality Control Boards are responsible for implementing the Clean Water Act. Important applicable sections of the Clean Water Act are discussed below:

- ***Section 303*** requires states to develop water quality standards for inland surface and ocean waters and submit to the U.S. Environmental Protection Agency for approval. Under Section 303(d), the state is required to list waters that do not meet water quality standards and to develop action plans, called total maximum daily loads, to improve water quality.
- ***Section 304*** provides for water quality standards, criteria, and guidelines.
- ***Section 401*** requires an applicant for any federal permit that proposes an activity that may result in a discharge to waters of the United States to obtain certification from the state that the discharge will comply with other provisions of the Clean Water Act. Certification is provided by the respective Regional Water Quality Control Board.
- ***Section 402*** establishes the National Pollutant Discharge Elimination System, a permitting system for the discharge of any pollutant (except for dredge or fill material) into waters of the United States. The National Pollutant Discharge Elimination System program is administered

by the Regional Water Quality Control Board. Conformance with Section 402 is typically addressed in conjunction with water quality certification under Section 401.

- ***Section 404*** provides for issuance of dredge/fill permits by the U.S. Army Corps of Engineers (ACOE). Permits typically include conditions to minimize impacts on water quality. Common conditions include ACOE review and approval of sediment quality analysis before dredging, a detailed pre- and post-construction monitoring plan that includes disposal site monitoring, and required compensation for loss of waters of the United States.

U.S. Army Corps of Engineers

The ACOE has primary federal responsibility for administering regulations that concern waters and wetlands in the CPA area. In this regard, the ACOE acts under two statutory authorities, the Rivers and Harbors Act (33 U.S.C., Sections 9 and 10), which governs specified activities in navigable waters, and the Clean Water Act (Section 404), which governs specified activities in waters of the United States, including wetlands and special aquatic sites. Wetlands and non-wetland waters (e.g., rivers, streams, and natural ponds) are a subset of waters of the United States and receive protection under Section 404 of the Clean Water Act. The ACOE has primary federal responsibility for administering regulations that concern waters and wetlands in the CPA area under statutory authority of the Clean Water Act (Section 404). In addition, the regulations and policies of various federal agencies mandate that the filling of wetlands be avoided to the extent feasible. The ACOE requires obtaining a permit if a project proposes placing structures within navigable waters and/or alteration of waters of the United States.

State

California Endangered Species Act

Similar to the federal ESA, the California ESA of 1970 provides protection to species considered threatened or endangered by the State of California (California Fish and Game Code, Section 2050 et seq.). The California ESA recognizes the importance of threatened and endangered fish, wildlife, and plant species and their habitats, and prohibits the taking of any endangered, threatened, or rare plant and/or animal species unless specifically permitted for education or management purposes.

California Fish and Game Code

The California Fish and Game Code regulates the handling and management of the state's fish and wildlife. Most of the code is administered or enforced by the California Department of Fish and Wildlife (CDFW; before January 1, 2013, California Department of Fish and Game (CDFG)). One section of the code generally applies to public infrastructure projects:

- **Section 1602** regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. CDFW has jurisdiction over riparian habitats associated with watercourses. Jurisdictional waters are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not include tidal areas or isolated resources.

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act of 1969, updated in 2012 (California Water Code, Section 13000 et seq.), provides for statewide coordination of water quality regulations. The act established the California State Water Resources Control Board as the statewide authority, and nine separate Regional Water Quality Control Boards were developed to oversee water quality on a day-to-day basis.

Local

City of San Diego Multiple Species Conservation Plan Subarea Plan

The City of San Diego's (City's) Multiple Species Conservation Plan (MSCP) Subarea Plan has been prepared pursuant to the requirements of the California Natural Communities Conservation Planning Act of 1992. This Subarea Plan is an implementing agreement between the City and the wildlife agencies to allow the City to issue take permits at a local level. The Subarea Plan is a standalone document intended to implement the City's portion of the MSCP preserve.

The City of San Diego Multi-Habitat Planning Area (MHPA) was developed by the City in cooperation with the wildlife agencies, property owners, developers, and environmental groups. The preserve design criteria contained in the MSCP plan and the city council-adopted criteria for the creation of the MHPA were used as guidelines in the development of the City's MHPA. The MHPA delineates core biological resource areas and corridors targeted for conservation.

5.5.3 EXISTING CONDITIONS

This section discusses the existing conditions in the proposed CPA area.

Topography

The topography in the proposed CPA area generally slopes downward naturally toward the southern extents of the Civita mixed-use project site in Mission Valley. The highest elevation

on site occurs along the northern portion of the proposed CPA at the existing road shoulder south of Phyllis Place. The lowest elevation on the proposed CPA site occurs on the southern border as it slopes down towards the Mission Valley community plan area.

Land Uses

Currently, the street connection right-of-way supports primarily disturbed habitat. Phyllis Place is an existing two-lane paved road that is located directly north of the proposed CPA. The southern boundary of the site is the border between the Serra Mesa and Mission Valley Community Plans. The areas to the immediate east and west of the proposed CPA site are similarly disturbed lands, which will include future development of a park associated with the Civita project.

Generally, the CPA area is surrounded by existing residential development. City View Church is located immediately north of Phyllis Place; I-805 is located approximately 0.22-miles east; and the Mission Valley community is located immediately to the south. An active energy transmission line (four-post towers) and easement, runs east–west the southern boundary of the easement is the approximate location of the boundary between the Serra Mesa and Mission Valley Community Plans.

Multiple Species Conservation Program

The proposed CPA is within the City of San Diego's MSCP, in the City's Subarea Plan (City of San Diego 1997). The CPA site is located within the central portion of the Subarea Plan boundary within an area that is designated as "Urban Areas." The proposed CPA site is not located within any preserve lands incorporated into the MHPA. The nearest MHPA lands occur approximately 0.28 mile west and approximately 0.75 mile south of the CPA site.

Coastal Zone

The proposed CPA area is not within the City's Coastal Zone Map No. C-908 (San Diego Municipal Code, Chapter 13, Article 2, Division 4).

Soils

The proposed CPA area supports two different soil types: Altamont clay (AtD), 9%–15% slopes; and Olivenhain cobbly loam (OhE), 9%–30% slopes. The Altamont series consists of deep, well-drained clays formed from calcareous shale and sandstone. Soils are gently sloping to very steep uplands at elevations ranging from 200 to 600 feet. Soils in the Olivenhain Series are well-drained, deep cobbly loams with cobbly clay subsoil. Olivenhain soils were formed in alluvium and are found on old marine terraces.

Vegetation Communities

The biological resources survey identified one native vegetation community within the southeastern corner of the CPA, 0.07 acre of disturbed coastal sage scrub. Coastal sage scrub is a native plant community that is ranked as Tier II and is considered sensitive under the City's Subarea Plan (City of San Diego 2012a). On the proposed CPA site, the coastal sage scrub is considered disturbed (i.e., disturbed coastal sage scrub) and is mapped in the southeastern portion of the proposed CPA site, as shown on Figure 5.5-1.

Land Cover

The biological resources survey located two land cover types on the CPA site: 0.01 acres of developed land and 0.29 acre of disturbed habitat.

Developed Land

Developed land represents areas that have been constructed upon or otherwise physically altered to an extent that native vegetation communities are not supported. This land cover type generally consists of semipermanent structures, homes, parking lots, pavement or hardscape, and landscaped areas that require irrigation (e.g., ornamental greenbelts). Typically, this land cover type is unvegetated or supports a variety of ornamental plants. Developed land is not regulated by the environmental resource agencies and is included within the disturbed category (Tier IV) according to the City's *Biology Guidelines* (City of San Diego 2012b). On the proposed CPA site, developed land includes paved City streets/sidewalks (e.g., Phyllis Place road). Developed land makes up a very small portion of the CPA area, as shown on Figure 5.5-1.

Disturbed Habitat

Disturbed habitat is a land cover type characterized by a predominance of non-native species, often introduced and established through human action. Disturbed habitat areas have been physically disturbed (by previous legal human activity) and are no longer recognizable as native or naturalized vegetation, but they continue to retain a soil substrate. Typically, vegetation, if present, is nearly exclusively composed of non-native plant species such as ornamentals or exotic species (i.e., weeds). Disturbed habitat is not regulated by the environmental resource agencies and is included within the disturbed category (Tier IV) according to the City's *Biology Guidelines* (City of San Diego 2012b). On the proposed CPA site, disturbed habitat is the predominant land cover on site as shown on Figure 5.5-1.

Wetlands Delineation

No jurisdictional wetlands or non-wetland waters were observed within the proposed CPA site during the biological resource survey.

Plants and Animals

Two special-status plant species were observed on the proposed CPA site during the biological resources survey. The San Diego barrel cactus (*Ferocactus viridescens*) was observed at two locations (approximately five individuals) south of the transmission line within the mapped coastal sage scrub vegetation. This plant has a California Rare Plant Rank (CRPR) of 2B.1 and is covered under the MSCP. The second plant that was observed was the San Diego County viguiera (*Viguiera laciniata*). This plant is CRPR 4.2 and is also located within the mapped coastal sage scrub.

No special-status wildlife species were observed on the proposed CPA site during the biological resources survey; however, an evaluation of special-status wildlife species determined that three species have a moderate potential to occur on site due to the presence of suitable habitat: the California gnatcatcher (*Polioptila californica californica*), the Dulzura pocket mouse (*Chaetodipus californicus femoralis*), and the northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*). The gnatcatcher has moderate potential to forage on site; however, there is no suitable habitat that would support nesting for the species. Both the small mammal species also have a moderate potential to occur on the proposed CPA site; however, the site is substantially disturbed and historically graded.

5.5.4 IMPACTS

Issue 1: Would the proposed project have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)?

Issue 2: Would the proposed project result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS?

Issue 3: Would the proposed project have a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?

Direct Impacts

Vegetation Communities

Future development of a road within the proposed CPA has the potential to result in temporary and/or direct impacts to vegetation communities. The biological resources survey analyzed direct impacts to vegetation communities by overlaying the proposed CPA site on the vegetation map. Direct impacts associated with the future implementation of the proposed CPA include impacts resulting from grading and construction of the proposed road connection. Permanent impacts are areas where hardscape features will replace vegetated (non-developed) areas. Temporary impacts are the areas impacted by initial construction, but that will be restored post-construction to retain vegetation. Direct impacts to vegetation communities and land cover types are presented in Table 5.5-1.

Table 5.5-1
Direct Impacts to Vegetation Communities and Land Cover Types

Vegetation Community/Land Cover Type	Subareas Plan Tier	Temporary Impact Acres	Permanent Impact Acres	Total Impacts
Uplands				
Disturbed coastal sage scrub (dCSS)	Tier II	0.13	0.07	0.20
Developed land (DEV)	Tier IV	0.46	0.01	0.47
Disturbed habitat (DH)	Tier IV	0.71	0.29	1.00
	Grand Total	1.38	0.37	1.67

In accordance with the City's *Biology Guidelines* (City of San Diego 2012b), direct impacts to sensitive upland habitats (i.e., MSCP Subarea Plan Tier I through Tier III) are considered significant and require mitigation. A total of 0.07 acre of Tier II sensitive upland habitat has been identified on site (i.e., coastal sage scrub, including the disturbed form) and will be directly impacted as a result of implementation of the CPA; thus, impacts would be significant and mitigation is required.

Special-Status Plants

Future implementation of the CPA would permanently impact the two special-status plant species that could potentially occur on site: the San Diego barrel cactus (CRPR 2B.1) and San Diego County viguiera (CRPR 4). For special-status plants, impacts to federally or state-listed species,

and/or impacts to plants listed as CRPR 1 or 2, are considered significant under the California Environmental Quality Act (CEQA) by most lead agencies, including the City. Impacts to CRPR 4 species typically are not considered to be significant. Implementation of the road connection would directly impact (i.e., result in 100% removal) both species on site.

Special-Status Wildlife

The habitat of the proposed CPA site is limited in size and disturbed in character, providing relatively few resources for wildlife due to the lack of cover, structural diversity, and lack of movement/dispersal. Although no special-status wildlife species were observed on the site, the future implementation of the CPA has moderate potential to impact a few species. The northwestern San Diego pocket mouse and the Dulzura pocket mouse have a moderate potential to occur on site and may be impacted as a result of site grading. Impacts to the pocket mice species may be considered significant. However, due to the size and amount of proposed grading, future implementation would not have a detrimental effect on the species, if present on site. Breeding of California gnatcatcher on site is not expected; thus, no impacts to the California gnatcatcher are anticipated.

Although no raptors were observed during the survey, raptors could use the eucalyptus trees off site north of the site and could use on-site areas for foraging. If construction activity for the possible future roadway extension takes place during the raptor breeding season, significant impacts to nesting birds protected by the federal MBTA could occur.

Wetlands

The biological survey analyzed direct impacts to jurisdictional waters of the United States/state by overlaying the CPA site on the vegetation map. No jurisdictional wetlands or non-wetland waters were observed on the site.

Indirect Impacts

Indirect impacts refer to off-site and on-site effects that are short-term impacts (i.e., not permanent) due to the project construction or long-term (i.e., permanent) due to the design of the project and the effects it may have on adjacent resources. Potential long-term indirect impacts to biological resources may also occur as a result of the future implementation of the proposed CPA through introduction of non-native species, increased human presence, and noise.

In accordance with the City's Subarea Plan and pursuant to the San Diego Regional Water Quality Control Board Municipal Permit and the City's *Storm Water Standards* (City of San Diego 2012c), all development located within the City processing development permits through the City are

required to implement site design, source control, and treatment control best management practices (BMPs). All development projects will be required to meet National Pollutant Discharge Elimination System program controls by incorporating BMPs during construction and permanent BMPs as defined by the City's *Storm Water Standards* as part of the project development.

There are no native vegetation communities directly adjacent to the proposed CPA. The surrounding area is disturbed, developed, or undergoing construction. Stormwater runoff on site drains via streets and the storm drain system toward Civita in Mission Valley, which ultimately flows through the San Diego River to the Pacific Ocean. Implementation of stormwater regulations are expected to substantially control adverse edge effects both adjacent and downstream from the site. Therefore, indirect impacts to off-site vegetation communities, including potential jurisdictional riparian areas, are not expected to be significant.

There are no native vegetation communities adjacent to the site; therefore, indirect impacts to off-site special-status plant species are not expected to occur. Most of the indirect impacts to vegetation communities and special-status plants cited previously can also affect special-status wildlife. Wildlife may also be indirectly affected in the short term and long term by noise and lighting, which can disrupt normal activities and subject wildlife to higher predation risks and adverse edge effects can cause degradation of habitat quality through the invasion of pest species.

Breeding birds can be significantly affected by short-term construction-related noise, which can result in the disruption of foraging, nesting, and reproductive activities. Although the areas within the proposed CPA boundary support very limited suitable vegetation for bird nesting, there is a moderate potential for sensitive raptors and other native birds to nest within the adjacent habitat east and west of the site, including the ornamental landscaping to the north associated with existing development. Impacts to nesting birds protected by the federal MBTA could occur.

5.5.5 SIGNIFICANCE OF IMPACT

Direct Impacts

Vegetation Communities

The future implementation of the proposed CPA would directly impact approximately 0.07 acre of coastal sage scrub habitat, and in accordance with the City's Subarea Plan, this impact requires a 1:1 mitigation ratio if mitigation occurs within the MHPA, for a total of 0.07 acre of mitigation needed (1.5:1 ratio if outside the MHPA, totaling 0.12 acre).

Special-Status Plants

San Diego barrel cactus and San Diego County viguiera were either observed on site or were anticipated as potentially present during the analysis for the Civita project (City of San Diego 2008). Due to the low status of San Diego County viguiera and the fact that only a small patch of the species occurs on site within a small patch of disturbed habitat, impacts would be less than significant. San Diego barrel cactus is a covered species under the MSCP, and as such, impacts are addressed under the MSCP. Furthermore, it is not a narrow endemic species. The presence of five individuals, as identified during the 2015 biological resources survey, constitutes a small number of the population and impacts to the species would be less than significant. Thus, no mitigation is required for the impacts to the special-status plants for the CPA.

Special-Status Wildlife

Raptors could use the eucalyptus trees off site north of the CPA site and could use on-site areas for foraging. Therefore, impacts to birds protected by the federal MBTA could occur and impacts could be significant. No other special-status wildlife would be significantly affected.

Wetlands

No jurisdictional wetlands or non-wetland waters were observed within the CPA site; hence no impacts to wetlands would result.

Indirect Impacts

Compliance with the City's *Storm Water Standards* (2012c) and permits would ensure implementation of the proposed CPA would implement site design, source control, and treatment control BMPs. Also, compliance with the National Pollutant Discharge Elimination System program controls by incorporating BMPs during construction and permanent BMPs as defined by the City's *Storm Water Standards*, will ensure that indirect impacts during future implementation of the CPA would be less than significant.

Stormwater runoff on site drains via streets and the storm drain system toward Civita in Mission Valley, which ultimately flows through the San Diego River to the Pacific Ocean. Implementation of stormwater regulations are expected to substantially control adverse edge effects during and following construction both adjacent to and downstream from the site. Therefore, indirect impacts to off-site vegetation communities, including potential jurisdictional riparian areas, are not expected to be significant.

There are no native vegetation communities adjacent to the site; therefore, indirect impacts to off-site special-status plant species are not expected to occur. However, impacts to nesting birds protected by

the federal MBTA could occur if California gnatcatchers are nesting within 500 feet of the construction area and construction occurs during the breeding season. Noise exceeding 60 A-weighted decibel (dBA) equivalent level over a given time period (Leq) could result in indirect impacts to the species; therefore, significant impacts could result and mitigation is required.

5.5.6 MITIGATION, MONITORING, AND REPORTING

Implementation of the mitigation measure as detailed below would ensure that any potential direct and indirect impacts to upland habitat (disturbed coastal sage scrub) that may result from the future development of a road on the CPA would be reduced to a level less than significant.

MM BIO-1 Prior to any future construction and to the satisfaction of the City Planning Department, a total of 0.03 acres of credit from the San Diego Habitat Acquisition Fund shall be acquired to mitigate the loss of coastal sage scrub, and 0.5 acres of credit to mitigate the loss of non-native grassland. A total acquisition of 0.53 acres of credit from the San Diego Habitat Acquisition Fund shall be required.

Given the location of the proposed CPA and the alignment of the street connection, direct mitigation would be infeasible. Mitigation measure MM BIO-1 would reduce direct biological impacts to disturbed coastal sage scrub to a level that is below significance.

The following mitigation measure would reduce direct and indirect biological impacts associated with birds protected by the federal MBTA to a less-than-significant level.

MM BIO-2 To avoid any direct impacts to raptors and/or any native/migratory birds, removal of habitat that supports active nests in the proposed area of disturbance should occur outside of the breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction (precon) survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The applicant shall submit the results of the precon survey to City DSD for review and approval prior to initiating any construction activities. If nesting birds are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines and applicable State and Federal Law (i.e. appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City DSD for review and approval and

implemented to the satisfaction of the City. The City's MMC Section and Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction. If nesting birds are not detected during the precon survey, no further mitigation is required.

5.5.7 IMPACTS

Issue 4: Would the proposal interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites?

Issue 5: Would the proposal conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region?

Issue 6: Would the proposal introduce land use within an area adjacent to the MHPA that would result in adverse edge effects?

As identified in the City's MSCP Subarea Plan, the proposed CPA is located in an "Urban Area" and is not within or adjacent to the MHPA preserve lands. The nearest MHPA lands area is approximately 0.28 mile west and approximately 0.76 mile south of the site. Thus, the Land Use Adjacency Guidelines do not apply to this project and conformance to the Land Use Adjacency Guidelines is not required. Impacts would be less than significant.

In addition, the site is not within an area that serves as an important habitat linkage or wildlife corridor. Therefore, the project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species and impacts would be less than significant.

Within the site, habitat is limited in size and disturbed in character, which provides relatively few resources for wildlife due to the lack of cover, structural diversity, and lack of movement/dispersal. Due to the disturbed nature of the majority of the site, future implementation of the proposed CPA would not conflict with provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or any local policies or ordinances protecting biological resources. The proposed CPA would result in no net loss of biological resources and is compliant with the goals of the City's MSCP. Impacts would be less than significant.

The proposed CPA would include a street connection consistent with the surrounding land uses directly adjacent to the site, as well as the general character of the surrounding community. The proposed CPA site is located within the central portion of the Subarea Plan boundary within an area that is designated as "Urban Areas." The proposed CPA is not located within any preserve lands incorporated into the MHPA. The nearest MHPA lands are approximately 0.28 mile west and approximately 0.76 mile south of the proposed CPA. No impacts regarding adverse edge effects are anticipated.

Finally, implementation of stormwater regulations is expected to substantially control adverse edge effects during and following construction both adjacent and downstream from the site. Impacts would be less than significant.

5.5.8 SIGNIFICANCE OF IMPACT

The proposed CPA would not interfere with the movement of any native resident or migratory wildlife species and would not conflict with an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. Implementation of the proposed CPA would also not result in any adverse edge effects. No impacts would result.

5.5.9 MITIGATION, MONITORING, AND REPORTING

No significant impacts were identified; therefore, no mitigation measures are required.

5.5.10 IMPACTS

Issue 7: Would the proposal result in an introduction of invasive species of plants into a natural open space area?

The proposed CPA would not result in introduction of invasive species to the project site, and impacts would be less than significant.

5.5.11 SIGNIFICANCE OF IMPACT

Impacts would be less than significant.

5.5.12 MITIGATION, MONITORING, AND REPORTING

No significant impacts were identified; therefore, no mitigation measures are required.

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Figure 5.5-1 Biological Resources Map

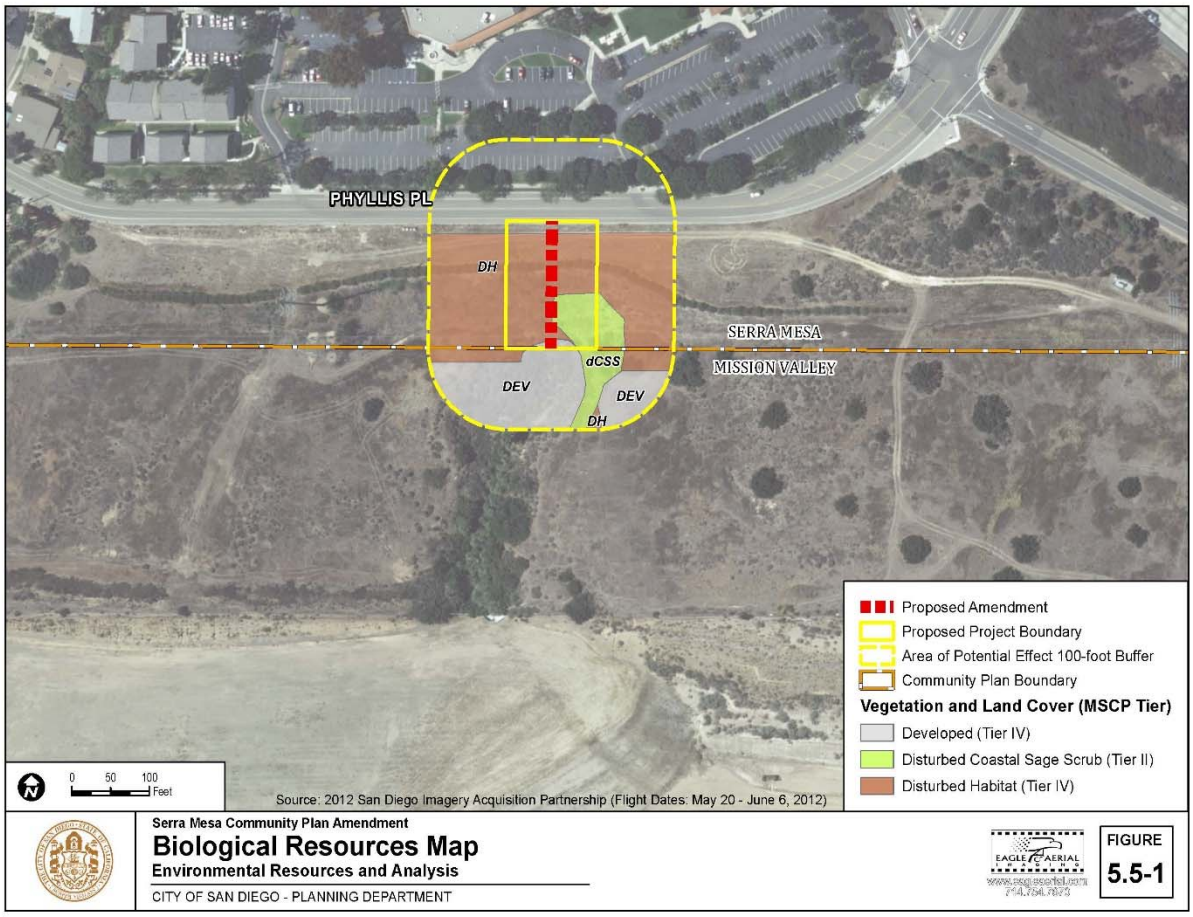

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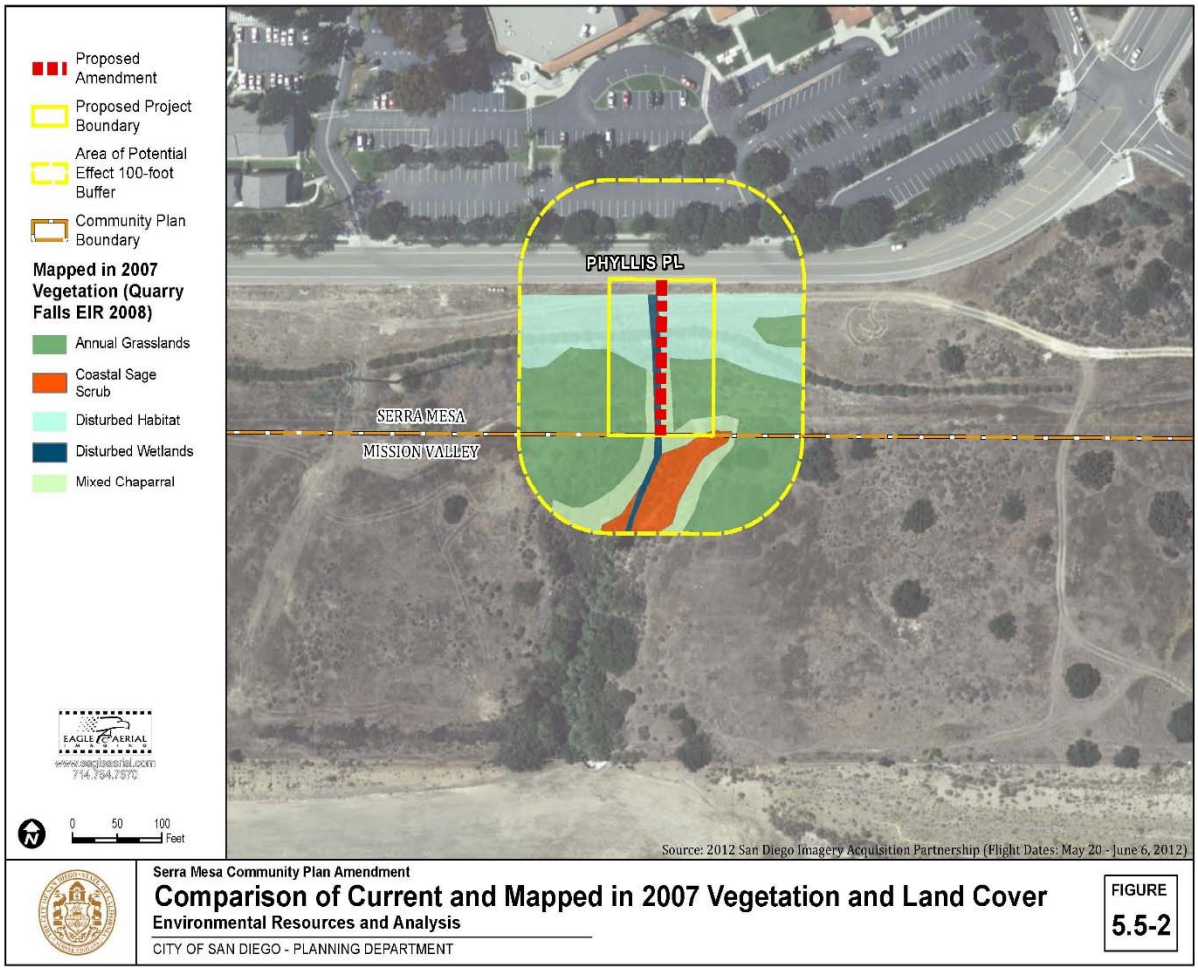
Figure 5.5-2 Comparison of Current and Mapped in 2007 Vegetation and Land Cover



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5.6 PALEONTOLOGICAL RESOURCES

5.6.1 INTRODUCTION

This section analyzes potential impacts resulting from the proposed CPA on paleontological resources. Information in the following discussion is based on the *Program Environmental Impact Report for the Quarry Falls Project* (City of San Diego 2008), which includes a *Cultural Resources Study for the Quarry Falls Project* prepared by ASM Affiliates Inc. dated June 8, 2006.

5.6.2 EXISTING CONDITIONS

Paleontological Resources

Paleontological resources (i.e., fossils) are the remains and/or traces of prehistoric plant and animal life. Fossil remains, such as bones, teeth, shells, and leaves, are found in the geologic deposits within which they were originally buried. For the purposes of this discussion, paleontological resources can be thought of as including not only the actual fossil remains, but also the collecting localities and the geologic formations containing those localities.

Geologic formations are often rated according to their potential for yielding paleontological resources, described as their "sensitivity" rating. The sensitivity of geologic formations is categorized on a scale from high sensitivity to zero sensitivity. High-sensitivity ratings are assigned to formations known to contain paleontological sites with rare, well-preserved, critical fossil materials for interpretation, and fossils providing important information. Zero sensitivity is assigned to geologic formations that are entirely plutonic in origin and, therefore, have no potential for producing fossil remains.

The proposed CPA is located in the Serra Mesa community planning area, which is underlain by geologic formations containing a high potential for paleontological resources. These geologic formations contain fossil-bearing strata, and the fossil organisms are representative of both marine invertebrates and terrestrial vertebrates.

Specifically, the proposed CPA area is underlain by the Mission Valley Formation, Stadium Conglomerate Formation, and engineered fill. The Mission Valley Formation is characterized by both marine and fluvial strata. The marine strata have been known to contain remains of marine microfossils, macroinvertebrates, and vertebrates. The fluvial strata have yielded petrified wood and fossils of land mammals. The Mission Valley Formation is considered to have high paleontological resources sensitivity due to the prevalence of terrestrial and marine fossil assemblages, which allows for direct correlation of their time scales. The Stadium Conglomerate Formation is composed of an Upper Member and a Lower Member. The Upper Member has yielded foraminifera and marine mollusks and is assigned a high to moderate paleontological

resources sensitivity. The Lower Member has yielded benthic foraminifera and mammal assemblages and is categorized as having high paleontological resources sensitivity. Engineered fill materials are disturbed earth materials that have negligible paleontological resources sensitivity (City of San Diego 2008).

5.6.3 IMPACT

Issue 1: Would the proposed project require over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit?

Issue 2: Would the proposed project require over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?

According to the City's Significance Determination Thresholds (City of San Diego 2011), impacts to paleontological resources would be significant if the proposed project would disturb resources defined as follows:

- Determine the geologic deposit/formation/rock unit underlying a project area. If there are sedimentary rocks such as those found in the coastal areas, they usually contain fossils. If there are granitic or volcanic rocks such as those found in the inland areas (Mission Gorge, etc.), they usually will not contain fossils.

The proposed CPA area is underlain by the Mission Valley Formation, Stadium Conglomerate Formation, and engineered fill. Both the Mission Valley Formation and the Stadium Conglomerate Formation have high paleontological resource sensitivity (City of San Diego 2008). Future implementation of the proposed CPA would lead to ground-disturbing activities, including grading and possibly trenching. Although the proposed CPA is approximately 0.38 acres in size, the total disturbance of the geologic formations could exceed the volume of excavation allowed by the City's Significance Determination Thresholds and could potentially impact paleontological resources in the proposed CPA area.

5.6.4 SIGNIFICANCE OF IMPACT

Future implementation of the proposed CPA could have a potentially significant impact on unidentified, subsurface paleontological resources resulting from ground-disturbing activities during implementation of the CPA. With the implementation of Mitigation Measure PAL-1, impacts would be reduced to a less-than-significant level.

5.6.5 MITIGATION, MONITORING, AND REPORTING

The proposed CPA could have an indirect potentially significant impact on unidentified, subsurface paleontological resources resulting from ground-disturbing activities during implementation of the CPA. With the implementation of Mitigation Measure PAL-1, impacts would be reduced to a less-than-significant level.

MM PAL-1: The following mitigation measures must be implemented if a project is proposed to construct a road on the CPA site:

I. Prior to Permit Issuance

A. Land Development Review (LDR) Plan Check

1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.

B. Letters of Qualification have been submitted to ADD

1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the proposed project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines.
2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the proposed project.
3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site-specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum,

other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.

2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor.

   a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM, or BI, if appropriate, prior to the start of any work that requires monitoring.

2. Identify Areas to be Monitored

   a. Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11 inches by 17 inches) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur

   a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.

   b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence

or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor Shall be Present During Grading/Excavation/Trenching

1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the PME.
2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.
3. The monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVRs shall be faxed by the CM to the RE on the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

C. Determination of Significance

1. The PI shall evaluate the significance of the resource.

a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.

b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.

c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.

d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

IV. Night and/or Weekend Work

A. If night and/or weekend work is included in the contract

1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.

2. The following procedures shall be followed.

a. No Discoveries

In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSVR and submit to MMC via fax by 8 a.m. on the next business day.

b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III – During Construction.

c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III – During Construction shall be followed.

d. The PI shall immediately contact MMC, or by 8 a.m. on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.

B. If night work becomes necessary during the course of construction

1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.

2. The RE, or BI, as appropriate, shall notify MMC immediately.

C. All other procedures described above shall apply, as appropriate.

V. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring.

a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.

b. Recording Sites with the San Diego Natural History Museum

The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.

2. MMC shall return the Draft Monitoring Report to the PI for revision or for preparation of the Final Report.

3. The PI shall submit revised Draft Monitoring Report to MMC for approval.

4. MMC shall provide written verification to the PI of the approved report.

5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Fossil Remains

1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.

2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.

C. Curation of fossil remains: Deed of Gift and Acceptance Verification

1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.

2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

D. Final Monitoring Report(s)

1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.

2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC, which includes the Acceptance Verification from the curation institution.

5.7 HISTORICAL RESOURCES

5.7.1 INTRODUCTION

This section analyzes potential impacts resulting from the proposed CPA on historical resources. Information in the following discussion is based on the *Program Environmental Impact Report for the Quarry Falls Project* (PEIR) (City of San Diego 2008), which includes a *Cultural Resources Study for the Quarry Falls Project* prepared by ASM Affiliates Inc.

5.7.2 EXISTING CONDITIONS

Archaeological Resources

Archaeological resources are divided into two categories—prehistoric and historical. Prehistoric archaeological resources date from before the onset of the Spanish Colonial period (1769 through 1848), and historical archaeological resources date from after the onset of the Spanish Colonial period.

The proposed CPA area is located in an area of high sensitivity for archaeological resources (City of San Diego 2008). Although the proposed area is undeveloped, the surrounding areas have historically been used for mining operations to a depth of approximately 200 feet in some areas. The proposed CPA area was the subject of a records search and an intensive field survey for cultural resources in both 1979 and 2006. No cultural resources were located on the proposed CPA area as a result of those studies (City of San Diego 2008).

Historical Resources

Historical resources are commonly referred to as the "built environment." Historical resources include any building, structure, or object that is at least 50 years of age. The proposed CPA area is currently undeveloped and does not contain any listed historical resources (California Office of Historic Preservation 2013). Additionally, the proposed CPA area has historically remained undeveloped, further reducing the likelihood of historical resources being located on the project area. The proposed CPA was studied in 1979 and in 2006 through records searches and intensive field surveys that found no cultural resources located on the property (City of San Diego 2008).

5.7.3 IMPACT

Issue 1: Would the project result in an alteration, including adverse physical or aesthetic effects, and/or the destruction of a prehistoric or historic building (including an architecturally significant building, structure, object, or site)?

According to the City of San Diego's (City's) Significance Determination Thresholds (City of San Diego 2011), a significant impact to a historical resource may occur if the project would result in changes in the determining characteristics in the following definition:

- The determination of significance for historic buildings, structures, objects, and landscapes is based on age, location, context, association with an important person or event, uniqueness, and integrity.

The proposed CPA area does not contain any buildings or structures and has no record of development with any such structures. During records searches and field surveys performed for the Civita site, which included the CPA area, no historical resources were identified (City of San Diego 2008). Additionally, there are no buildings immediately adjacent to the CPA area and no historical buildings that could potentially be affected by implementation of the proposed CPA. However, future implementation of the proposed CPA would involve ground-disturbing activities such as grading and possibly trenching. These ground-disturbing activities would have the potential to adversely affect unknown, belowground historical resources.

Issue 2: Any impact to existing religious or sacred uses within the potential impact area?

According to the City's Significance Determination Thresholds (City of San Diego 2011), an archaeological resource may be considered significant based on the following criteria:

- An archaeological site must consist of at least three associated artifacts/ecofacts (within a 40-square-meter area) or a single feature. Archaeological sites containing only a surface component are generally considered not significant, unless demonstrated otherwise. (Testing is required to document the absence of subsurface deposit.) Such site types may include isolated finds, bedrock milling stations, sparse lithic scatters, and shellfish processing stations. All other archaeological sites are considered potentially significant. The determination of significance is based on a number of factors specific to a particular site, including site size, type, and integrity; presence or absence of a subsurface deposit, soil stratigraphy, features, diagnostics, and datable material; artifact and ecofact density; assemblage complexity; cultural affiliation; association with an important person or event; and ethnic importance.

- A site will be considered to possess ethnic significance if it is associated with a burial or cemetery; religious, social, or traditional activities of a discrete ethnic population; an important person or event as defined by a discrete ethnic population; or the belief system of a discrete ethnic population.

The CPA area is a right-of-way encompassing approximately 1 acre. The CPA area is currently undeveloped and located in an area considered to have a high potential for archaeological resources (City of San Diego 2008). Two intensive investigations, including record searches and field surveys, identified no archaeological resources or sites on the CPA site (City of San Diego 2008). However, future implementation of the proposed CPA would include ground-disturbing activities such as grading and possibly trenching for utilities installation that would have the potential to adversely affect unidentified, subsurface archaeological resources.

Issue 3: The disturbance of any human remains, including those interred outside of formal cemeteries?

The proposed CPA is not located on a known or formal cemetery; however, the future implementation of the proposed CPA would involve ground-disturbing activities during construction including grading and possibly trenching for utilities. Although the proposed CPA area is approximately 0.38 acres in size, the potential exists for these ground-disturbing activities to affect unidentified human remains.

5.7.4 SIGNIFICANCE OF IMPACT

The proposed CPA could have an indirect potentially significant impact on unidentified historical and archaeological resources and human remains as a result of ground-disturbing activities during construction. With the implementation of Mitigation Measure HIS-1, impacts would be reduced to a less-than-significant level.

5.7.5 MITIGATION, MONITORING, AND REPORTING

The following mitigation measure would reduce indirect historical resource impacts caused by the CPA to a less than significant level. Potential impacts to historical and archaeological resources and human remains would be reduced to below a level of significance through implementation of the following mitigation measure.

MM HIS-1 The following shall be implemented at the future project level to protect unknown archaeological resources and/or grave sites.

I. Prior to Permit Issuance

A. Land Development Review (LDR) Plan Check

1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the applicable construction documents through the plan check process.

B. Letters of Qualification have been submitted to ADD

1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.

2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project.

3. Prior to the start of work, the applicant must obtain written approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site specific records search (1/4 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.

2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

3. The PI may submit a detailed letter to MMC requesting a reduction to the 1/4 mile radius.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.

    a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.

2. Identify Areas to be Monitored

    a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits.

    b. The AME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur

    a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.

    b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site

graded to bedrock, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor(s) Shall be Present During Grading/Excavation/Trenching

1. The Archaeological Monitor shall be present full-time during all soil disturbing and grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the AME.

2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/excavation/trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Section III.B-C and IV.A-D shall commence.

3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.

4. The archaeological and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to digging, trenching, excavating or grading activities in the

area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate.

2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.

3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered.

C. Determination of Significance

1. The PI and Native American consultant/monitor, where Native American resources are discovered shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.

a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.

b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program which has been reviewed by the Native American consultant/monitor, and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. Note: If a unique archaeological site is also an historical resource as defined in CEQA, then the limits on the amount(s) that a project applicant may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.

c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA

Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:

A. Notification

1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS) of the Development Services Department to assist with the discovery notification process.
2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

B. Isolate discovery site

1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains.
2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance.
3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.

C. If Human Remains ARE determined to be Native American

1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, ONLY the Medical Examiner can make this call.
2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.
3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health & Safety Codes.
4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.

5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and, if:

    a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR;

    b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, THEN,

    c. In order to protect these sites, the Landowner shall do one or more of the following:

        i. Record the site with the NAHC;

        ii. Record an open space or conservation easement on the site;

        iii. Record a document with the County.

    d. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and items associated and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.

D. If Human Remains are NOT Native American

1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.

2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).

3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in

consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man.

V. Night and/or Weekend Work

A. If night and/or weekend work is included in the contract

1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.

2. The following procedures shall be followed.

a. No Discoveries

In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVR and submit to MMC via fax by 8AM of the next business day.

b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.

c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed.

d. The PI shall immediately contact MMC, or by 8AM of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.

B. If night and/or weekend work becomes necessary during the course of construction

1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.

2. The RE, or BI, as appropriate, shall notify MMC immediately.

C. All other procedures described above shall apply, as appropriate.

VI. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix C/D) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.

   a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.

   b. Recording Sites with State of California Department of Parks and Recreation

      The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.

2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.

3. The PI shall submit revised Draft Monitoring Report to MMC for approval.

4. MMC shall provide written verification to the PI of the approved report.

5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Artifacts

1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued
2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.
3. The cost for curation is the responsibility of the property owner.

C. Curation of artifacts: Accession Agreement and Acceptance Verification

1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.
2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.
3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5.

D. Final Monitoring Report(s)

1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

5.8 HYDROLOGY/WATER QUALITY

5.8.1 INTRODUCTION

This section provides a summary of existing hydrologic and water quality conditions, plans, and guidelines as well as the Serra Mesa CPA's impacts to water resources.

5.8.2 REGULATORY SETTING

Several federal, state, and local regulations govern discharges associated with construction and post-construction stormwater runoff to protect the water quality of receiving waters. The following is a summary of the regulatory framework that has been established to protect water resources.

Federal

Clean Water Act

The Clean Water Act (CWA) (33 U.S.C. 1251 et seq.) was designed to restore and maintain the chemical, physical, and biological integrity of waters of the United States. The CWA also directs states to establish water quality standards for all waters of the United States and to review and update such standards every 3 years. Other provisions of the CWA related to basin planning include Section 208, which authorizes the preparation of waste treatment management plans, and Section 319, which mandates specific actions for the control of pollution from nonpoint sources. The U.S. Environmental Protection Agency (EPA) has delegated responsibility for implementation of portions of the CWA to the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs), including water quality control planning and control programs such as the National Pollutant Discharge Elimination System (NPDES) program. The NPDES program is a set of permits designed to implement the CWA that apply to various activities that generate pollutants with the potential to impact water quality.

Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. Section 304(a) requires the EPA to publish water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. Water quality standards are typically numerical, although narrative criteria based on biomonitoring methods may be employed where numerical standards cannot be established or where they are needed to supplement numerical standards. Section 303(c)(2)(b) of the CWA requires states to adopt numerical water quality standards for toxic pollutants for which the EPA has published water quality criteria and which reasonably could be expected to interfere with designated uses of a water body.

NPDES Permit Program–Phase I

In November 1990, under Phase I of the urban runoff management strategy, the EPA published NPDES permit application requirements for municipal, industrial, and construction stormwater discharges. The application requirements for municipalities were directed at municipalities that own and operate separate storm drain systems serving populations of 100,000 or more, or that contribute significant pollutants to waters of the United States, and require such agencies to obtain coverage under municipal stormwater NPDES permits.

Municipalities were required to develop and implement an urban runoff management program to address activities to reduce pollutants in urban runoff and stormwater discharges that were contributing a substantial pollutant load to their systems. Rather than establishing numerical effluent limits, the EPA established narrative effluent limits for urban runoff, including the requirement to implement appropriate best management practices (BMPs).

NPDES Permit Program–Phase II

The Phase II Final Rule, published in the Federal Register on December 8, 1999 (64 FR 68722–68851), requires NPDES permit coverage for stormwater discharges from the following:

- Certain regulated small municipal separate storm sewer systems (MS4s)
- Construction activity disturbing between 1 and 5 acres of land (i.e., small construction activities).

In addition to expanding the NPDES program, the Phase II Final Rule included minor revisions for certain industrial facilities. As with Phase I, the Phase II program requires the development and implementation of stormwater management plans to reduce pollutant discharges.

State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (California Water Code, Division 7, 13000 et seq.) authorizes the SWRCB to adopt, review, and revise policies for all "waters of the State" (including both surface water and groundwater) and directs the RWQCB to develop regional basin plans. Section 13170 of the California Water Code also authorizes the SWRCB to adopt water quality control plans on its own initiative. The San Diego Basin Plan (San Diego RWQCB 1994) is designed to preserve and enhance the quality of water resources in the San Diego region for the benefit of present and future generations. The purpose of the Basin Plan is to designate beneficial uses of the

region's surface water and groundwater, designate water quality objectives for the reasonable protection of those uses, and establish an implementation plan to achieve the objectives.

All projects resulting in discharges, whether to land or water, are subject to Section 13263 of the California Water Code and are required to obtain approval of Waste Discharge Requirements (WDRs) from the RWQCBs. Land- and groundwater-related WDRs (i.e., non-NPDES WDRs) regulate discharges of process and wash-down wastewater and privately or publicly treated domestic wastewater. WDRs for discharges to surface waters also serve as NPDES permits. These regulations are applicable to the project.

NPDES Permits

In California, the SWRCB and its RWQCBs administer the NPDES permit program. The NPDES permits cover all construction and subsequent drainage improvements that disturb 1 acre or more, industrial activities, and MS4s. Construction and industrial activities are typically regulated under statewide general permits that are issued by the SWRCB. The SWRCB also issued a statewide general small MS4 stormwater NPDES permit for public agencies that fall under the Phase II NPDES regulations.

The NPDES permit system was established in the CWA to regulate both point-source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint-source discharges (diffused runoff of water from adjacent land uses) to surface waters of the United States. For point-source discharges, each NPDES permit contains limits on allowable concentrations and mass emission of pollutants contained in the discharge. For nonpoint-source discharges, the NPDES program establishes a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment to the maximum extent practicable. The NPDES program consists of characterizing receiving water quality, identifying harmful constituents, targeting potential sources of pollutants, and implementing a comprehensive stormwater management program.

Reducing pollutants in urban stormwater discharge to the maximum extent practicable through the use of structural and nonstructural BMPs is one of the primary objectives of the water quality regulations for MS4s. BMPs typically used to manage runoff water quality include controlling roadway and parking lot contaminants by installing filters with oil and grease absorbents at storm drain inlets, cleaning parking lots on a regular basis, incorporating peak-flow reduction and infiltration features (such as grass swales, infiltration trenches, and grass filter strips) into landscaping, and implementing educational programs.

Local

San Diego Basin Plan

The Basin Plan (San Diego RWQCB 1994) sets forth water quality objectives for constituents that could cause an adverse effect or impact on the beneficial uses of water. Specifically, the San Diego Basin Plan is designed to accomplish the following:

- Designate beneficial uses for surface water and groundwater.
- Set the narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy.
- Describe implementation programs to protect the beneficial uses of all waters within the region.
- Describe surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

The Basin Plan incorporates by reference all applicable SWRCB and RWQCB plans and policies.

Municipal Stormwater Permit

In May 2013, the California RWQCB for the San Diego Region reissued the San Diego County municipal stormwater, NPDES permit (Municipal Separate Storm Sewer Systems [MS4] Permit) (Order No. R9-2013-0001). The reissued MS4 Permit updates and expands stormwater requirements for new developments and redevelopments. As required by the reissued MS4 Permit, the Model BMP Design Manual will replace the current City of San Diego *Storm Water Standards* (2012) requirements, which was based on the requirements of the 2007 MS4 Permit. It is anticipated the Model BMP Design Manual will be approved in December 2015. Development projects that receive approval after the BMP Design Manual implementation date are subject to the new BMP Design Manual requirements.

San Diego Municipal Code, Section 43.03

The City enacted San Diego Municipal Code, Section 43.03, Stormwater Management and Discharge Control, in 1993 to make it unlawful for any person to discharge non-stormwater into the City's stormwater conveyance system. In 1999, the City Council changed the policy in directing the City stormwater pollution prevention plan (SWPPP) to implement an administrative civil penalty and citation process. The City revised the stormwater ordinance in 2001 to be consistent with the current municipal stormwater permit and moved sections of the ordinance pertaining to development into the land development code (grading and drainage regulations).

San Diego Municipal Code, Section 142.0131

The City's grading ordinance requires grading plans to be designed and performed in conformance with applicable City Council policies and the standards established in the Land Development Manual (City of San Diego 2009). The Land Development Manual includes requirements for erosion control, drainage, and landscaping.

5.8.3 EXISTING CONDITIONS

Hydrology

Hydrologic Characteristics

The proposed CPA falls within the Mission San Diego Hydrologic Subarea (907.11) of the Lower San Diego Hydrologic Area (907.10), which is located within the San Diego Hydrologic Unit (907.00). The Water Quality Control Plan for the San Diego Basin (San Diego RWQCB 1994), referred to as the Basin Plan, describes the San Diego Hydrologic Unit as a long, triangular area of about 440 square miles drained by the San Diego River. The El Capitan, San Vicente, Cuyamaca, Jennings, and Murray Reservoirs are the major storage facilities. Annual precipitation ranges from less than 11 inches at the coast to about 35 inches around the Cuyamaca and El Capitan Reservoirs.

The Mission San Diego Hydrologic Subarea, which is part of the Lower San Diego Hydrologic Area, encompasses approximately 37,000 acres. The CPA area constitutes approximately 0.0055% of the Mission San Diego Hydrologic Subarea as shown in Figure 5.8-1, Hydrologic Subarea (Dudek 2013a).

Topography

The CPA area is currently vacant and ranges in elevation from approximately 244 to 295 feet above mean sea level (amsl). The area of CPA primarily slopes to the south at an approximate average grade of 23 percent. The existing topography of the CPA area is shown in Figure 5.8-2, Existing Topography (Dudek 2013a).

Soil

The proposed CPA area is located in the Peninsular Ranges geomorphic province. Geologic units mapped in the vicinity include Tertiary age marine and non-marine sedimentary deposits of conglomerate and sandstone of the Poway Group. The CPA area is comprised of deposits of the Mission Valley Formation overlying deposits of Stadium Conglomerate (Dudek 2013a).

Soils are typically classified by the Natural Resource Conservation Service into four hydrologic soil groups of A, B, C, and D based on the soil's runoff potential. Group A generally has the smallest runoff potential and Group D the greatest. The soil at the CPA area is classified in Group D, having a high runoff potential (Dudek 2013a).

Stormwater

The CPA area receives stormwater run-on that is discharged from areas of higher elevation to the north, east, and west. The drainage tributary areas contributing to run-on that discharges onto the area are composed of four off-site basins, as depicted on Figure 5.8-3. This figure also shows the general flow path of each of these basins, as well as the existing stormwater flow path on the area.

Run-on generated from the off-site basin and runoff generated on the area flows toward the south and enters the adjacent Civita site. The Civita site discharges the run-on generated from the CPA and other drainage tributary areas along with the runoff generated from the Civita site through an existing storm drain system to the San Diego River, as shown in Figure 5.8-3. Stormwater from the Civita site is handled by two main storm drain systems, described below:

- **West Storm Drain System –** Consists of a 7-foot by 7-foot box culvert located under Friars Road near the southwest corner of the Civita site. This box culvert conveys stormwater through an open channel to a second 6-foot by 5-foot box culvert that discharges stormwater into the San Diego River.
- **East Storm Drain System –** Consists of a 24-inch storm drain located under the intersection of Friars Road and Qualcomm Way near the southeast corner of the Civita site. This 24-inch storm drain expands to a 36-inch storm drain before discharging stormwater into the San Diego River.

Water Resources

Surface Water

The San Diego region has 13 principal stream systems originating in the western highlands that flow to the Pacific Ocean. Most of the streams of the San Diego region are interrupted in character, having both perennial and ephemeral components due to the rainfall pattern and the development of surface water impoundments. As previously described, the proposed CPA is located within the Mission San Diego Hydrologic Subarea (907.11) of the Lower San Diego Hydrologic Area (907.10), which is located within the San Diego Hydrologic Unit (907.00). According to the San Diego Basin Plan (San Diego RWQCB 1994), the nearest surface water resource to the project area is the Lower San Diego River, approximately 0.7 mile to the south.

Flooding

The Federal Emergency Management Agency (FEMA) provides all floodplain information through the publication of Flood Insurance Rate Maps. All Flood Insurance Rate Maps delineate the location of 100- and 500-year floodplains. Based on these maps, the proposed CPA is not located within a 100- or 500-year floodplain.

Groundwater

A groundwater basin is defined as a hydrogeologic unit containing one large aquifer as well as several connected and interrelated aquifers. The CPA is located adjacent to the 11.5-square-mile Mission Valley Groundwater Basin. Drained by the San Diego River, this basin underlies an east–west-trending valley and is bound by lower permeability San Diego, Poway, and Lindavista Formations. The principal water-bearing deposit is alluvium consisting of medium- to coarse-grained sand and gravel. This alluvium has an average thickness of 80 feet and a maximum thickness of about 100 feet (Dudek 2013b).

The exact depth to groundwater at the CPA area is unknown. Review of water-level data available from former monitoring wells located at the Vulcan Materials fuel dispensing area located approximately 2,700 feet southwest of the prosed project indicates a depth to groundwater of 30 feet below ground surface measured in 2003. A review of water-level data by GEOCON Inc. for wells in the vicinity of the Civita site indicate that groundwater ranges from 30 to 65 feet below ground surface. Groundwater is expected to occur deeper than 30 feet at the area, but perched groundwater may be encountered near the water level within the existing drainage channel located on and immediately west of the area. Seasonal fluctuations of on-site groundwater conditions are assumed.

Water Quality

Water quality is affected by sedimentation caused by erosion, runoff carrying contaminants, and direct discharge of pollutants (point-source pollution). As land is developed, the new impervious surfaces send an increased volume of runoff containing oils, heavy metals, pesticides, fertilizers, and other contaminants (nonpoint-source pollution) into adjacent watersheds.

Stormwater that accumulates on impervious surfaces, such as parking lots, rooftops, and streets, drains directly and indirectly to waters of the United States. The City's stormwater conveyance system is separate from the sanitary sewer system and therefore does not receive any treatment prior to being discharged into streams, bays, and the ocean. The primary pollutants of concern in urban runoff are sediments, nutrients, heavy metals, organic compounds, trash and debris, oils, bacteria,

and pesticides. Construction-related pollutants include sediment, concrete, paints and solvents, and hazardous materials associated with operation and maintenance of heavy equipment.

Under Section 303(d) of the CWA (33 U.S.C. 1251 et seq.), the SWRCB is required to develop a list of water quality limited segments for jurisdictional waters of the United States. The waters on the list do not meet water quality standards; therefore, the RWQCBs were required to establish priority rankings and develop action plans, called total maximum daily loads, to improve water quality. The EPA approved the San Diego RWQCB's 303(d) list of water quality limited segments October 25, 2006. The list includes pollutants causing impairment to receiving waters or, in some cases, the condition leading to impairment.

The Lower San Diego River is designated as water quality limited segment for indicator bacteria pursuant to CWA Section 303(d). Total maximum daily loads have been adopted to address these impairments. Groundwater quality in the Mission Valley Groundwater Basin is variable, with reported total dissolved solids (TDS) concentrations of 500 to 3,000 milligrams per liter (mg/L). Impairments to groundwater include magnesium and sulfate, which are high for domestic use. In addition, chloride and TDS concentrations are high for domestic and irrigation use.

In the Basin Plan (San Diego RWQCB 1994), beneficial uses are defined as the uses of water necessary for the survival or well-being of humans, plants, and wildlife. The San Diego River and the groundwater in the Mission San Diego Hydraulic Subarea have been assigned beneficial uses in the Basin Plan in order to comply with the California Water Code and the federal CWA. The San Diego River has been assigned the beneficial uses of agricultural supply, industrial service supply, contact water recreation, non-contact water recreation, preservation of biological habitats of special significance, warm freshwater habitat, wildlife habitat, and rare, threatened, or endangered species habitat. The groundwater in the Mission San Diego Hydraulic Subarea have been assigned the potential beneficial use for municipal and domestic supply as well as the existing beneficial uses of agricultural supply, industrial service supply, and industrial process supply.

5.8.4 IMPACT

Issue 1: Would the proposed project result in a substantial increase in impervious surfaces and associated increase in runoff?

According to the City's Significance Determination Thresholds (City of San Diego 2011), a runoff impact may be considered significant based on the following criteria:

- If the project would propose flood hazards on other properties or if the project proposes to develop wholly or partially within the 100-year floodplain identified in the FEMA maps.
- If a project would result in decreased aquifer recharge, there may be significant impacts on hydrologic conditions and well-water supplies because the area available for aquifer recharge is reduced. When a subsurface water source fails to be recharged by rainfall, its volume will be reduced. Reduced groundwater elevation can affect landholders who are dependent on well water, vegetation, and surface water replenishment. In addition, if a project would result in extraction of water from an aquifer, impacts on hydrologic conditions would be significant if there would be a net deficit in the aquifer volume or a reduction in the local groundwater table.
    - Projects which would create over 1 acres of impermeable hardscape in areas utilizing well-water and projects which would install groundwater extraction wells may result in significant impacts.

The CPA area is vacant and does not contain any impervious surfaces. The adoption of the proposed CPA would not result in any impervious surfaces. However, the future implementation of the CPA would be approximately 1 acre of right-of-way, including a roadway and pedestrian and bicycle facilities, and landscaping along the western and eastern edges of the right-of-way. Therefore, the future implementation of the CPA would result in an increase of impervious surfaces on the proposed project area and an associated increase in runoff flow and volume. The increase in impervious surfaces due to the development of the roadway extension would result in a change in imperviousness from 0 acres to approximately 1 acre.

An increase in stormwater runoff from the addition of approximately 1 acre of impervious surfaces would not be considered a substantial increase when compared to the existing level of runoff on the proposed project area. The proposed project area is also not located within a FEMA-designated 100-year flood zone (FEMA 2012) and the change in stormwater runoff as a result of the proposed project would not increase flooding on or off site. Impacts from substantial alteration to on-site or off-site drainage patterns due to changes in runoff flow rates or volumes as a result of the roadway extension would be less than significant.

Additionally, the area is located on Group D soils that have the highest potential for runoff and therefore the lowest potential for infiltration and groundwater recharge. As a result, groundwater recharge in the Mission San Diego Hydrological Subarea would not be substantially altered following implementation of the proposed project. Furthermore, the proposed project is not located in an area using well water and would not have a substantial effect on groundwater supply. Future implementation of the proposed roadway extension would not use well water nor would groundwater extraction wells be installed as part of the CPA. Overall, the CPA would result in less than significant impacts to stormwater runoff and groundwater recharge.

Issue 2: Would the proposed project result in substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes?

According to the City's Significance Determination Thresholds (City of San Diego 2011), an impact regarding drainage patterns may be considered significant based on the following criteria:

- If a project would grade, clear, or grub more than 1 acre of land, especially into slopes over a 25% grade, and would drain into a sensitive water body or stream, there may be significant impacts on stream hydrology if uncontrolled runoff results in erosion and subsequent sedimentation of downstream water bodies.
- Result in modification to existing drainage patterns that may cause impacts to environmental resources, such as biological communities and archaeological resources.

The existing CPA area has a general southward stormwater flow path. Currently, stormwater is discharged onto the Civita site. The proposed CPA would not increase that amount of impervious surfaces or alter the on- or offsite drainage patterns. However, as previously described, the future implementation of the CPA would include an approximately 1-acre right-of-way including a roadway as well as pedestrian and bicycle facilities. The increase in impervious surfaces from 0 acres to approximately 1 acre would result in increased stormwater runoff. However, the minimal increase in associated runoff would not be a substantial alteration of existing stormwater runoff patterns on the area and would be accommodated by the existing drainage system. Roadway-generated stormwater that would enter the drainage system would not result in substantial erosion and subsequent sedimentation of downstream water bodies, nor impact biological communities and archaeological resources.

5.8.5 SIGNIFICANCE OF IMPACT

The CPA would not result in a substantial increase in runoff or alterations to drainage patterns. However any increase in stormwater runoff would result in an increase in the amount of stormwater discharge by the drainage system. In accordance with the new MS4 permit, the impact would be

potentially significant. Any future proposal to construct the road would be required to mitigate its share of the impact.

5.8.6 MITIGATION, MONITORING, AND REPORTING

MM HYD-1: As part of the future implementation of the CPA, from the roadway extension (Franklin Ridge Road) to I-805 SB Ramp, Phyllis Place will be reconfigured to accommodate 5 total lanes, 3 East Bound and 2 West Bound, including a median, satisfactory to the City Engineer. As part of this implementation Phyllis Place will integrate stormwater treatment techniques in accordance with the Managing Wet Weather with Green Infrastructure Municipal Handbook Green Streets (EPA, 2008) that would reduce runoff. Potential Green Street techniques would include but not limited to:

- **Swales:** Swales are vegetated open channels designed to accept sheet flow runoff and convey it in broad shallow flow. The intent of swales is to reduce stormwater volume through infiltration, improve water quality through vegetative and soil filtration, and reduce flow velocity by increasing channel roughness. In the simple roadside grassed form, they have been a common historical component of road design. Additional benefit can be attained through more complex forms of swales, such as those with amended soils, bioretention soils, gravel storage areas, underdrains, weirs, and thick diverse vegetation.

- **Bioretention Curb Extensions and Sidewalk Planters:** Bioretention is a versatile green street strategy. Bioretention features can be tree boxes taking runoff from the street, indistinguishable from conventional tree boxes. Bioretention features can also be attractive attention grabbing planter boxes or curb extensions. Many natural processes occur within bioretention cells: infiltration and storage reduces runoff volumes and attenuates peak flows; biological and chemical reactions occur in the mulch, soil matrix, and root zone; and stormwater is filtered through vegetation and soil.

- **Permeable Pavement:** Permeable pavement comes in four forms: permeable concrete, permeable asphalt, permeable interlocking concrete pavers, and grid pavers. Permeable concrete and asphalt are similar to their impervious counterparts but are open graded or have reduced fines and typically have a special binder added. Methods for pouring, setting, and curing these permeable pavements also differ from the impervious versions. The concrete and grid pavers are modular systems. Concrete pavers are

installed with gaps between them that allow water to pass through to the base. Grid pavers are typically a durable plastic matrix that can be filled with gravel or vegetation. All of the permeable pavement systems have an aggregate base in common which provides structural support, runoff storage, and pollutant removal through filtering and adsorption.

- **Sidewalk Trees and Tree Boxes:** From reducing the urban heat island effect and reducing stormwater runoff to improving the urban aesthetic and improving air quality, much is expected of street trees. However, most often street trees are given very little space to grow in often inhospitable environments. The soil around street trees often becomes compacted during the construction of paved surfaces and minimized as underground utilities encroach on root space. By providing adequate soil volume and a good soil mixture, the benefits obtained from a street tree multiply. To obtain a healthy soil volume, trees can simply be provided larger tree boxes, or structural soils, root paths, or "silva cells" can be used under sidewalks or other paved areas to expand root zones. These allow tree roots the space they need to grow to full size.

In addition, to the extent feasible stormwater systems such as hydrodynamic separators should be incorporated into the stormwater drainage system. Hydrodynamic separators are structures designed to remove suspended sediments, oils, and floatable debris by physical processes and are usually installed as an underground structure.

5.8.7 IMPACT

Issue 3: Would the proposed project result in an increase in pollutant discharge to surface and groundwater, including downstream sedimentation, to receiving waters during or following construction, including discharge to an already impaired water body?

Issue 4: Would the proposed project result in the creation of ponded water not related to water treatment devices (detention basins)?

According to the City's CEQA Significance Determination Thresholds (City of San Diego 2011), significant impacts may be based on the following:

- For public projects, compliance is the responsibility of the particular department implementing the project. Adherence to the 2015 Model BMP Design Manual is the water quality threshold for all projects slated to begin after December 2015.

Although the future implementation of the CPA is not anticipated to generate significant amounts of pollutants, urban runoff from any developed site has the potential to contribute pollutants. According to the 2015 Model BMP Design Manual (San Diego County Co-permittees 2015), future implementation of the CPA would fall under the category of Streets, Roads, Highways, Freeways and Driveways. The Model BMP Design Manual identifies the anticipated and potential pollutants to the stormwater conveyance system and receiving waters for this category of projects as sediments, nutrients, heavy metals, organic compounds, trash and debris, oxygen-demanding substances, oil and grease, bacteria and viruses, and pesticides.

The future implementation of the CPA would have the potential to affect receiving waters. The most immediate receiving water for the area is the Lower San Diego River, located approximately 0.7 mile to the south. The Lower San Diego River is on the 303(d) list for the various pollutants, including enterococcus, fecal coliform, low dissolved oxygen, manganese, nitrogen, phosphorus, TDS, and toxicity. Based on the potential pollutants listed in the Model BMP Design Manual for the CPA, and the 303(d) listed pollutants of concern for the Lower San Diego River, the CPA could contribute to an existing water quality impairment.

Sediment discharge and eroded soil would be of most concern during the construction phase of future implementation of the CPA. The area would need grading; therefore, implementation of a SWPPP would be required for construction, including construction BMPs that would address potential erosion and sediment discharge. The SWPPP would be in compliance with the requirements of the SWRCB Construction General Permit (CGP) and the City would file a Notice of Intent that demonstrates their intent to comply with all requirements of the CGP.

Under the new 2015 Model BMP Design Manual, the entire volume of the 85th percentile, 24-hour rainfall event must be retained (i.e. intercept, store, infiltrate, evaporate and evapotranspire) on area. If the full volume cannot be retained on site, biofiltration pollutant controls can be implemented to treat the remaining volume. As the future implementation of the CPA would result in a road, many low-impact development elements suitable for retention would not be appropriate for implementation at the CPA area during operation. Additionally, the area contains various geotechnical constraints including steep slopes and Group D soils that would likely make biofiltration pollutant controls infeasible. While Green Street techniques could be used on Phyllis Place, due to on-site geological and soils constraints on the roadway extension itself, it is recommended that runoff be captured and routed for a combination of retention and biofiltration. If the full volume of the 85th percentile storm cannot be feasibly captured and treated with a

combination of retention and biofiltration BMPs, the future implementation of the CPA will be required to implement flow-through treatment control BPMs to treat runoff leaving the site and an off-site alternative compliance program deemed by the jurisdiction-specific alternative compliance program to provide a greater overall water quality benefit for the portion of the pollutants not addressed on site.

To ensure that BMPs adequately treat runoff from the future implementation of the CPA and to comply with water quality goals, Mitigation Measure HYD-2 would be implemented (see Section 5.8.8). Furthermore, future operation of the roadway would not involve the discharge of municipal or sanitary waste to surface waters, and the project does not propose non-stormwater discharges that might require authorization by the RWQCB.

Based on project characteristics, and following 2015 Model BMP Design Manual guidelines, the implementation of the CPA could cause or contribute to an exceedance of applicable surface-water or groundwater receiving water quality objectives or degradation of beneficial uses. The implementation of the CPA could result in ponded water, and impacts related to an increase in pollutant discharge to surface water or groundwater during or following construction would remain below a level of significance through compliance with regional permit requirements and the 2015 Model BMP Design Manual. With implementation of Mitigation Measure HYD-2 and treatment of runoff from the area through BMPs associated with the Civita project site, impacts would be less than significant. However, at this time alternative compliance methods or projects as outlined in MM-HYD-2 have not been identified and are therefore open to speculation. The future implementation of the CPA would be required to comply with either the 2015 Model BMP Design Manual or some form of approved alternative compliance methods therefore this impact would be less than significant.

5.8.8 SIGNIFICANCE OF IMPACT

The future implementation of the CPA would be required to comply with either the 2015 Model BMP Design Manual or some form of approved alternative compliance methods therefore this impact would be less than significant.

5.8.9 MITIGATION, MONITORING, AND REPORTING

MM HYD-2: Prior to the implementation of the CPA, the City of San Diego shall ensure that best management practices (BMPs) be designed and developed to appropriately collect and treat the run-on and runoff from the constructed road connection and be effective in maintaining runoff and water quality goals. The timing, placement, and installation methodology for on-site retention and biofiltration systems shall be determined by final site design, topography, and structural design, to the

satisfaction of the City. If on-site retention and biofiltration systems are not feasible, the City of San Diego or the road developer shall develop and implement an on-site flow-through BMP alongside an alternative compliance program per the 2015 Model BMP Design Manual requirements, to the satisfaction of the City Engineer

As of the release of this document, the RWQCB has not finalized an alternative compliance approach to allow agencies to address the requirements of the 2015 Model BPM Design Manual. To address the requirements, alternative compliance could include a number of actions, including additional on-site measures like the inclusion of Green Street measures described in MM-HYD-1, an off-site alternative compliance program that could affect areas outside of the CPA area, or a combination of both on- and off-site measures to achieve compliance.

Currently, no off-site locations have been identified for an alternative compliance program nor have alternative projects been identified that the future developer of the road could fund. When such off-site alternative compliance program becomes available, the potential impacts of this mitigation measure could include the following:

Biology – Depending on the location of the off-site alternative compliance program where potential stormwater is dischanged, implementation of the alternative compliance project could have impacts to environmentally sensitive lands (i.e., the San Diego River). This impact could be reduced to less than significance by avoiding identified sensitive land or by compliance with the City's Environmentally Sensitive Land policies and Biological Guidelines.

Air Quality – Any off-site alternative compliance program would have to be constructed, as such there would be short-term construction related impacts to air quality. These impacts would include emissions from construction equipment and vehicle emissions of workers traveling to and from the project site. In addition there would be potential particulate matter emissions associated with site grading, excavation or other soil movement. While there would be potential emissions, these would occur only during the construction of a project. Once the project is build the impacts would end. Typically stormwater control structures do not have any operational air quality emissions. Because of the lack of operational emissions and the short term nature of the construction emissions potential air quality impacts would be less than significant.

Noise – Like air quality impacts the potential impacts associated with noise are from construction of the project, and like the air quality impacts these would cease when the construction ends. Although construction noise of an off-site alternative compliance program would occur in the short term, depending on the location of the project it is possible that sensitive receptors could be impacted. For example if construction occurred near a school or residential neighborhood, individuals could be exposed to increased noise levels; however using existing standard mitigation measures such as limiting construction hours and the limited time for construction the impacts should be less than significant.

Traffic – Most of the City's stormwater system is located within the City's streets therefore any likely construction of an off-site alternative compliance program would occur within the street right-of-way. The typical impacts to traffic would be related to lane blockage or possible rerouting of traffic during construction. Like air quality and noise these impacts are construction related and would stop once construction is completed. While the short-term impacts would be adverse, the impacts to traffic would be less than significant.

Paleontological Resources – The City has identified a number of areas within the City that contain paleontological resources any construction activities that would occur in these areas as part of implementing an off-site alternative compliance program have the potential of impacting paleontolical resources. However, the City has established mitigation measures (listed in section 5.6.5) that would be required for any project occurring in areas identified as containing these resources. With the implementation of these measures the potential impacts would be less than significant.

Historic Resources – Visual Effects – Land Use: Stormwater system infrastructure is typically located within the public right-of-way or is adjacent to the roadway. These infrastructure features are also typically located underground. Any off-site alternative compliance program that changes the existing infrastructure would not likely impact Historic Resources or Land Use. Any visual impacts caused by the program would also be related to construction. These impacts would end once the program is fully built. However, if alternative compliance includes development using Green Street techniques as outlined in MM HYD-1 there could be visual effects related to the installation of landscaping or other above ground actions. Since it would be speculative as to what techniques would be used, Green Street techniques would need to have further environmental review based on the specific project features. As for the specific case of implementing MM HYD-1 for this project the area adjacent to Phyllis Place is proposed park and would be landscaped

including the use of trees therefore the potential visual impacts of MM HYD-1 to this project are less than significant.

After installation, BMPs shall be regularly monitored in accordance with the 2015 Model BMP Design Manual. If any singular BMP is determined to be underperforming, an assessment shall be made for correcting performance deficiencies. Appropriate BMPs for the site may include, but are not limited to, those presented in Table 5.8-1.

Table 5.8-1
Potential Stormwater Best Management Practices

Type of BMP	Design Concept	Description Applicable to Project
Construction BMPs	Temporary soil stabilization	Soil-stabilizing BMPs designed to mitigate soil erosion during construction activities.
	Temporary sediment control	Water quality BMPs designed to remove sediment loads from runoff generated within the construction site.
	Wind erosion control	BMPs designed to minimize soil loss from wind erosion and to reduce air pollution generated from construction activities.
	Tracking control	BMPs for reducing the transport of sediment on tires outside and within site boundaries.
	Non-stormwater management	"Good Housekeeping" BMPs ranging from water conservation to vehicle fueling to concrete curing.
	Waste management and materials pollution control	BMPs designed for storage, use, and disposal of wastes generated on site.
	Steep hillside landscaping	Deep-rooted, drought-tolerant, and native plant species are recommended for minimizing erosion on steep hillsides impacted by development.
	Efficient irrigation systems and landscape design	Minimize excess watering and reduce pollutant loads from landscape runoff.
	Employee integrated pest management principles	Pesticides should be a last resort alternative for managing invasive species on the subject property as the Lower San Diego River is on the 303(d) list for toxicity in water. Alternatives including biological control, habitat manipulation and the use of resistant plant varieties should be pursued. Follow this link for more details: http://www.projectcleanwater.org/html/ipm.html.
	Stormwater conveyance system stamping and signage	Proposed inlets and catch basins will have a stencil stating that the runoff discharges to the ocean.
	Other	Revegetation of construction site after development in compliance with an approved landscaping/grading plan to stabilize bare slopes.

Table 5.8-1
Potential Stormwater Best Management Practices

Type of BMP	Design Concept	Description Applicable to Project
Low-impact development	Retention and detention systems	A series of retention systems will be required downstream the project in order to contain as much of the 85th Percentile Storm as feasible.
	Native trees/shrubs	Native vegetation can be incorporated across the project area to reduce the hydrograph volume by increasing local evapotranspiration demands, and can also reduce the peak hydrograph through rainfall interception.
	Minimize soil compaction	Maintaining high water-holding capacities in the surrounding soils will increase local infiltration and reduce the percentage of rainfall that becomes stormwater.
	Optimize site layout	Where applicable, design around/with natural landforms, vegetation, and soil.
	Minimize impervious footprint	Reduce impermeable surfaces through efficient site design.
	Disperse runoff to adjacent landscaping and integrated management practices	Permeable areas adjacent to the project's impermeable surfaces are recommended to buffer the energy generated by the increased overland flow, reduce peak flow volumes from subject property, and retain water within the soils for landscaping purposes. Suggested permeable areas include, but are not limited to, depressed landscaping areas, vegetated buffers, retention systems, and other directly connected impervious areas.
	Design and implementation of pervious surfaces	Consider the implementation of permeable pavements into the site design.
	Construction considerations	Minimize soil compaction and implement soil amendments.
	Additional considerations	Stabilize the site, convey runoff safely away from the top of slopes, and install energy dissipaters at the outlets of new storm drains that discharge to unlined channels.
Treatment-control BMPs	Capture stormwater in bioretention facilities	Biofiltration systems will be required to treat the remaining volume of the 85th Percentile Storm not contained in the retention systems.

Figure 5.8-1 Hydrologic Subarea

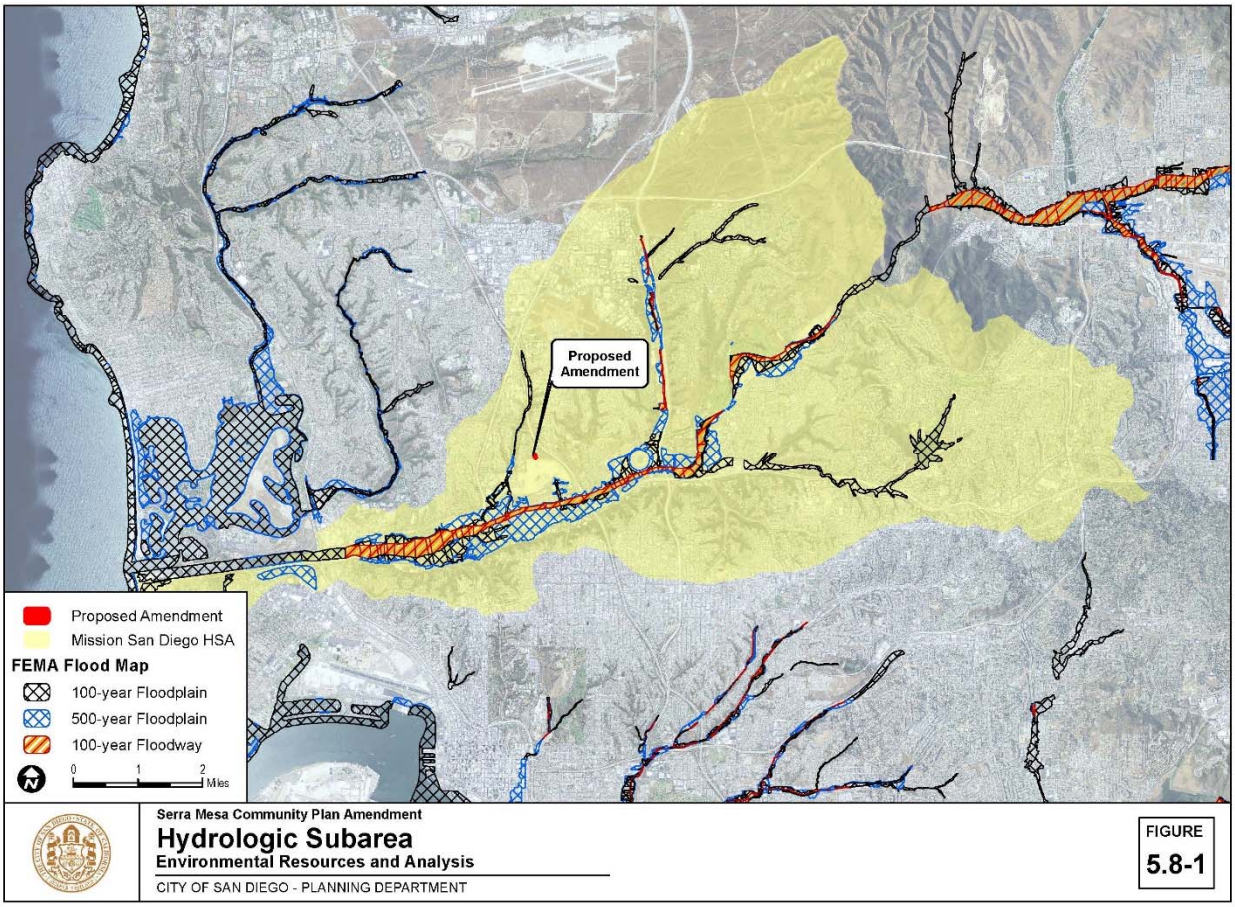

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Figure 5.8-2 Existing Topography

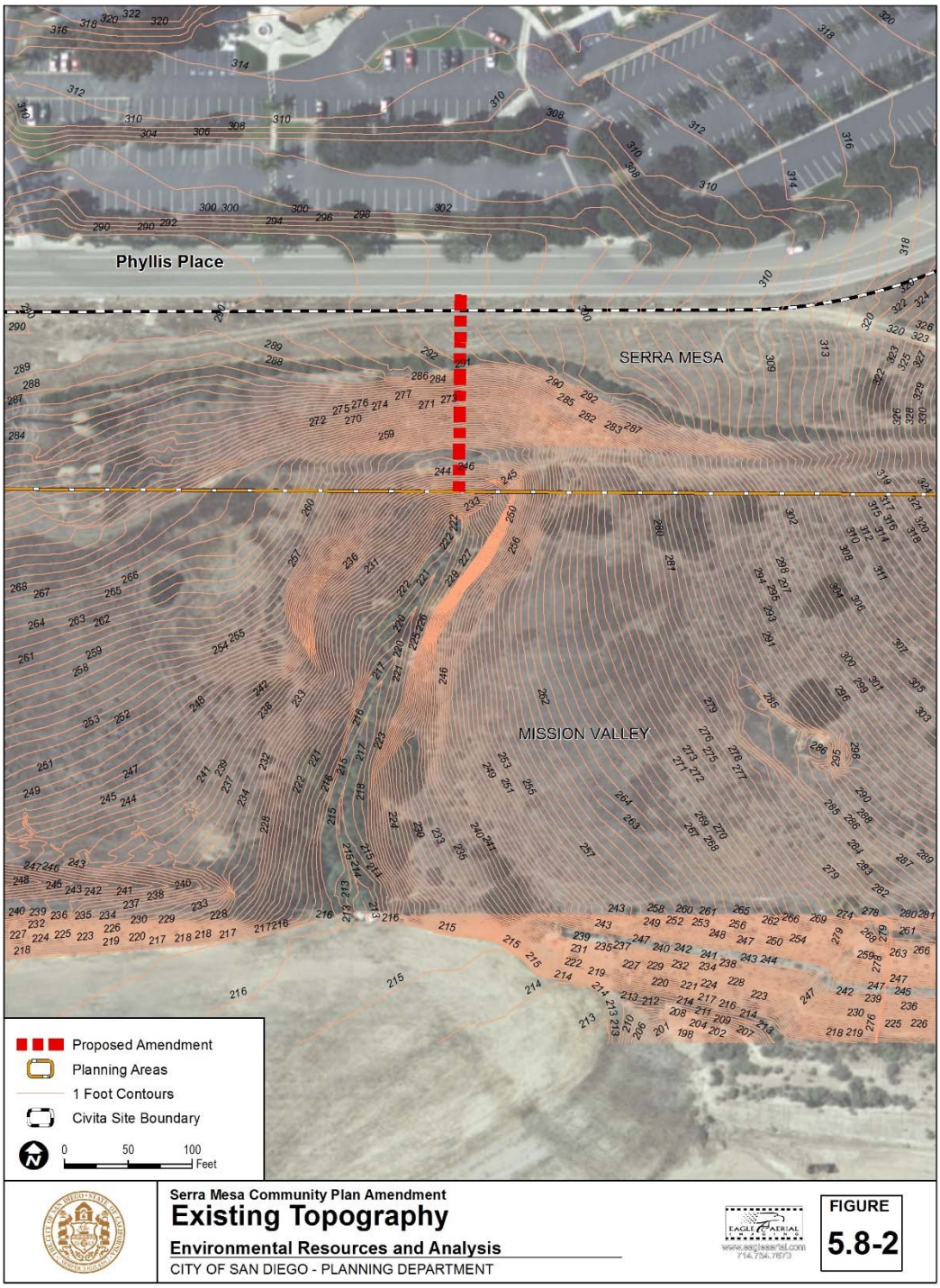

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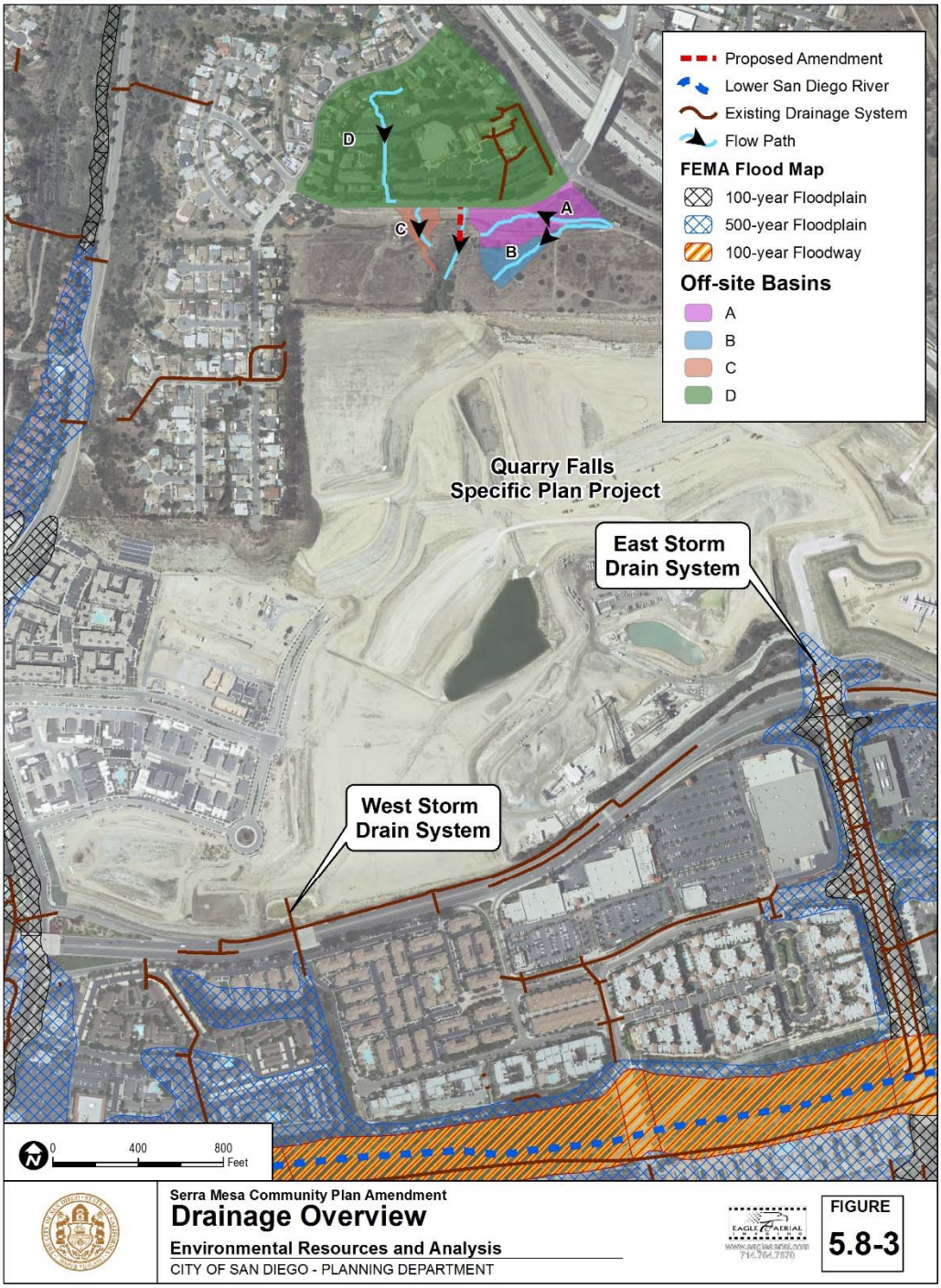
Figure 5.8-3 Drainage Overview



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5.9 VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER

5.9.1 INTRODUCTION

The information and analysis in the following discussion have been compiled based on site visits and photos of the CPA area. Additionally, pertinent documents were reviewed, including the City of San Diego General Plan Land Use Map (City of San Diego 2010), City of San Diego Official Zoning Map (City of San Diego 2012a), the *Serra Mesa Community Plan* (City of San Diego 2011a), the *Mission Valley Community Plan* (City of San Diego 2013), and the *Final Program Environmental Impact Report for the Quarry Falls Project* (City of San Diego 2008).

5.9.2 EXISTING CONDITIONS

On-Site Land Uses and Views

As discussed in Chapter 2, Environmental Setting, the CPA area is located within the southern portion of Serra Mesa in the City of San Diego (City) (Figure 1-1 and Figure 1-2). The CPA area is located within the southern portion of the Phyllis Abbots Hill neighborhood of the Serra Mesa Community Plan. Specifically, the proposed CPA area is bordered by Phyllis Place to the north; the boundary of Mission Valley to the south; and vacant land to the west and east. Interstate 805 (I-805) is approximately 0.22 mile to the east. Surrounding land uses include the City View Church and single-family residential development to the north, single-family residential development to the west, and the Civita site to the east, west and south, which is currently under construction (Figure 1-3). The proposed CPA area is currently vacant. The topography of the CPA area ranges in elevation from approximately 218 feet above mean sea level (amsl) to 296 feet amsl.

The CPA area is currently zoned RS-1-7, allowing for single-family residential use. Similarly, the area has a General Plan designation of Residential and Multiple Use (City of San Diego 2008), and Serra Mesa Community Plan land use designation of Low-Density Residential (City of San Diego 2011a). A detailed analysis of the CPA's consistency in the context of the applicable elements of the City's General Plan and the Serra Mesa Community Plan is provided in Section 5.1, Land Use.

Views from the Project Area

Views from the proposed CPA area are dominated by the graded Civita site to the south, including temporary construction activities and heavy equipment associated with development of the Civita project. Views to the north and west are of single-family residential development. Limited views of the I-805 at its intersection with Friars Road are visible to the east from the southern part of the CPA area; however, views of the I-805 from Phyllis Place and the northern

part of the project area are largely obstructed by existing vegetation and hilly terrain. Additionally, vegetated hills and residential development across the valley occupy background views from the proposed project area.

Off-Site Land Uses

The proposed CPA area is located in an urban setting surrounded by existing development and major transportation corridors. As shown in Figure 1-3, the area is bordered by Phyllis Place to the north; the Civita mixed-use project to the east, west, and south. I-805 is approximately 0.22 mile to the east. Surrounding land uses include the City View Church and single-family residential development to the north, and single-family residential development to the west.

Views of the Project Area

From Phyllis Place to the immediate north, passing motorists, bicyclists, and pedestrians looking southward to the CPA area can see the flat mesa top, vegetated undisturbed chaparral and annual grassland, and slopes dropping off into the Civita site below (City of San Diego 2008). A telecommunications tower and electrical pole structures adjacent to the project area are visible in the foreground to residences north of Phyllis Place, as well as to motorists, bicyclists, and pedestrians traveling along Phyllis Place.

Motorists traveling on the I-805 can see portions of the area as they pass, although views are fleeting and limited due to the speed of vehicles and the need to look away from the direction of travel and below to view the area (City of San Diego 2008). Views are not available to motorists traveling along Abbotshill Road to the west due to intervening single-family residences.

Neighborhood Character

As discussed in Section 5.1, Land Use, the area of the CPA is located in the Serra Mesa community planning area as defined in the City's General Plan. The overall Serra Mesa community planning area encompasses approximately 6,596 acres and is bounded by the Kearny Mesa neighborhood to the north; State Route 163 and Linda Vista to the west, Interstate 15 to the east, and the Mission Valley neighborhood to the south. The Serra Mesa Community is characterized primarily by single-family residential development located north of the area. Most of the homes in this neighborhood were built in the 1970s. Additionally, a church is located directly north of the area, across Phyllis Place.

Light, Glare, and Shading

With the exception of the Civita site immediately to the south, the CPA area is located in a built-up urban area where neighborhood night lighting is a common feature. Light sources in the area include

streetlights, building lights, illuminated signs, sidewalk lighting, and parking lot lighting. The existing lighting in the area is in compliance with all applicable City laws and regulations. The proposed CPA area is not shaded by any structures, and there is no substantial glare in the project area.

Local Regulations

Height Regulations

According to Table 131-06C in Section 131.0631, as well as Section 131.9644, of the City's Municipal Code, there are no maximum height limits for structures except as limited by the regulations set forth by Overlay Zones. The project consists of the construction of a roadway connection and does not include the construction of vertical structures; therefore, height regulations do not apply the project.

Lighting Regulations

Lighting within the City is controlled by the City's Outdoor Lighting Regulations per Section 142.0740 of the City Municipal Code. The City's Outdoor Lighting Regulations are intended to provide public safety, conserve energy, and protect surrounding land uses as well as astronomical activities at the Palomar and Mount Laguna Observatories from excessive light generated by new development. The project is not located in close proximity (within 30 miles) to the Palomar and Mount Laguna Observatories; therefore, regulations pertaining to these observatories are not applicable. The applicable Outdoor Lighting Regulations, as amended by Ordinance No. O-20186 dated July 31, 2012, require that:

- Outdoor lighting fixtures shall be installed in a manner that minimizes negative impacts 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.
- Regulation of outdoor lighting is also intended to promote lighting design that provides for public safety and conserves electrical energy.
- It is the intent that, in addition to the regulations set forth in Section 142.0740, outdoor lighting fixtures shall be installed and operated in compliance with the following regulations, to the extent applicable:

  A. California Energy Code, California Code of Regulations, Title 24, Part 6;

  B. Green Building Regulations (Chapter 14, Article 10); and

  C. Electrical Regulations (Chapter 14, Article 6).

- All outdoor lighting, including search lights, shall be turned off between 11:00 p.m. and 6:00 a.m. except:

A. Outdoor lighting may remain lighted for commercial and industrial uses that continue to be fully operational after 11:00 p.m. such as sales, assembly, and repair; and for security purposes or to illuminate walkways, roadways, equipment yards, and parking lots subject to the following:

B. Adequate lighting for public safety shall be maintained. Outdoor lighting shall otherwise be reduced after 11:00 p.m. where practicable.

C. Outdoor lighting for the following is permitted to remain lighted after 11:00 p.m. and is exempt from the maximum Kelvin CCT and maximum lumen requirements specified in Section 142.0740(c)(4) and (c)(5)(A):

i. Outdoor lighting used to illuminate recreational activities that are not in a residential zone may continue after 11:00 p.m. only when equipped with automatic timing devices and shielded to minimize light pollution.

ii. Illuminated on-premises signs for businesses that are open to the public after 11:00 p.m. may remain lighted during business operating hours only. Illuminated off-premises advertising display signs shall not be lighted after 11:00 p.m. Signs located both on- and off-premises shall be equipped with automatic timing devices (City of San Diego 2012b).

Glare Regulations

Glare within the City is controlled by City Municipal Code 142.0730, Glare Regulations (City of San Diego 2012b). The City's Glare Regulations include the following:

- 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.

5.9.3 IMPACT

Issue 1: Would the proposed project result in a substantial obstruction of any vista or scenic view from a public viewing area as identified in the community plan? (Note: views from private property are not protected by CEQA or the City of San Diego).

According to the City's Significance Determination Thresholds (City of San Diego 2011b), impacts to vistas or scenic views may be significant if:

- 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. Minor view blockages would not be considered to meet this condition.

- 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.
- The project would have a cumulative effect by opening up a new area for development, which will ultimately cause extensive‖ view blockage.

The proposed CPA area is located in a visible area, adjacent to Phyllis Place in Serra Mesa. The proposed CPA would include a street connection between Serra Mesa and Mission Valley in an area of vacant land. If the CPA is implemented in the future, the potential aesthetic impacts would occur on a temporary basis during the construction activities as a result of stockpiling, construction equipment, and personnel within the construction zones. These temporary disturbance and staging areas would be restored to their original state once the roadway improvements have been completed. Upon completion of construction, all temporary visual impacts due to construction activity would cease. Street lighting, including lighting poles, could potentially be installed as part of implementing the roadway; however, no vertical building structures would result from implementing the CPA that would potentially block views from Phyllis Place or obstruct motorist's, pedestrians, or bicyclist's views from roads in the area. Additionally, only a minor segment of the landscape south of Phyllis Place would be used for the CPA. As such, the future implementation of the CPA would retain the natural topography of the area. Overall, views of the landscape would not substantially change from existing conditions.

In addition to mobile viewers, residents located immediately north of Phyllis Place have views of the proposed CPA area. The proposed CPA would also be visible to residents of the Civita development once that project is completed. There are no views of the area from existing sensitive land use areas, such as open space.

The proposed CPA area is not identified in the City of San Diego General Plan or Serra Mesa Community Plan, or Mission Valley Community Plan as being located within a designated public view corridor. Additionally, there are no significant visual landmarks or scenic vistas identified in these plans that would potentially be blocked by the proposed project.

In summary, no scenic views would be blocked or affected, mobile viewers would continue to experience a suburban visual environment as under existing conditions, and no views of scenic resources would be affected. Therefore, the implementation of the proposed CPA would not substantially degrade the existing visual character or quality of the area or surroundings.

5.9.4 SIGNIFICANCE OF IMPACT

Since there are no scenic vistas in the proposed CPA area as identified in the community plan, the project does not propose vertical structures that could obstruct key views, and the proposed CPA

would be compatible with the surrounding development in the area, visual impacts would be less than significant.

5.9.5 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

5.9.6 IMPACT

Issue 2: Would the proposed project result in the creation of a negative aesthetic site or project?

According to the City's Significance Determination Thresholds (City of San Diego 2011b), visual quality impacts under this threshold may be significant if:

- The project would create a disorganized appearance and would substantially conflict with City codes (e.g., a sign plan that proposes extensive signage beyond the City's sign ordinance allowance).
- The project is large and would result in an exceedingly monotonous visual environment (e.g., a large subdivision in which all the units are virtually identical).

The proposed CPA would include a street connection in a previously built-up, urban area of the Serra Mesa community planning area of San Diego. No vertical building structures or elements are would be constructed if the CPA were implemented except for potential lighting poles as part of street lighting design. The Civita Specific Plan currently under construction, which includes the proposed project CPA area, consists of mixed-use residential, commercial retail, parks and open space, roads and pedestrian paths, parking lots, and other associated improvements, thereby further increasing urban development in this area upon buildout. In light of the substantial development occurring on the Civita site, and existing residential development immediately north and west of the proposed project area, the inclusion of a relatively small segment of roadway would not result in a negative aesthetic impact, but would rather serve as an extension to the surrounding built environment. Because future implementation of the CPA does not include the construction of buildings or vertical building structures of any kind, except for potential street lighting poles, the implementation of proposed CPA would not be incompatible with surrounding development or contribute to a negative aesthetic.

Additionally, only a minor segment of the landscape south of Phyllis Place would be used for the implementation of the proposed CPA, and views of the landscape would not substantially change from existing conditions. The future implementation of the proposed CPA would include a relatively narrow, linear, horizontal element to be added the existing paved roadway; thus, the

proposed amendment to the community plan would not result in substantial adverse effects on any significant visual resource.

5.9.7 SIGNIFICANCE OF IMPACT

Future implementation of the proposed CPA would not result in a negative aesthetic site or project. Impacts would be less than significant.

5.9.8 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

5.9.9 IMPACT

Issue 4: Would the proposed project result in substantial alteration to the existing or planned character of the area, such as could occur with the construction of a subdivision in a previously undeveloped area? (Note: for substantial alteration to occur, new development would have to be of a size, scale, or design that would markedly contrast with the character of the surrounding area.)

Issue 5: Would the proposed project result in substantial change in the existing landform?

According to the City's Significance Determination Thresholds (City of San Diego 2011b), impacts regarding neighborhood character and compatibility and landform alteration may be significant if:

- 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.
- The project would alter more than 2,000 cubic yards of earth per graded acre by either excavation or fill. Grading of a smaller amount may still be considered significant in highly scenic or environmentally sensitive areas.
    - 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).
    - The project would create manufactured slopes higher than 10 feet or steeper than 2:1 (50%).
    - 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 5 feet by

either excavation or fill, unless the area over which excavation or fill would exceed 5 feet is only at isolated points on the site.

- The project design includes mass terracing of natural slopes with cut or fill slopes in order to construct flat-pad structures.

- The project would create a disorganized appearance and would substantially conflict with City codes (e.g., a sign plan which proposes extensive signage beyond the City's sign ordinance allowance).
- The project would have a cumulative effect by opening up a new area for development or changing the overall character of the area (e.g., rural to urban, single-family to multi-family).

The proposed CPA would include a street connection in the Serra Mesa Community Plan. If implemented, the potential aesthetic impacts would occur on a temporary basis during the construction activities as a result of stockpiling, construction equipment, and personnel within the construction zones. These temporary disturbance and staging areas would be restored to their original state once the roadway improvements have been completed. As previously discussed, the amendment would not significantly change or degrade the existing visual character or quality of the affected area or its surroundings.

The proposed CPA would not introduce additional negative visual or landform alteration impacts in the project area. Given the relatively small footprint, future grading and other related construction activities caused by the implementation of the CPA would be considered minor. For these reasons, impacts relative to the visual character of the area and landform alteration would be minor.

Also, the proposed CPA would not result in significant impacts to the existing character of adjacent, off-site areas. The Civita project is currently under construction and the proposed road extension was already considered in the Quarry Falls Program Environmental Impact Report as an alternative. While traffic would be redistributed throughout the study area, new traffic would not be generated (KOA 2015) therefore the character of adjacent areas would not be substantially altered. For example, the Abbots Hill neighborhood of Serra Mesa, northwest of the project area, does not contain an outlet to a larger road network. As a result, the neighborhood character would not be significantly impacted because the majority of vehicles using the road connection would travel north and south to and from the Civita site instead of through the neighborhood. Overall, impacts would be less than significant.

5.9.10 SIGNIFICANCE OF IMPACT

The proposed CPA would not result in substantial degradation of the existing visual character or quality of the area and its surroundings, nor would it result in a substantial change to the existing landform. Impacts would be less than significant.

5.9.11 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

5.9.12 IMPACT

Issue 6: Would the proposed project result in the loss of any distinctive or landmark tree(s), or stand of mature trees, as identified in the community plan?

According to the City's Significance Determination Thresholds (City of San Diego 2011b), visual quality impacts under this threshold may be significant if the project would:

- Result in the 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 coastal program.

The CPA area is not designated as a historical landmark and although vacant, the area does not include a stand of natural trees, vegetation, or rock outcroppings that would be considered a significant visual resource.

Additionally, there are no community symbols or landmarks as identified in the Serra Mesa Community Plan or City of San Diego General Plan in the vicinity of the CPA area (City of San Diego 2011a, 2010). As such, the proposed CPA would not result in the loss, isolation, or degradation of a community identification symbol or landmark. The proposed CPA would lead to blocked views of significant resources, as no designated scenic resources, scenic vistas, or view corridors are located within this area.

5.9.13 SIGNIFICANCE OF IMPACT

The proposed CPA would not result in the loss, isolation, or degradation of a community identification symbol or landmark; therefore, impacts would be less than significant.

5.9.14 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

5.9.15 IMPACT

Issue 7: Would the proposed project result in substantial light or glare which would adversely affect daytime or nighttime view in the area?

According to the City's Significance Determination Thresholds (City of San Diego 2011b), light, glare, and shading impacts may be significant if the project would:

- Shed substantial light onto adjacent, light-sensitive property or land use, or would emit a substantial amount of ambient light into the nighttime sky. Uses considered sensitive to nighttime light include, but are not limited to, residential, some commercial and industrial uses, and natural areas.

Lighting

The proposed CPA area is in a previously developed urban area that already exhibits several major lighting sources, such as lighting along major roadways (e.g., I-805 and Abbotshill Road). Other sources of light in the area include existing residential development north and west of the area. Following completion of the adjacent Civita project, which is currently under construction, a substantial number of new lighting sources will be introduced to the proposed project area that would further contribute to daytime and nighttime lighting immediately adjacent to the proposed CPA area. The future implementation of the CPA may include minor roadway lighting similar to that of the surrounding development; however, no new substantial source of exterior lighting would be introduced to the area such that daytime or nighttime lighting conditions would be notably modified, nor would daytime or nighttime views be altered due to any lighting improvements associated with the proposed project. Given these factors, the contribution of light emitted from the addition of the proposed roadway segment would be negligible.

Glare

The proposed CPA would include a street connection. The future implementation of the proposed CPA would not include the erection of vertical building structures or elements that would produce significant light or glare impacts.

5.9.16 SIGNIFICANCE OF IMPACT

The proposed CPA would not result in substantial light or glare that would adversely affect daytime or nighttime views in the area. Impacts would be less than significant.

5.9.17 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

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CHAPTER 6 CUMULATIVE IMPACTS

In many cases, the impact of a single project may not be significant, but the cumulative impact may be significant when combined with other projects. Section 15355 of the California Environmental Quality Act (CEQA) Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." CEQA Guidelines Section 15130(b) states that "the discussion [of cumulative impacts] need not provide as great detail as is provided for the effects attributable to the project alone." Section 15130(b) further states that a cumulative impacts discussion "should be guided by standards of practicality and reasonableness."

Cumulative impacts can occur from the interactive effects of a single project. For example, the combination of noise and dust generated during construction activities can be additive and can have a greater impact than either noise or dust alone. However, substantial cumulative impacts more often result from the combined effect of past, present, and future projects located in proximity to the project under review. Therefore, it is important for a cumulative impacts analysis to be viewed over time and in conjunction with other related past, present, and reasonably foreseeable future developments, the impacts of which might compound or interrelate with those of the project under review.

CEQA Guidelines Section 15130(b)(1)(A) allows for the preparation of a "list of past, present, and probable future projects" as a viable method of determining cumulative impacts. This discussion utilizes that approach: an initial list and description of related projects, followed by a discussion of the effects that the project (combined with the list) may have on each environmental category of concern (e.g., traffic and noise). Consistent with CEQA, this discussion is guided by the standards of practicality and reasonableness.

A brief description of each cumulative project is presented below in Table 6-1.

Table 6-1
Cumulative Projects

Project Title	ADT	Location	Status
Hazard Center Redevelopment, CPA	949 (net)		Approved, but not constructed
A-1 Storage, CPA	231		Constructed
Emma Road, CPA	--		Approved, but not constructed
River Park at Mission Gorge, CPA	26,736		Approved, but not constructed
Centerpoint at Grantville, CPA	7,021		Approved, but not constructed
Shawnee Master Plan, CPA	6,793		In Review

6.1 CUMULATIVE IMPACTS FOUND TO BE SIGNIFICANT

6.1.1 TRANSPORTATION/CIRCULATION AND PARKING

The traffic analysis presented in Section 5.2, Transportation/Circulation and Parking, consists wholly of a cumulative traffic analysis for the long term, which includes the cumulative projects outlined in Table 6-1. A summary of that analysis (specifically from Sections 5.2.3 through 5.2.5) is shown below.

Long-Term Conditions

To determine the cumulative impacts on the roadway system associated with approved or pending projects within the proposed project area, that may not be accounted for in the future year model volumes, the City provided a list of cumulative projects. A thorough review of traffic studies prepared for the projects and mapping all cumulative project locations resulted in refinement to the cumulative project list. Of those projects identified by City staff, six were expected to be built and generating trips in the long-term condition. These cumulative projects are identified in Table 5.2-9, Cumulative Projects, including data related to their associated trip generation.

Cumulative impacts for the long-term conditions were determined by comparing existing 2012 conditions to long-term conditions both with the road connection. Significance was determined and applicable mitigation measures were proposed to reduce potential significant impacts that came out of the with road connection analysis.

Long-Term Intersection Level of Service Analysis

The long-term intersection analysis is summarized in Table 5.2-14, Long-Term Intersection Analysis. As shown in Table 5.2-14, the existing conditions are compared to the long-term conditions with the road connection.

With the road connection, the following intersections do not operate at an acceptable LOS:

- Friars Road / Northside Drive – LOS E (PM)
- Qualcomm Way / Friars Road WB ramp – LOS E (PM)
- Qualcomm Way / Friars Road EB ramp – LOS E (PM)
- Murray Ridge Road / I-805 NB ramp – LOS F (PM)
- Murray Ridge Road / I-805 SB ramp – LOS E (AM)
- Murray Ridge Road / I-805 SB ramp – LOS F (PM)

- Murray Ridge Road / Sandrock Road – LOS E (PM)
- Franklin Ridge Road / Phyllis Place – LOS F (PM)
- Franklin Ridge Road / Via Alta – LOS F (AM/PM).

Long-Term Roadway Segment Level of Service Analysis

The long-term roadway segment analysis is summarized in Table 5.2-15, Long-TermWith Roadway Segment Level of Analysis. As shown in Table 5.2-15, the existing conditions are compared to the long-term conditions with the road connection.

With the road connection, the following roadway segments do not operate at an acceptable LOS D or better:

- Franklin Ridge Road from Via Alta to Civita Boulevard – LOS F
- Mission Center Road from Aquatera Drive to Murray Ridge Road – LOS F
- Phyllis Place from Franklin Ridge Road to I-805 SB ramp – LOS F
- Phyllis Place from I-805 SB Ramp to I-805 NB ramp – LOS F
- Murray Ridge Road from I-805 NB Ramp to Mission Center Road – LOS F
- Murray Ridge Road from Mission Center Road to Pinecrest Avenue – LOS F
- Murray Ridge Road from Pinecrest Avenue to Sandrock Road – LOS F
- Rio San Diego Drive from Qualcomm Way to Rio Bonito Way – LOS F.

Long-Term Freeway Mainline Analysis

The long-term freeway mainline analysis is summarized in Table 5.2-16, Long-Term With Connection Freeway Mainline Analysis. As shown in Table 5.2-16, the existing conditions are compared to the long-term conditions with the road connection.

With the road connection, the same freeway segments do not operate at an acceptable LOS D or better:

- I-805 NB from SR-163 to Mesa College Dr On-Ramp – LOS F (AM)
- I-805 NB from Mesa College Dr On-Ramp to Murray Ridge Rd – LOS F (AM)
- I-805 NB from Murray Ridge Rd to I-8 – LOS F (AM)
- I-805 SB from SR-163 to Mesa College Dr On-Ramp – LOS F (PM)
- I-805 SB from Mesa College Dr On-Ramp to Murray Ridge Rd – LOS F (PM)
- I-805 SB from Murray Ridge Rd to I-8 – LOS F (PM)

Long-Term Freeway Ramp Meter Conditions

The long-term freeway ramp meter analysis is summarized in Table 5.2-17, Long-Term With Connection Freeway Ramp Meter Analysis. As shown in Table 5.2-17, the existing conditions are compared to the long-term conditions with the road connection. Ramp meter analysis was conducted at I-805 SB and NB ramps at Murray Ridge Road. The most restrictive ramp meter rates were provided by Caltrans.

With the road connection, all ramps also operate with less than 15 minutes of delay except:

- I-805 NB ramp at Murray Ridge Road – 43 minutes of delay (PM)
- I-805 SB ramp at Murray Ridge Road – 31 minutes of delay (PM).

Based on the City's significance thresholds outlined in Table 5.2-8, City of San Diego Traffic Impact Significance Thresholds, several intersections, roadway segments, freeway ramp meters, and freeway mainline segments have been determined to result in significant cumulative impacts. Table 5.2-14, Long-Term Impacts with Road Connection, summarizes the impacts.

Table 5.2-14
Long-term Impacts with Road Connection

Number	Impact Location
Cumulative Segment Impacts	
1	Phyllis Place from Franklin Ridge Road to I-805 SB ramp
2	Phyllis Place from I-805 SB ramp to I-805 NB ramp
3	Murray Ridge Road from I-805 NB ramp to Mission Center Road
4	Murray Ridge Road from Mission Center Road to Pinecrest Avenue
5	Murray Ridge Road from Pinecrest Avenue to Sandrock Road
6	Mission Center Road from Aquatera Drive to Murray Ridge Road
7	Rio San Diego Drive from Qualcomm Way to Rio Bonito Way
Cumulative Intersection Impacts	

Table 5.2-14
Long-term Impacts with Road Connection

Number	Impact Location
8	Friars Road / Northside Drive
9	Murray Ridge / Sandrock Road
10	Murray Ridge Road / I-805 NB ramp
11	Murray Ridge Road / I-805 SB ramp
12	Qualcomm Way / Friars Road WB ramp
13	Qualcomm Way / Friars Road EB ramp
14	Via Alta/Franklin Ridge Road
Cumulative Freeway Ramp Meter Impacts	
15	I-805 NB ramp at Murray Ridge Road
16	I-805 SB ramp at Murray Ridge Road
Cumulative Freeway Mainline Segment Impacts	
17	I-805 from SR-163 to Mesa College Dr
18	I-805 from Mesa College Dr to Murray Ridge Rd
19	I-805 Murray Ridge Rd to I-8

Table 5.2-15, Mitigation Identification and Feasibility, summarizes the significant cumulative impacts of the project, recommended mitigation measures identified by the traffic study, and the feasibility of the mitigation measures.

6.2 CUMULATIVE IMPACTS NOT FOUND TO BE SIGNIFICANT

Based on the analyses contained in Chapter 5 and Chapter 7 of this Program Environmental Impact Report (PEIR), the CPA's contribution to cumulative air quality, biological resources, energy, geological conditions, greenhouse gases, health and safety, hydrology and water quality, land use, mineral resources, noise, paleontological resources, public service and facilities, public utilities, and visual effects and neighborhood character impacts would not be cumulatively considerable, as analyzed below.

6.2.1 AIR QUALITY

As discussed in Section 5.3, Air Quality, The CPA, combined with known and reasonably foreseeable growth in the area, could result in cumulatively considerable emissions of nonattainment criteria air pollutants. In analyzing cumulative impacts from the CPA, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the San Diego Air Basin (SDAB) is designated as nonattainment for the CAAQS and NAAQS. If the project does not exceed thresholds and is determined to have less-than-significant project-specific impacts, it may still contribute to a significant cumulative impact on air quality if the emissions from the project, in combination with the emissions from other proposed or reasonably foreseeable future projects, are in excess of established thresholds. However, the project would only be considered to have a significant cumulative impact if the project's contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a "cumulatively considerable contribution" to the cumulative air quality impact).

The SDAB has been designated as a federal nonattainment area for O_3 and a state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. PM_{10} and $PM_{2.5}$ emissions associated with construction generally result in near-field impacts. The nonattainment status is the result of cumulative emissions from all sources of these air pollutants and their precursors within the SDAB. As discussed in Section 5.3, the emissions of all criteria pollutants during construction would be below the significance levels. Additionally, future construction would be short term and temporary in nature, and would be considered typical of the construction of a roadway. Therefore, impacts during future construction would be considered less than significant. Once construction of a roadway extension is complete, construction-related emissions would cease. Operational emissions generated by the CPA would not result in a significant net increase in vehicle miles traveled (VMT) since the project would only result in redistribution of vehicle trips in the study area (KOA 2015). As such, the CPA would result in a less-than-significant impact to air quality relative to construction and operational emissions.

As stated in Section 5.3.2, the RAQS relies on SANDAG growth projections based on population, vehicle trends, and land use plans developed by the cities and by the county as part of the development of their general plans. As such, projects that propose development that is consistent with the growth anticipated by local plans would be consistent with the RAQS. Because the CPA would include a street connection, would not include trip-generating uses (e.g., residential or commercial units), and would redistribute trips throughout the CPA area rather than increase vehicle trips (KOA 2015), it is reasonable to assume vehicle trip generation and roadway construction for the site has been anticipated in the RAQS.

Because the CPA has been anticipated in local air quality plans, the CPA would be considered consistent at a regional level with the underlying growth forecasts in the RAQS. Therefore, as analyzed in detail in Section 5.3, the CPA would not result in a cumulatively considerable contribution of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, and hence, impacts would be less than significant.

6.2.2 BIOLOGICAL RESOURCES

As discussed in Section 5.5, Biological Resources, the proposed CPA would result in direct impacts to sensitive upland habitats (i.e., Multiple Species Conservation Program (MSCP) Subarea Plan Tier II), which are considered significant and require mitigation. The proposed CPA would directly permanently impact approximately 0.21 acre of coastal sage scrub habitat (Tier II). Additionally, there is moderate potential for birds protected under the federal Migratory Birds Treaty Act to be significantly impacted. Mitigation measures, as stated in Section 5.5, would reduce these impacts to less than significant. Appropriate mitigation would be required for any future

project in the Serra Mesa and Mission Valley Community Plan area that has the potential to impact such resources. Implementation of the City's MSCP would help to ensure a regional conservation effort and protect biological resources. Additionally, any significant biological resource impacts as a result of the CPA or other future projects would be mitigated on a project-by-project basis; impacts would not be cumulatively considerable.

6.2.3 ENERGY

The CPA would not result in an increased demand for energy resources, as discussed in Section 7.2, Energy. The CPA would amend the Serra Mesa Community Plan to include a street connection and would not consist of the construction of a facility or use that would require substantial energy demand. Minimal street lighting may result with future project implementation; however, this minimal increase in energy use on site when compared to existing conditions would be negligible. Other than potential minimal street lighting, energy demand as a result of the CPA would not increase such that significant impacts would result. The implementation of the CPA would not require new utility systems or alteration of existing utilities. Therefore, the CPA would not have a cumulatively considerable effect on energy supplies due to the use of excessive amounts of electricity, natural gas, or petroleum.

6.2.4 GEOLOGIC CONDITIONS

Potential cumulative impacts on geology and soils would result from projects that combine to create geologic hazards, including unstable geologic conditions, or contribute substantially to erosion. The majority of impacts from geologic hazards, such as rupture of a fault line, liquefaction, landslides, expansive soils, and unstable soils, are site specific and must be mitigated on a project-by-project basis.

As discussed in Section 7.3, Geology and Soils, the CPA area is not underlain by known active or potentially active faults, nor does the area lie within an Alquist-Priolo Earthquake Fault Zone. The potential for ground rupture due to faulting is considered low; and, given the dense firm nature of the formational deposits found in the area and the absence of shallow groundwater, the potential for liquefaction and seismic settlement is very low.

The CPA area has a low risk for ground failure and landslides. Possible future construction activities would expose and disturb soils and could therefore increase the potential for soil erosion on site. Potential erosion impacts during construction activities would be avoided with adherence to the erosion control standards established by the City of San Diego's grading ordinance and Land Development Manual (City of San Diego 2009).

The CPA is not located on natural materials that are unstable or that would become unstable as a result of the future implementation of the CPA. The risk of on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse is low. Additionally, incorporation of the site-specific geotechnical recommendations as stated in the geologic reconnaissance conducted by GEOCON (GEOCON 2013) would ensure that impacts would remain less than significant.

Overall, each cumulative project listed on Table 6-1 would be required to adhere to building engineering design per the most recent California Building Code in order to ensure the safety of building occupants and avoid a cumulative geologic hazard. Additionally, cumulative projects would incorporate mitigation for site-specific geologic hazards present on each individual project site. Therefore, a potential cumulative impact related to site-specific geologic hazards such as landslides, liquefaction, soil stability characteristics, seismic hazards, and erosion would not occur.

6.2.5 GREENHOUSE GASES

Greenhouse gas (GHG) emissions are said to result in an increase in the Earth's average surface temperature, commonly referred to as "global climate change." Global climate change, by definition, is cumulative as it is the result of combined worldwide contributions of GHGs to the atmosphere over many years. Impacts associated with the proposed CPA discussed in Section 7.4, Greenhouse Gas Emissions, also serve as the project's cumulative impact analysis.

The CPA is unlikely to increase GHG emissions during future implementation of the road connection because the connection would be relatively short (460 feet long). Any future construction emissions amortized over a 30-year period would not exceed the City's screening threshold of 900 metric tons CO_2E per year; therefore, impacts would be less than significant.

Similarly, operation of any future roadway would not result in GHG emissions from area sources (architectural coatings, consumer products, or landscaping), electrical generation, natural gas consumption, water supply (including wastewater generation), or solid waste, because the CPA would not include development of facilities with those types of uses. The CPA would not generate trips; however, it would result in a redistribution of vehicle trips in the surrounding study area (KOA 2015). The magnitude of GHG emissions from mobile sources are directly correlated to VMT. The CPA would not result in higher VMT as attributed to an increase in trip generation when compared to existing conditions (KOA 2015). The CPA could result in an increase in VMT if trip lengths were to significantly increase from existing conditions. However, as discussed in the traffic study, any road connection developed would offer a more direct route and would divert traffic from other arterials in the vicinity (KOA 2015). In addition, such a roadway connection would not be substantially longer than other arterials in the area. Therefore, the CPA would not result in significantly longer trip lengths that could contribute to a higher VMT compared to existing traffic conditions.

Construction and operation of any future roadway would not result a significant net increase in GHG emissions, and is not anticipated to exceed the City's screening threshold of 900 metric tons CO_2E per year; therefore, the CPA's impacts would not be cumulatively considerable, and impacts would be less than significant.

6.2.6 HEALTH AND SAFETY

The CPA, in combination with other cumulative projects, is not expected to significantly increase impacts related to health and safety. The CPA area itself is vacant and has not historically contained uses that would store or use hazardous materials. The CPA area is also not known to contain any USTs or belowground hazardous materials. Accidental hazardous materials releases on the Civita site are over a quarter mile away from the CPA area and other identified off-site hazardous materials sites are all located over a half mile away from the CPA area. Additionally, any hazardous materials within these sites would not flow toward the CPA area due to the gradient of groundwater flow and elevation differences. As such, the CPA area would not be affected by off-site hazardous materials during future construction due to the distance from the CPA area, the location downgradient from the CPA area, and the status of these hazardous materials sites.

The CPA area would contain native landscaping that would not utilize pesticides or herbicides. Historically the area has been undeveloped land and the CPA does not propose to use the land for agricultural purposes that could expose people to toxic substances, such as pesticides and herbicides. Therefore, impacts associated with the use, transport, storage, or accidental release of hazardous materials during any future construction and operation would be less than significant.

Any future roadway developed as a result of the CPA would be designed to meet the emergency, safety, and evacuation policies of the surrounding communities and would increase emergency access opportunities for emergency responders to the area by augmenting the existing circulation network between the Civita site in the Mission Valley community planning area and the southern Serra Mesa community planning area. Therefore, the implementation of the CPA would result in less-than-significant impacts regarding impairing implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.

The CPA area is not located within a "Very High Fire Hazard Severity Zone" as designated by the City of San Diego Fire-Rescue Department (City of San Diego 2009). Directly to the north of the CPA area is an existing developed area and the land adjacent to the east, west, and south of the CPA area is currently being developed and would be maintained as part of the Civita project. Therefore, the CPA would be located in a developed urban area that is surrounded by physical development and would not result in the construction of buildings or residences that would be occupied by people. As such, impacts related to exposing people or structures to a significant risk of loss, injury, or death involving wildland fires at the CPA area would be less than significant.

For these reasons, the CPA would not result in a cumulatively considerable impact related to the health and safety of the public and surrounding environment.

6.2.7 HYDROLOGY/WATER QUALITY

As discussed in Section 5.8, Hydrology-Water Quality, the proposed CPA, if constructed in the future, would result in an increase of impervious surfaces on the site and an associated increase in runoff flow and volume. The increase in impervious surfaces due to implementation of the CPA would result in a change in imperviousness from 0 acres to approximately 1 acre. An increase in stormwater runoff from the addition of approximately 1 acre of impervious surfaces would not be considered a substantial increase when compared to the existing level of runoff on the site.

The CPA is also not located within a FEMA-designated 100-year flood zone (FEMA 2012) and the change in stormwater runoff as a result of the CPA would not increase flooding on or off site. Impacts from substantial alteration to on-site or off-site drainage patterns due to changes in runoff flow rates or volumes as a result of the potential future roadway would be less than significant.

Additionally, the CPA area is located on Group D soils that have the highest potential for runoff and therefore the lowest potential for infiltration and groundwater recharge. As a result, groundwater recharge in the Mission San Diego Hydrological Subarea would not be substantially altered following future implementation of the CPA. Furthermore, the CPA is not located in an area using well water and would not have a substantial effect on groundwater supply. Future implementation of the proposed roadway extension would not use well water nor would groundwater extraction wells be installed as part of the proposed project. Overall, the CPA would result in less than significant impacts to stormwater runoff and groundwater recharge.

Implementation of a SWPPP would be required for future construction of the proposed road connection, including construction BMPs that would address potential erosion and sediment discharge. The SWPPP would be in compliance with the requirements of the SWRCB Construction General Permit (CGP) and the City would file a Notice of Intent that demonstrates their intent to comply with all requirements of the CGP.

Runoff from the area would be captured and routed to the Civita site for a combination of retention and biofiltration. If the full volume cannot be feasibly captured and treated with a combination of retention and biofiltration BMPs, the project will be required to implement flow-through treatment control BPMs to treat runoff leaving the area and an off-site alternative compliance program deemed by the jurisdiction-specific alternative compliance program to provide a greater overall water quality benefit for the portion of the pollutants not addressed onsite.

To ensure that BMPs designed for the Civita site adequately treat runoff from the CPA in order to comply with water quality goals, mitigation would be implemented (see Section 5.8.8). Furthermore, future operation of the CPA would not involve the discharge of municipal or sanitary waste to surface waters, and the project does not propose non-stormwater discharges that might require authorization by the RWQCB. The CPA represents less than 0.01 percent of the local hydrologic unit and would not create a substantial additional source of polluted runoff.

Based on project characteristics, and following 2015 Model BMP Design Manual guidelines, the CPA is not anticipated to cause or contribute to an exceedance of applicable surface-water or groundwater receiving water quality objectives or degradation of beneficial uses. The CPA would not result in ponded water, and impacts related to an increase in pollutant discharge to surface water or groundwater during or following implementation of any future roadway would remain below a level of significance through compliance with regional

permit requirements and the 2015 Model BMP Design Manual. Therefore, with implementation of mitigation and treatment of runoff from the area through BMPs associated with the Civita project site, impacts would be less than significant.

The CPA, in conjunction with other future projects, may potentially affect water quality on a cumulative scale; however, future projects are required to comply with applicable federal, state, and City regulations for stormwater and construction discharges, including the application of BMPs, which would reduce cumulative impacts to water quality to a level below significance. The future implementation of the CPA would apply BMPs and mitigation to reduce potential effects. The CPA would be in compliance with state and City water quality standards. Thus, the CPA would not combine with existing urban runoff or that of cumulative projects. Compliance with stormwater standards would preclude a cumulatively considerable contribution to downstream water quality.

6.2.8 LAND USE

The CPA would be consistent with the City's General Plan and Mission Valley Community Plan land use designations and zoning and the Quarry Falls Specific Plan. The proposed project would amend the Serra Mesa Community Plan to allow for a road connection between Phyllis Place and Via Alta Road in the Civita project area. Such a connection is not currently in the Serra Mesa Community Plan, though it is called for in the Mission Valley Community Plan, therefore the CPA would resolve the conflict between the two plans. No deviations or variances would be required and roads are permitted under the area's current land use designations and zoning; therefore, change in land use or rezoning of the area would not be required.

Cumulative projects within the CPA area would also be required to comply with the City General Plan and the Serra Mesa or Mission Valley Community Plans. Projects that are not consistent with the General Plan land use designation or zoning would require implementation of a General Plan amendment, community plan amendment, and/or zone change. Projects that require a General Plan amendment and/or community plan amendment are required to demonstrate conformance with pertinent goals, policies, and recommendations. Table 5.1-1, Proposed Project's Conformance with City of San Diego's 2008 General Plan, Table 5.1-2 Proposed Project's Conformance with the Serra Mesa Community Plan and Table 5.1-3, Project's Conformance with the Mission Valley Community Plan, located in Section 5.1, Land Use, provide an analysis of the CPA's land use consistency. As demonstrated, the CPA would not result in a significant cumulative impact due to an inconsistency or conflict with an adopted land use plan, land use designation, or policy.

6.2.9 MINERAL RESOURCES

Mineral deposits may be present on the CPA area, but, historically the area was vacant and undeveloped and was not used for mineral resource extraction. Furthermore, mineral resource extraction would be an incompatible use with the area's current zoning and adjacent land uses. Therefore, the CPA would not result in impacts to mineral resources.

The Civita area is a former rock and sand quarry that is now under construction to complete the mixed-use housing development. However, the Civita project is being implemented in phases that allow for the construction of new development as aggregate resources are depleted and mining operations phase out. Therefore, the Civita project allows for the complete mining of its project site, and would not result in the loss of significant mineral resources. Therefore, a potential cumulative impact related to the loss of mineral resources would not occur.

6.2.10 NOISE

As described in Section 5.4, Noise, temporary noise from possible futures construction activities would exceed the City's threshold for on-site sensitive receptors, but would be temporary and mitigated to a level below significance. Though the CPA would result in a significant noise impacts due to construction, this would be temporary in nature and would not contribute to a cumulatively considerable noise condition.

As discussed in Section 5.4, the project-generated traffic noise would be in compliance with applicable laws and ordinances. Compared to the modeled existing noise levels, the noise levels with the implementation of the road would result in a change in noise levels ranging from 0 to 4 dBA (when rounded to whole decibels). For all receivers except one (R7), noise levels would increase 0 to 2 dBA. At R7 (representing future residential land uses west of the proposed roadway extension), the estimated traffic noise level would increase from an existing 54 dBA CNEL to 58 dBA CNEL. The potential future roadway connection would not result in an exceedance of the City of San Diego's 65 dBA CNEL exterior noise standard, nor would it result in an increase of 3 dBA or more at receivers currently exceeding the 65 dBA CNEL noise standard. Therefore, traffic noise from the CPA would be less than significant.

The CPA and all cumulative projects are located in a highly urbanized area, and all future projects would be required to adhere to the City's noise thresholds. As such, the CPA would not cumulatively increase noise levels in conjunction with the other reasonably foreseeable projects. Cumulative impacts would be less than significant.

6.2.11 PALEONTOLOGY

As discussed in Section 5.6, Paleontological Resources, there is the potential for paleontological resources to occur in the CPA area. Mitigation in the form of on-site monitoring during grading and submittal of a monitoring results report is required along with fossil recovery and curation. Monitoring would be required for any future project in the CPA area that has the potential to impact such resources. Implementation of a paleontological mitigation program would avoid or reduce impacts to below a level of significance.

Cumulative projects that require substantial excavation, such as roadway projects, have the potential to result in adverse impacts to paleontological resources. Projects on state or public lands would be required to comply with California Public Resources Code, Section

5097–5097.6. Other cumulative projects would be regulated by state and location regulations. As such, any significant paleontological resource impacts as a result of the project or other future projects would be mitigated on a project-by-project basis; impacts would not be cumulatively considerable.

6.2.12 PUBLIC UTILITIES

Solid Waste

The CPA amends the Serra Mesa Community Plan to include a street connection south of Phyllis Place. Any construction waste that would be generated during the construction of the roadway would be disposed of at local landfills such as the Miramar Landfill, which is expected to have available capacity until 2022. The area is currently vacant with no existing structures; therefore, implementation of the CPA would not require demolition of any structures or the disposal of excavated materials to an off-site landfill. Additionally, the CPA does not include a residential housing or other waste-generating use and future implementation of the CPA would be required to comply with the City's construction and demolition debris-diversion regulations. Operation of any future road connection would not generate solid waste and would not require regular disposal of waste in a local landfill. As such, the CPA would not exceed the City's Significance Determination Thresholds (City of San Diego 2011) or other applicable local and state regulations regarding solid waste. Impacts to solid waste facilities resulting from future implementation of the CPA would be less than significant.

Some of the projects in the cumulative project list would contribute to solid waste and impact landfill capacity waste management facilities, and waste management services. However, these projects would each be required to prepare a Waste Management Program. Therefore, the CPA would not contribute to a cumulatively significant impact, and impacts would be less than significant.

Water

Cumulative impacts may result from water demand that exceeds pertinent requirements. As detailed in Section 7.9, Public Utilities, during construction of the future road connection resulting from implementing the proposed amendment, water may be used for the purposes of dust suppression; however, this potential water use would be limited and temporary. The change in the CPA area from graded land to a roadway would result in a similar or slightly greater level of water use compared to the existing conditions. However, any increase in operational water use as a result of the proposed CPA would not create a water demand that would require the construction or expansion of water treatment facilities.

In terms of existing water supply, the proposed CPA would not exceed any of the City's Significance Determination Thresholds (City of San Diego 2011) for further analysis and discussion of water demand and availability or require a Water Supply Assessment pursuant to Senate Bill 610. The proposed CPA would not generate a demand for potable water during operation because no structures or water-consuming land uses are proposed, and the proposed CPA would not exceed the available water treatment capacity or water supply. Any water use during future construction would be temporary and would not require large volumes of water. As such, there would be sufficient water supplies available from existing entitlements and resources to serve the proposed CPA and new or expanded entitlements would not be required. Impacts to potable water supplies under the CPA would be less than significant.

Cumulative projects would be required to adhere to the City's current Urban Water Management Plan and, therefore, are not expected to result in significant impacts to the City's water supply.

Wastewater

As detailed in Section 7.9, the proposed CPA would not introduce any uses or involve the construction of any structures that would generate additional wastewater; therefore the proposed CPA would not require conveyance by the Metropolitan Wastewater System or treatment at the Point Loma Wastewater Treatment Facility. Furthermore, the Point Loma Wastewater Treatment Facility has an existing capacity of 240 million gallons per day (mgd) of wastewater and currently treats approximately 175 mgd. Therefore, the wastewater treatment provider would have adequate capacity to serve the proposed CPA with existing commitments.

The proposed CPA would not involve any uses that would generate wastewater. Therefore, the CPA would not exceed the wastewater treatment requirements of the applicable RWQCB. Impacts to water utilities and facilities are considered less than significant.

Cumulative projects would be required to demonstrate that adequate wastewater capacity can be provided. As such, the CPA, in combination with other reasonably foreseeable projects, would not contribute to a significant cumulative impact related to water or wastewater.

Stormwater Drainage

Stormwater runoff from the implementation of the proposed CPA would flow downslope toward the Civita site, which is currently under construction. The Civita site contains various depressions that would capture some stormwater runoff generated on the CPA area, while remaining stormwater runoff would flow through the existing culverts under Friars Road that discharge into the San Diego River. The Civita project is in the process of implementing a drainage plan that will accommodate stormwater runoff at two discharge points. Stormwater runoff from the future implementation of the CPA area would be conveyed through the Civita site through a stormwater system to one of its discharge locations as described in Section 5.6, Hydrology and Water Quality. As a result, the CPA would not be required to construct additional stormwater drainage facilities and any environmental effects from the construction of the curb-and-gutter system as part of the proposed project are analyzed throughout this PEIR. Therefore, the CPA would not require the construction of new or expanded

stormwater drainage facilities that would have significant adverse effects on the environment. Also, due to the limited size of the impervious surfaces on the CPA site, impacts to the stormwater system would be less than significant.

Cumulative projects would result in an increase in impervious surfaces that would increase stormwater runoff volumes. The construction or expansion of stormwater drainage facilities may be required. However, most future stormwater drainage facilities would be required to conduct environmental review pursuant to CEQA. In addition, regulations such as the Federal Water Pollution Control Act, California Water Code, and Porter-Cologne Water Quality Control Act would reduce the potential for a significant cumulative impact to occur relative to stormwater drainage facilities. Therefore, the proposed CPA, in combination with other future cumulative projects, would not contribute to a cumulatively considerable impact related to stormwater drainage.

6.2.13 PUBLIC SERVICES AND FACILITIES

As detailed in Section 7.8, Public Services and Facilities, the proposed CPA would not involve an incremental increase in demand for parks, libraries, or schools. Regarding fire protection services, with the services of two fire stations in the proposed CPA area, the proposed CPA would be served by sufficient fire protection services and would not generate the need for a new or expanded fire station in the project area. The implemented CPA would be designed to meet the emergency, safety, and evacuation policies of the surrounding communities and would increase emergency access opportunities for emergency responders to the area by augmenting the existing circulation network between the Mission Valley community planning area and the southern Serra Mesa community planning area. Therefore, the project would not contribute to cumulatively significant impacts relative to schools, libraries, parks, police protection, and fire protection, and impacts would be less than significant.

6.2.14 VISUAL EFFECT AND NEIGHBORHOOD CHARACTER

As analyzed in Section 5.9, Visual Effects and Neighborhood Character, the project would not result in significant visual or neighborhood character impacts. Since there are no scenic vistas in the proposed CPA area, the implementation of the CPA does not result in vertical structures that could obstruct key views, and the potential future roadway extension would be compatible with the surrounding development in the area, hence visual impacts would be less than significant.

The proposed CPA includes a street connection in an urban area of the Serra Mesa community planning area of San Diego. No vertical building structures or elements are proposed, except for potential lighting poles as part of street lighting design of a future roadway. The Civita site currently under construction, which includes the proposed CPA site, would include mixed-use residential, commercial retail, parks and open space, roads and pedestrian paths, parking lots, and other associated improvements, thereby further increasing urban development in this area upon buildout. In light of the substantial development occurring on the Civita site, and existing residential development immediately north and west of the CPA area, the implementation of a relatively small segment of roadway would not result in a negative aesthetic impact, but would rather serve as an extension to the surrounding built environment. Because implementation of the CPA does not include the construction of buildings or vertical building structures of any kind, except for potential street lighting poles, the proposed CPA would not be incompatible with surrounding development or contribute to a negative aesthetic in light of current neighborhood land uses.

Only a minor segment of the landscape south of Phyllis Place would be used for the future implementation of the CPA, and views of the landscape would not substantially change from existing conditions. Future implementation of the proposed CPA would add a relatively narrow, linear, horizontal element to the existing paved roadway; thus, the proposed roadway connection would not result in substantial adverse effects on any significant visual resource.

Additionally, the proposed CPA would maintain approximately the same elevation levels as existing conditions. It is anticipated that following any future site grading, all soil would be balanced on site. Given the relatively small size of the CPA area, any future grading and other related construction activities would be considered minor for the development of a roadway connection. For these reasons, impacts relative to the visual character of the area and landform alteration would be minor.

Also, the proposed CPA would not result in significant impacts to the existing character of adjacent, off-site areas. While traffic would be redistributed throughout the study area, new traffic would not be generated (KOA 2015), and hence the character of adjacent areas would not be substantially altered. For example, the Abbots Hill neighborhood of Serra Mesa, northwest of the project area, does not contain an outlet to a larger road network. As a result, the neighborhood character would not be significantly impacted because the majority of vehicles using the road connection would travel north and south to and from the Civita site instead of through the neighborhood. Overall, impacts would be less than significant.

Implementation of cumulative projects would continue to add to the sense of an urban community. Since the CPA area and surrounding area within the Civita project is becoming a mixed-use urban node, the cumulative development would not represent a substantial cumulative degradation in visual quality. While neighborhood character would continue to change over time, cumulative impacts as a result of implementation of the project are considered to be less than significant.

Lighting and Glare

The proposed CPA area is in a previously developed urban area that already exhibits several major lighting sources, such as lighting along major roadways (e.g., I-805 and Abbotshill Road). Other sources of light in the area include existing residential development north and west of the area. Following completion of the Civita project, which is currently under construction, a substantial number of new lighting sources will be introduced to the CPA area that would further contribute to daytime and nighttime lighting immediately adjacent to the area. The proposed CPA would include a street connection, which when implemented in the future, may include minor roadway lighting similar to that of the surrounding development; however, no new substantial source of exterior lighting would be

introduced to the site such that daytime or nighttime lighting conditions would be notably modified, nor would daytime or nighttime views be altered due to any lighting improvements associated with the proposed CPA. Given these factors, the contribution of light emitted from the proposed CPA would be negligible.

Other than potential street lighting poles as part of street lighting design for any future roadway, the CPA would not include the erection of vertical building structures or elements that would produce significant light or glare impacts. Given these factors, the contribution of light emitted from the proposed CPA would be less than significant.

The proposed CPA and cumulative projects are also subject to the City's Outdoor Lighting Regulations. As such, the CPA, combined with other reasonably foreseeable projects in the immediate vicinity, would not result in a cumulatively considerable impact relative to light pollution.

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CHAPTER 7 EFFECTS NOT FOUND TO BE SIGNIFICANT

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000–15387) requires that an environmental impact report (EIR) briefly describe potential environmental effects that were determined not to be significant and therefore were not discussed in detail in the EIR. The environmental issues discussed in the following sections are not considered significant, and the reasons for the conclusion of non-significance are discussed below. The determination is based on the City of San Diego's CEQA Significance Determination Thresholds.

7.1 AGRICULTURAL AND FORESTRY RESOURCES

According to the City's CEQA Significance Determination Thresholds, the following issues provide guidance to determine potential significance to Agricultural Resources:

Issue 1 Would the proposed project result in conversion of a substantial amount of Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Issue 2 Would the proposed project conflict with existing zoning for agricultural use, or Williamson Act contract?

Issue 3 Would the proposed project involve other changes in the existing environment which due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

The CPA area is currently a vacant property of approximately .38 acres in size, which is located in a built-up, urban setting. The area is bordered by Phyllis Place and single-family residential development to the north; the Civita site to the west, south and east, which is currently graded and under construction; and single-family residential development to the west. The area is designated as Low-Density Residential by the Serra Mesa Community Plan (City of San Diego 2011a), which does not allow for agriculture or forestry uses. The area is considered as Urban and Built-Up Land and does not contain Grazing Land, Prime Farmland, Unique Farmland, Farmland of Local Importance, or Farmland of Statewide Importance, as designated by the California Department of Conservation (2008). Furthermore, the area is not subject to a Williamson Act contract or in the vicinity of a parcel under a Williamson Act contract that would restrict that land to agricultural or related open space uses (County of San Diego 2003). The soils on the CPA area consist of compacted fill, undocumented fill, topsoil, alluvium, and Terrace Deposits underlain by the Stadium Conglomerate. These soils do not qualify for a Storie Index Rating of 80 to 100 in the U.S. Department of Agriculture, Soil Conservation Service land use capability classification, which constitutes soil suitability for agricultural resources. According to the Storie Index Rating,

these soils are rated as "very poor" and "non-agricultural". Also, CPA area is located in a highly developed urban area, adjacent to existing buildings that include single-family residential development and future mixed-use urban uses associated with the Civita site, where the use of pesticides on agricultural crops would not occur. Therefore, no impacts to agricultural resources would result.

In addition to the conditions described above, the CPA area is not zoned for forest or timberland production. Therefore, the project would not result in impacts to timberland resources.

7.2 ENERGY

According to the City's CEQA Significance Determination Thresholds, the following issues provide guidance to determine potential significance to energy demand:

Issue 1 Would the proposed project result in a need for new systems, or require substantial alterations to existing utilities, the construction of which would create physical impacts?

Issue 2 Would the proposed project result in the use of excessive amounts of fuel or energy (e.g. natural gas)?

Issue 3 Would the proposed project result in the use of excessive amounts of power?

The CPA would amend the Serra Mesa Community Plan to include a street connection and would not consist of the construction of a facility or use that would require substantial energy demand. Minimal street lighting may be proposed in the future as part of the street lighting appurtenances; however, this minimal increase in energy use when compared to existing conditions would be negligible. Other than potential minimal street lighting, energy demand as a result of the CPA would not increase such that significant impacts would result. The future implementation of the CPA would not require new utility systems or alteration of existing utilities. Therefore, the project would not result in impacts related to energy use.

7.3 GEOLOGIC CONDITIONS

Information in the following discussion includes geologic data from the geologic reconnaissance report that was prepared by GEOCON Inc. (GEOCON) in June 2013 for the project (GEOCON 2013) as well as information from the Preliminary Geotechnical Investigation Report and the Addendum and Revised Addendum reports prepared for the Quarry Falls Development by Geomatrix Consultants (Geomatrix) in April 2005 and October 2005 and February 2006 (Geomatrix 2005a, b, and 2006). The complete GEOCON report is contained in Appendix G of this PEIR. According to the City's CEQA

Significance Determination Thresholds, the following issues provide guidance to determine potential significance for geological conditions:

Issue 1: Would the proposal expose people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?

Issue 2: Would the proposal result in a substantial increase in wind or water erosion of soils, either on or off the site?

Issue 3: Would the proposal be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Faulting, Seismicity, and Ground Surface Rupture

The City of San Diego Seismic Safety Study, Geologic Hazards and Faults, Map Sheet 21 defines the CPA area with a Hazard Category 53: level or sloping terrain, unfavorable geologic structure, low to moderate risk (GEOCON 2013). Site-specific geologic hazards are shown on Figure 7.3-1, Geologic Hazards and Faults.

The CPA area is not located within an Alquist–Priolo Earthquake Fault Zone designated by the California Geological Survey. It is anticipated that the CPA area will periodically experience ground accelerations as the result of small- to moderate-magnitude earthquakes. Other active faults without surface expression (blind faults) are also capable of generating earthquakes. The nearest known active faults are the Newport–Inglewood/Rose Canyon Fault system, which is located approximately 3 miles west of the CPA area and is the dominant source of potential ground motion. Therefore, the possibility of any hazard due to faulting, seismicity, and ground surface rupture or fault offset in the area is considered unlikely based on the currently known tectonic framework (GEOCON 2013). Additionally, if the amendment was implemented and the street connection was made there would be no vertical structures that would accommodate human occupancy. Therefore, impacts to people or structures, including the risk of life, injury, or death due to faulting in the area or local seismic events, would be less than significant.

Tsunamis and Seiches

The County of San Diego Hazard Mitigation Plan maps zones of high risk for tsunami run-up for coastal areas throughout the county. The CPA area is not included within one of these hazard areas. The CPA area is located about 5 miles from the Pacific Ocean at a minimum elevation of approximately 240 feet above mean sea level. Therefore, the risk of tsunamis affecting the area is negligible. Additionally, the CPA area is not located in the vicinity of or downstream from any

major bodies of water (GEOCON 2013). Therefore, the risk of seiches is negligible. Impacts would be less than significant.

Liquefaction

The City of San Diego's Geologic Hazards and Faults Map shows the CPA area to be located outside any of the liquefaction-susceptibility areas identified for the region. The potential for liquefaction at the area is considered low due to the presence of shallow, dense formational materials and the lack of permanent, near-surface groundwater (GEOCON 2013). Therefore, potential impacts to people or property from liquefaction would be less than significant.

Seismically Induced Landslides

The CPA area is not located within a designated area where previous occurrence of landslide movement, or local topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacement. There are no known landslides near or at the area, nor is the area in the path of any known or potential landslides. Seismically induced settlements are anticipated to be negligible due to the composition of subsoil at the CPA area (Geomatrix 2005, 2006). As previously discussed, no vertical structures are proposed that would accommodate human occupancy. Therefore, impacts to people or structures, including the risk of life, injury, or death due to landslides and settlements, would be less than significant.

Additionally, incorporation of the general recommendations, soil and excavation recommendations, preliminary grading recommendations, site drainage and moisture protection recommendations, preliminary pavement recommendations, grading plan review, and future geotechnical investigation recommendations as stated in the Geotechnical Report, as well as adherence to appropriate engineering design and construction measures to meet California Building Code (CBC) standards, would ensure that impacts would remain less than significant.

Erosion

Five surficial soil types and one geologic formation underlie the CPA area. The surficial deposits consist of compacted fill, undocumented fill, topsoil, alluvium, and Terrace Deposits underlain by the Stadium Conglomerate. On-site soils consist of both expansive and non-expansive soils. On-site topsoil maintains a "very high" expansion potential as identified in the site-specific geologic reconnaissance (GEOCON 2013). Construction activities would expose and disturb soils and could therefore increase the potential for soil erosion on site. Potential erosion impacts during construction activities would be avoided with adherence to the erosion control standards established by the City of San Diego's grading ordinance and Land Development Manual (City of San Diego 2009), as follows:

In compliance with the National Pollution Discharge Elimination System (NPDES), the applicant would prepare a stormwater pollution prevention plan (SWPPP) that specifies best management practices to be implemented during project construction to prevent pollutants from contacting stormwater and control erosion and sedimentation. The SWPPP would be prepared and submitted to the Regional Water Quality Control Board (RWQCB) for review and approval prior to the start of construction.

Additionally, incorporation of the site-specific geotechnical recommendations as stated in the geologic reconnaissance conducted by GEOCON (GEOCON 2013), as well as adherence to appropriate engineering design and construction measures to meet CBC standards, would ensure that impacts would remain less than significant.

The project is not located on natural materials that are unstable or that would become unstable as a result of the project. The risk of on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse is low. With incorporation of the site-specific geotechnical recommendations as stated in the geologic reconnaissance conducted by GEOCON (GEOCON 2013), as well as adherence to standards in the City's Land Development Manual (City of San Diego 2009), and the appropriate engineering design and construction measures to meet CBC standards, impacts from unstable soils would be less than significant.

7.4 GREENHOUSE GASES

According to the City's CEQA Significance Determination Thresholds, the following issues provide guidance to determine potential significance of greenhouse gases (GHG) emissions:

Issue 1: Would the proposed project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Issue 2: Would the proposed project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

Thresholds of Significance

The California Natural Resources Agency, through its December 2009 amendments to the CEQA Guidelines, and the City of San Diego (City), through its interim guidance for assessment of GHG emissions, provide a framework for the evaluation of GHG emissions associated with the CPA.

Neither California nor the San Diego County Air Pollution Control District has emissions-based thresholds for GHG emissions under CEQA. The California Governor's Office of Planning and Research's (OPR) Technical Advisory, *CEQA and Climate Change: Addressing Climate Change*

through California Environmental Quality Act (CEQA) Review, states that "public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact" (OPR 2008, p. 4). Further, the advisory document indicates in the third bullet item on page 6 that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice" (OPR 2008, p. 6).

City of San Diego

The City of San Diego approved its Climate Action Plan in December of 2015. The City is currently going through the process of establishing an official threshold of significance for GHG emissions; however, until the threshold is adopted the City is using the previously adopted screening threshold of 900 metric tons CO_2E per year based on the approach outlined in the California Air Pollution Control Officers Association's report, *CEQA & Climate Change* (CAPCOA 2008). Under this interim guidance, any project exceeding 900 metric tons CO_2E per year would be required to demonstrate a 28.3% reduction in emissions from the "business-as-usual" scenario, consistent with the goal of Assembly Bill 32 to achieve 1990 statewide GHG emissions levels by 2020. The City requires that projects analyze emissions associated with construction and operation, where construction emissions are amortized over a 30-year "project life" and then included with the operational emissions.

If the City of San Diego adopts a new threshold of significance for GHG emissions prior to the certification of this document, the final EIR will comply with the thresholds applicable at time of certification.

Generation of Greenhouse Gases

Construction

With the approval of the CAP and an associated threshold, implementation of the street connection would have to account for the GHG emissions associated with the construction phase of the roadway through use of construction equipment and vehicle trips.

The future construction of a road would involve site clearing and grubbing using a dozer, backhoe, loader, scraper, blade, and water truck. The next phase of construction would involve fine site grading and paving. A final construction phase would entail landscaping and street painting to

occur following completion of fine site grading and paving. Site clearing, grubbing, and site grading have already occurred on the proposed project site. The remaining subphases involve in-ground utility work, fine site grading and paving, and site clearing and grubbing. Considering the a future roadway connection would be relatively short (460 feet long), and considering most of the grading has already occurred, it is unlikely that construction emissions amortized over a 30-year period would exceed the City's current screening threshold of 900 metric tons CO_2E per year, or any likely threshold under consideration; therefore, impacts would be less than significant.

Operation

Operation of any future roadway connection would not result in GHG emissions from area sources (architectural coatings, consumer products, or landscaping), electrical generation, natural gas consumption, water supply (including wastewater generation), or solid waste, because the proposed project would not include development of facilities with those types of uses.

The CPA would not generate trips; however, it would result in a redistribution of vehicle trips in the surrounding study area (KOA 2015). The traffic study for the CPA looked at the effects of the road connections by examining two factors:

1. Locally Diverted Traffic: Traffic that diverts to the new road connection from Mission Center, because the new road connection offers a more direct route.
2. Community Diverted Traffic: Traffic that diverts to the new road connection from other arterials and freeways in the community, because the new road connection offers a more direct route.

The magnitude of GHG emissions from mobile sources are directly correlated to vehicle miles traveled (VMT). The CPA would not result in higher VMT as attributed to an increase in trip generation when compared to existing conditions (KOA 2015). Any future roadway could result in an increase in VMT if trip lengths were to significantly increase from existing conditions. However, as discussed in the traffic study, the proposed road connection would offer a more direct route and would divert traffic from other arterials in the vicinity (KOA 2015). In addition, the roadway connection would not be substantially longer than other arterials in the area. Therefore, the CPA would not result in significantly longer trip lengths that could contribute to a higher VMT compared to existing traffic conditions.

Operation of any future road extension would not result a significant net increase in GHG emissions, and is not anticipated to exceed the City's screening threshold of 900 metric tons CO_2E per year; therefore, impacts would be less than significant.

Conflicts with an Applicable Plans, Policies, or Regulations

The Scoping Plan, approved by the California Air Resources Board (CARB) on December 12, 2008, provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. As such, the Scoping Plan is not directly applicable to specific projects. Relatedly, in the Final Statement of Reasons for the amendments to the CEQA Guidelines, the California Natural Resources Agency observed that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009). Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard). The CPA would not conflict with regulations adopted in furtherance of the Scoping Plan.

At the regional level, SANDAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted to reduce GHG emissions attributable to passenger vehicles in the San Diego region. Although the RTP/SCS does not regulate land use or supersede the exercise of land use authority by SANDAG's member jurisdictions (i.e., the County of San Diego and cities therein), the RTP/SCS is a relevant regional reference document for evaluating the intersection of land use and transportation patterns, and the corresponding GHG emissions. The CPA would not generate additional trips. Rather, the CPA would result in a redistribution of vehicle trips in the surrounding area (KOA 2015). As discussed above, the CPA would not result in higher VMT attributed to an increase in trip generation and trip length when compared to existing traffic conditions. Therefore, the CPA would not conflict with the underlying assumptions of the RTP/SCS.

In addition, as discussed above, the CPA future construct and operations together would not exceed the City's screening threshold of 900 metric tons CO_2E per year or other policies established by the City's CAP. The CPA would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs; therefore, this impact would be less than significant.

7.5 HEALTH AND SAFETY

According to the City's CEQA Significance Determination Thresholds, the following issues provide guidance to determine potential significance for health and safety:

Issue 1: Would the proposed project result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter mile of an existing or proposed school?

Issue 2: Would the proposed project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment?

Hazardous Materials

The Civita site has historically been used for mining operations. These mining operations have stored and used hazardous materials on the Civita site including gasoline, diesel fuel, concrete additives, iron oxides, antifreeze, capping compounds, fly ash, lubricating oils, compressed gases, calcium chloride, calcium nitrite, potassium hydroxide, cleansers, and pond flocculants (City of San Diego 2008a). The Civita site has also historically contained multiple underground storage tanks (USTs) for the purposes of fuel and hot asphalt storage. These USTs were removed as mining operations on the Civita site phased out. Two leaks of hazardous materials have been reported on the Civita site, one of which is still being monitored with groundwater sampling and has not been officially closed. Additionally, five other off-site hazardous materials sites have been identified to the south of the CPA area.

However, the CPA area itself is vacant and has not historically contained uses that would store or use hazardous materials. The CPA area is also not known to contain any USTs or belowground hazardous materials. Accidental hazardous materials releases on the Civita site are over a quarter mile away from the CPA area and other identified off-site hazardous materials sites are all located over a half mile away from the project area. Additionally, any hazardous materials within these sites would not flow toward the CPA area due to the gradient of groundwater flow and elevation differences. Finally, a recent review of Envirostor and Geotracker databases conducted in June 2013 determined that no new sites of hazardous materials have been identified. As such, the CPA area would not be affected by off-site hazardous materials during construction due to the distance from the project area, the location downgradient from the project area, and the status of these hazardous materials sites. Impacts would be less than significant.

Although the CPA area is located approximately one-quarter mile southwest of the Faith Community Schools, future operation and construction of a roadway connection would not involve the use or storage of hazardous materials. Additionally, the CPA area is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.and any reasonably foreseeable upset and accident conditions involving the release of hazardous materials are unlikely (DTSC 2013). Furthermore, any transportation of hazardous materials on the proposed roadway would comply with all U.S. Department of Transportation, California

Department of Transportation, U.S. Environmental Protection Agency, California Department of Toxic Substances Control, California Highway Patrol, and California State Fire Marshall regulations.

The CPA area would allow for an approximately 1-acre right-of-way that would include a roadway and sidewalks. The remainder of the area would contain native landscaping that would not utilize pesticides or herbicides. Historically the area has been undeveloped land and the CPA does not propose to use the land for agricultural purposes that could expose people to toxic substances, such as pesticides and herbicides. Therefore, impacts associated with the use, transport, storage, or accidental release of hazardous materials during construction and operation would be less than significant.

Issue 4: Would the proposed project result in a safety hazard for people residing or working in a designated airport influence area?

Issue 5: Would the proposed project result in a safety hazard for people residing or working within two miles of a private airstrip or a private airport or heliport facility that is not covered by an adopted Airport Land Use Compatibility Plan?

The CPA area is not located within 2 miles (or within 2 nautical miles) of a private airstrip, but it is located approximately 1.8 miles (approximately 1.56 nautical miles) south of the Montgomery Field Airport. The Montgomery Field Airport Land Use Compatibility Plan (ALUCP) (San Diego County Airport Land Use Commission 2010) addresses four types of airport land use compatibility factors, including safety. The safety zone boundaries are based on general aircraft accident location data, runway configuration, and aircraft operational procedures. As shown in Figure 7.5-1, Montgomery Field Safety Compatibility Map, the CPA area is located outside all safety zone boundaries established in the Montgomery Field ALUCP. Additionally, the CPA would allow for a roadway connection, and would not include any vertical structures that could potentially interfere with aircraft safety. As such, the CPA would not result in airport-related safety hazard for people residing or working in the area and impacts would be less than significant.

Issue 6: Would the proposed project impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Issue 7: Would the proposed project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The CPA would amend the Serra Mesa Community Plan to include a street connection with supported bicycle and pedestrian facilities. This would provide an additional ingress and egress roadway for the Civita development and residential areas to the north of the project area, and provide additional

emergency access for emergency responders to the area. Any future roadway connection would be designed to meet the emergency, safety, and evacuation policies of the surrounding community. Additionally, future implementation of the roadway connection to the overall street system would relieve congestion on local arterial streets and freeway segments. As a result, the CPA would not physically interfere with an adopted emergency response plan or emergency evacuation plan, and would increase emergency access opportunities in the vicinity, resulting in a beneficial impact.

The future implementation of the CPA would be designed to meet the emergency, safety, and evacuation policies of the surrounding communities and would not interfere with emergency access in the area. Additionally, the future implementation of the CPA would provide additional emergency access opportunities for emergency responders to the area by augmenting the existing circulation network between the Civita site in the Mission Valley community planning area and the southern Serra Mesa community planning area. Moreover, future CPA implementation would foster a direct connection between the Serra Mesa and Mission Valley planning areas to accommodate future growth and roadway network demands. Therefore, the CPA would result in less-than-significant impacts regarding impairing implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.

As shown in Figure 7.5-2, Very High Fire Hazard Severity Zone, the CPA area is not located within a "Very High Fire Hazard Severity Zone" as designated by the City of San Diego Fire-Rescue Department (City of San Diego 2009). The area directly to the north of the area is an existing developed area and the land adjacent to the east, west, and south of the area is currently being developed and would be maintained as part of the Civita project. Therefore, the CPA area is not located in a developed urban area that is surrounded by physical development and would not result in the construction of buildings or residences that would be occupied by people. As such, impacts related to exposing people or structures to a significant risk of loss, injury, or death involving wildland fires would be less than significant.

7.6 MINERAL RESOURCES

According to the City's CEQA Significance Determination Thresholds, the following issues provide guidance to determine potential significance to mineral resources:

Issue 1: Would the proposed project result in a loss of availability of significant mineral resource (e.g. sand or gravel) as identified the Open File Report 96-04, Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production – Consumption Region, 1996, Department of Conservation, California Department of Geological Survey (located in the EAS library)?

According to the California Department of Conservation, Division of Mines and Geology, the CPA area is located within Mineral Resource Zone 2 (MRZ-2). MRZ-2 includes areas containing

mineral deposits, or there is a high likelihood of mineral deposits and development should be controlled (City of San Diego 2008b). Although mineral deposits may be present on the CPA area, historically the area was vacant and undeveloped and was not used for mineral resource extraction. Furthermore, mineral resource extraction would be an incompatible use with the area's current zoning and adjacent land uses. Therefore, the project would not result in impacts to mineral resources.

7.7 POPULATION AND HOUSING

According to the City's CEQA Significance Determination Thresholds, the following issues provide guidance to determine potential significance to population and housing:

Issue 1: Would the proposed project induce substantial population growth in an area, (for example, by proposing new homes and commercial or industrial businesses beyond the land use density/intensity envisioned in the community plan)?

Issue 2: Would the proposed project substantially alter the planned location, distribution, density, or growth rate of the population of an area?

Issue 3: Would the proposed project include extensions of roads or other infrastructure not assumed in the community plan or adopted Capital Improvements Project list, when such infrastructure exceeds the needs of the project and could accommodate future developments?

The CPA area is currently designated residential in the Serra Mesa General Plan and zoned for Low-Density Residential use (City of San Diego 2011a). The CPA does not propose to allow or construct any new houses or permanent residential uses that would increase the population in the area; therefore, the project would not result in an increase in population. The CPA would not remove, relocate or otherwise alter any existing housing. While the future implementation of the CPA would extend roadway infrastructure, it would connect existing built-out neighborhoods to the north with approved and currently developing areas in the Civita project to the west, south and east and hence would not provide an opportunity for growth inducement. Finally, no displacement of existing housing would result with future implementation of the CPA. Overall, population and housing impacts would be less than significant.

7.8 PUBLIC SERVICES AND FACILITIES

According to the City's CEQA Significance Determination Thresholds, the following issues provide guidance to determine potential significance for public services and facilities:

Issue 1: Would the proposed project have an effect upon, or result in a need for new or modified government services in any of the following areas: fire/life safety protection; police protection; schools; maintenance of public facilities, including roads, parks, or other recreational facilities; and libraries?

Issue 2: Would the proposed project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Issue 3: Does the proposed project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

As discussed in Chapter 3, the CPA would amend the Serra Mesa Community Plan to include a street connection. Implementation of a future roadway connection to the overall street system would accommodate roadway network demands, alleviate traffic congestion, and improve emergency access between the Serra Mesa and Mission Valley planning areas.

Schools

The proposed CPA does not include new housing and would therefore not generate an increase in resident population requiring educational facilities and services. Therefore, local school districts would not be affected by implementation of the CPA and no impact would occur. No residential housing component is proposed under the CPA; therefore, local school districts would not be affected by implementation of the project. No significant impacts to schools would result.

Libraries

The Serra Mesa/Kearny Mesa Public Library is the City of San Diego Public Library branch closest to the CPA. The CPA does not include housing and therefore would not result in an increased demand in library services from new residents. Therefore, the CPA would not result in the need for new or modified services, and no impacts would occur. No residential housing component is proposed under the CPA; therefore, implementation of the project would not affect library service levels. No significant impacts to libraries would result.

Parks and Recreational Facilities

Future implementation of the street connection would increase pedestrian and bicycle access from Phyllis Place to parks and recreational amenities within the Civita project; however, the CPA does not propose any new housing that would result in increased use of parks or the need for additional

park services in the area. Thus, no significant impacts to parks and recreational facilities would result.

Police Services

The CPA area is served by Beat 311 in the Eastern Division of the SDPD. The closest police station is located approximately 2 miles northeast of the CPA area at 9225 Aero Drive. The CPA would amend the Serra Mesa Community Plan to include a street connection and would not include a residential housing component; therefore, the project would not result in an increase in the residential population of the project area such that an increase in police protection services would be required. Additionally, the CPA would not result in additional employees in the project area. Moreover, future construction of the proposed roadway connection would increase circulation efficiency in the immediate project vicinity, and would provide additional ingress and egress to Civita site in the Mission Valley community planning area and Serra Mesa neighborhoods to the north. This additional access would improve emergency access in the area, although it would not likely increase emergency response times associated with police responders. As such, the project is not expected to increase emergency calls to the SDPD. For these reasons, the project would not result in the need for new or modified police services facilities, and impacts would be less than significant.

Fire–Rescue Services

The CPA area would be served by the San Diego Fire Department and is served by Engine 28 from Fire Station 28, located at 3880 Kearny Villa Road approximately 2 miles north of the CPA area. Engine 28 responded to over 3,200 incidents in FY 2014. Average response times for this station are 5 minutes 51 seconds for the primary engine and 6 minutes 21 seconds for the secondary truck (City of San Diego 2015). West Mission Valley is served by Fire Station 45, located at 9449 Friars Road approximately 0.75 mile east of the proposed CPA area. Average response times for this station are 6 minutes and 40 sections.

The CPA does not include a residential housing component; therefore, no increase in residential population would occur that may increase call volumes for fire-rescue services. Also, as discussed in Section 5.2, Traffic and Transportation, future implementation of the roadway connection does result in increased accessibility for fire departments. As such, the CPA is anticipated to result in better response times for the nearby fire stations. Moreover, construction of the proposed road connection would increase circulation efficiency in the immediate project vicinity, and would improve emergency access and evacuation route options between the Serra Mesa and Mission Valley planning areas. This additional access would improve emergency access in the area, potentially reducing emergency response times associated with fire–rescue responders. Therefore, the CPA would be adequately served by the existing area fire–rescue department facilities and

would not generate the need for a new or expanded fire station in the project area. Impacts would be less than significant.

In addition, the CPA would be served by the existing area fire-rescue department facilities and would not generate the need for a new or expanded fire station in the project area. Impacts would be less than significant.

7.9 PUBLIC UTILITIES

According to the City's CEQA Significance Determination Thresholds, the following issues provide guidance to determine potential significance for public utilities:

Issue 1: Would the proposed project result in the need for new systems or require substantial alterations to existing utilities, including those necessary for water, sewer, storm drains, and solid waste disposal? If so, what physical impacts would result from the construction of these facilities?

Water

The CPA would amend the Serra Mesa Community Plan to include a road connection south of Phyllis Place to Via Alta Road as described in the Quarry Falls Specific Plan in Mission Valley. During construction of a possible future road connection, water may be used for the purposes of dust suppression; however, this potential water use would be limited and temporary. However, any increase in operational water use as a result of the CPA would not create a water demand that would require the construction or expansion of water treatment facilities.

In terms of existing water supply, the CPA would not exceed any of the City's Significance Determination Thresholds (City of San Diego 2011b) for further analysis and discussion of water demand and availability or require a Water Supply Assessment pursuant to Senate Bill 610. The CPA would not generate a demand for potable water during operation because no structures or water-consuming land uses are proposed, and the CPA would not exceed the available water treatment capacity or water supply. Water use during construction would be temporary and would not require large volumes of water. As such, there would be sufficient water supplies available from existing entitlements and resources to serve the CPA and new or expanded entitlements would not be required. Impacts to potable water supplies under the CPA would be less than significant.

Wastewater

The CPA would not introduce any uses or involve the construction of any structures that would generate additional wastewater; therefore the CPA would not require conveyance by the

Metropolitan Wastewater System or treatment at the Point Loma Wastewater Treatment Facility. Furthermore, the Point Loma Wastewater Treatment Facility has an existing capacity of 240 million gallons per day (mgd) of wastewater and currently treats approximately 175 mgd. Therefore, the wastewater treatment provider would have adequate capacity to serve the CPA with existing commitments.

The CPA area is served by the City of San Diego via the Metropolitan Sewerage System, which ultimately treats wastewater at the Point Loma Wastewater Treatment Facility. The Point Loma Wastewater Treatment Facility has received a modified permit for Secondary Treatment requirements of the Clean Water Act that involves industrial source control, Advanced Primary Treatment of wastewater, a deep ocean outfall, and comprehensive environmental monitoring. Through this permit, the Regional Water Quality Control Board (RWQCB) agreed that the Point Loma Wastewater Treatment Facility fully protects the ocean and complies with the federal and state National Pollution Discharge Elimination System permits as well as the State Waste Discharge Requirements (City of San Diego 2013). Furthermore, the CPA would not involve any uses that would generate wastewater therefore the CPA would not exceed the wastewater treatment requirements of the applicable RWQCB. Impacts to water utilities and facilities are considered less than significant.

Solid Waste

The CPA amends the Serra Mesa Community Plan to include a street connection south of Phyllis Place to the Serra Mesa/Mission Valley border. All construction waste that would be generated during the future construction of the roadway would be disposed of at local landfills such as the Miramar Landfill, which is expected to have available capacity until 2022. The CPA area is currently graded and vacant and there are no existing structures; therefore, implementation of the proposed project would not require demolition of any structures or the disposal of excavated materials to an off-site landfill. Additionally, the CPA does not include a residential housing or other waste-generating use and future construction would be required to comply with the City's construction and demolition debris-diversion regulations. Operation of the possible future road connection would not generate solid waste and would not require regular disposal of waste in a local landfill. As such, the CPA would not exceed the City's Significance Determination Thresholds (City of San Diego 2011b) or other applicable local and state regulations regarding solid waste. Impacts to solid waste facilities resulting from the CPA would be less than significant.

Electricity and Natural Gas

The CPA amends the Serra Mesa Community Plan to include a street connection south of Phyllis Place to the Serra Mesa/Mission Valley border. Future implementation of the road connection would not introduce any uses or involve the construction of any buildings that would require the

use of electricity or natural gas. Operation of the future roadway could consume small amounts of electricity if streetlights are incorporated as part of the project design; however, these lighting components would not create a large demand for electricity. Therefore, the CPA would not require the construction or expansion of electricity or natural gas facilities due to an increase in demand for these services. As such, impacts to electricity and natural gas services would be less than significant.

7.10 RECREATION

According the City of San Diego's CEQA Significance Determination Thresholds, the following issues provide guidance to determine potential significance to Parks and Recreational Resources:

Issue 1: Would the proposed project have an effect upon, or result in a need for new or altered governmental services in parks or other recreational facilities?

The CPA area is currently vacant and designated Low-Density Residential (five to nine units per acre); however, the CPA does not propose to construct any new houses or permanent residential uses that would increase the population in the area. Thus, the CPA does not increase demand for recreational areas or uses in the community that could cause or accelerate the physical deterioration of recreational areas. No significant impacts to existing recreational facilities would occur as a result of the CPA.

Figure 7.3-1 Geologic Hazards and Faults

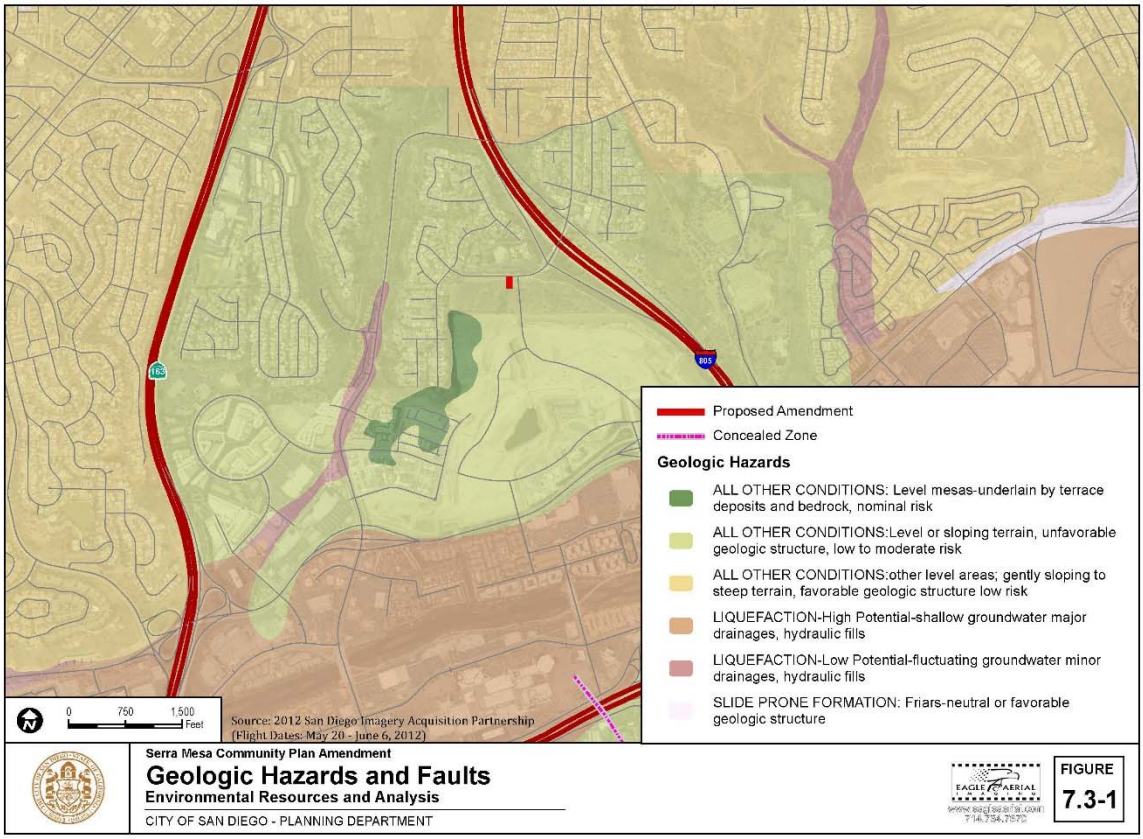

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Figure 7.5-1 Montgomery Field Safety Compatibility Map

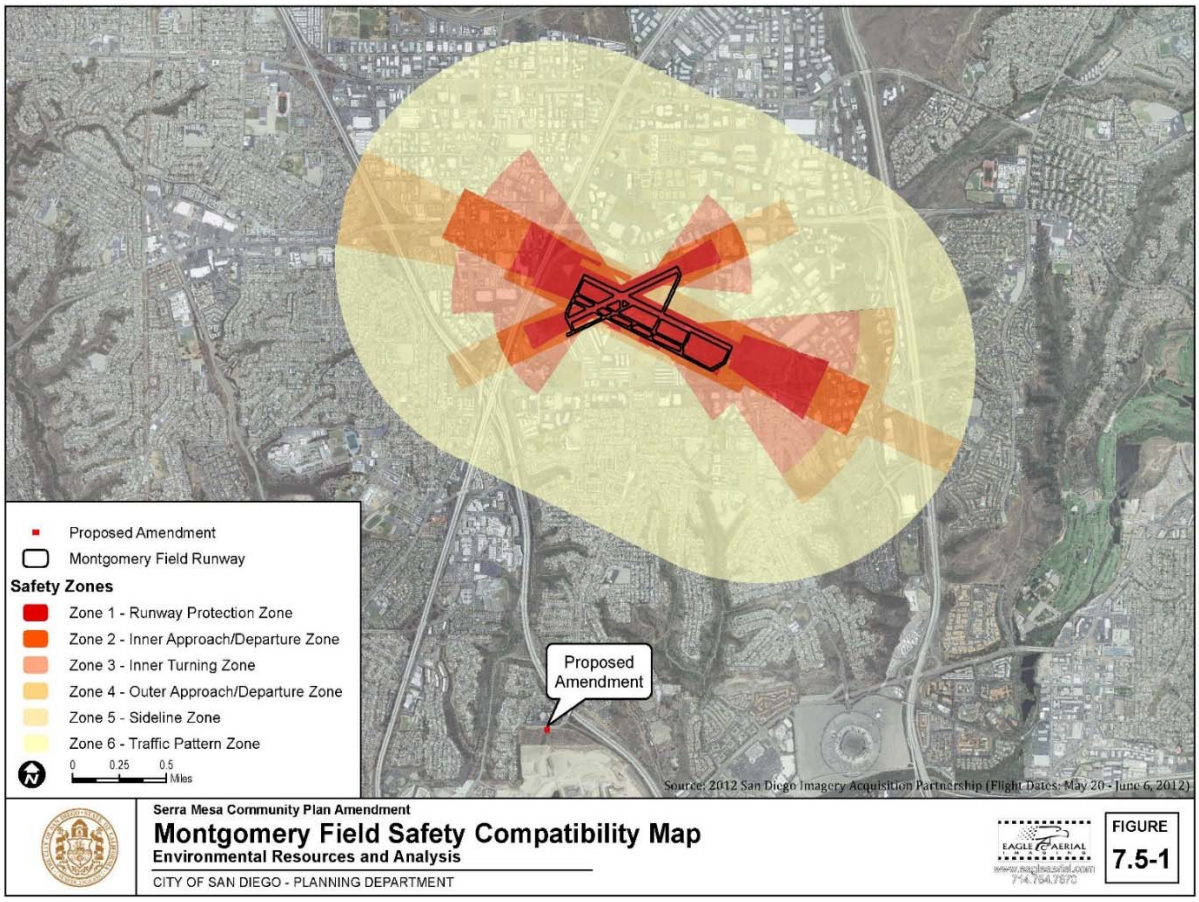

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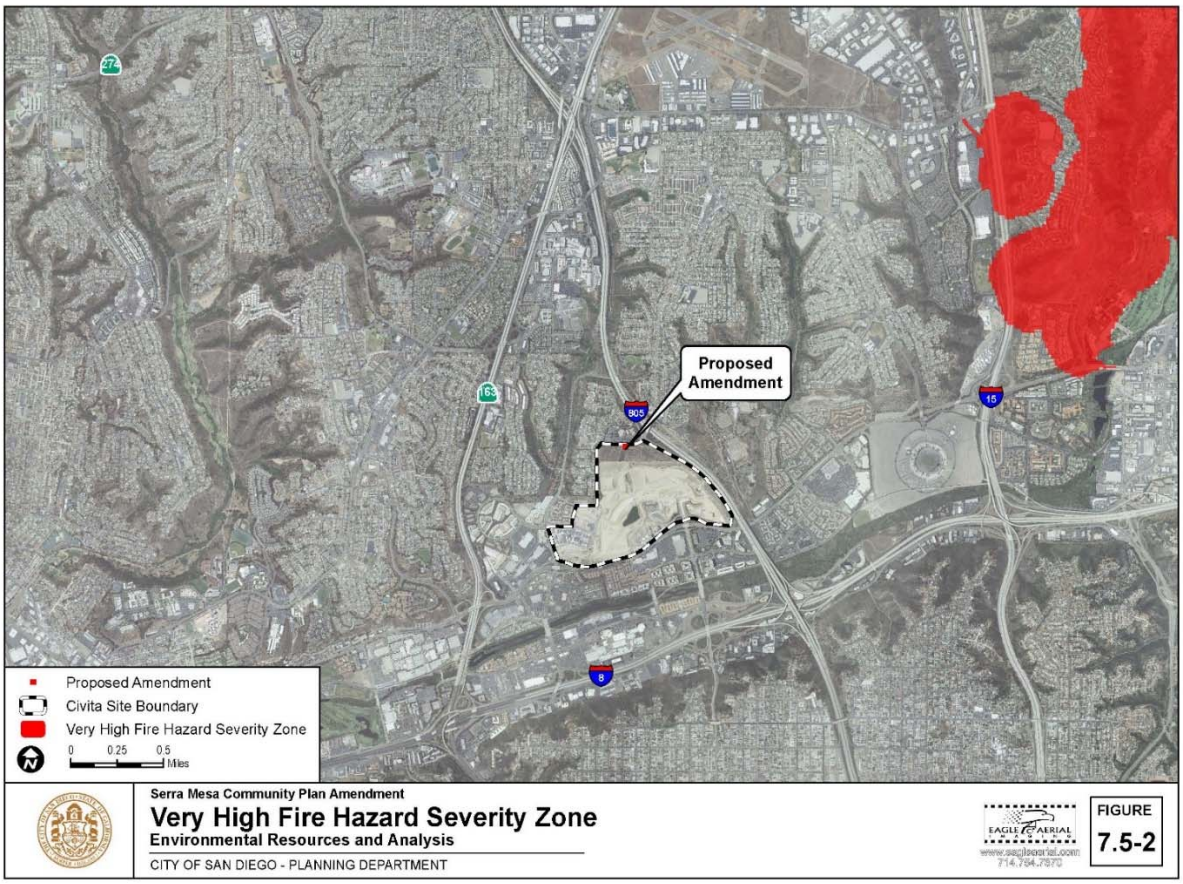
Figure 7.5-2 Very High Fire Hazard Severity Zone



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CHAPTER 8 MANDATORY DISCUSSION AREAS

This section discusses other issues for which the California Environmental Quality Act (CEQA) requires analysis in addition to the specific issue areas discussed in Chapter 5, Environmental Analysis. These additional issues include (1) significant effects which cannot be avoided; (2) significant irreversible environmental changes which cannot be avoided if the project is implemented; and (3) growth-inducing impacts.

8.1 SIGNIFICANT EFFECTS WHICH CANNOT BE AVOIDED

Section 15126.2 of the CEQA Guidelines requires a discussion of significant environmental effects which cannot be avoided if the project is implemented (14 CCR 15000 et seq.). In Chapter 5, impacts of the Serra Mesa CPA were analyzed to determine if the proposed amendment and its future implementation would cause significant impacts in each environmental issue area. Where significant impacts were identified, mitigation measures were developed that would reduce impacts to less than significant.

Table ES-1 summarizes the project's significant environmental impacts and mitigation measures. Chapter 10 of the PEIR is the Mitigation Monitoring and Reporting Program that lists the project-specific mitigation measures that would reduce impacts to below a level of significance for the project.

8.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES THAT CANNOT BE AVOIDED IF THE PROJECTS ARE IMPLEMENTED

CEQA Guidelines Section 15126.2(c) requires the evaluation of:

> [u]ses of nonrenewable resources during the initial and continued phases of the project [that] may be irreversible since a large commitment of such resources makes removal or non-use thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as a highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The predominant irreversible environmental change that would occur as a result of the implementation of the CPA would be the planned commitment of land resources to develop the street connection. Implementation of the CPA would irreversibly alter the vacant site to a road for the foreseeable future. This would constitute a permanent change. Once any future construction occurred, reversal of the land to its original condition is highly unlikely. The site is currently vacant

and does not convey traffic, noise, or result in an increase in human presence. Permanent changes as a result of amendment implementation would include traffic, noise, and an increased human presence in the area. Additionally, irreversible commitments of resources, such as electricity, natural gas, potable water, and building materials, and incremental demands for construction materials, such as petrochemicals, fuel, and gas would occur. Implementation of the CPA would result in incremental demands on sand and gravel, petrochemicals, and other materials. Any future construction would also incrementally reduce existing supplies of fuel oil, natural gas, and gasoline.

8.3 GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines mandates that the growth-inducing impact of a project be discussed. This guideline states that the growth-inducing analysis is intended to address the potential for the project to "foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment," and to "encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively," through extension or expansion of existing services, utilities, or infrastructure (14 CCR 15000 et seq.).

Typically, the growth-inducing potential of a project would be considered significant if it stimulates population growth or a population concentration above what is assumed in local and regional land use plans, or in projections made by regional planning authorities, such as the San Diego Association of Governments. Significant growth impacts could also occur if the project provides infrastructure or service capacity to accommodate growth levels beyond those anticipated by local or regional plans and policies. The City's CEQA *Significance Determination Thresholds* (City of San Diego 2011) state that a project would have a significant impact related to growth inducement if it would:

1. Induce substantial population growth in an area;
2. Substantially alter the planned location, distribution, density, or growth rate of the population of an area;
3. Include extensions of roads or other infrastructure not assumed in the community plan or adopted Capital Improvement Project list, when such infrastructure exceeds the needs of the project and could accommodate future development.

Using the City's CEQA *Significance Determination Thresholds* for growth inducement, the project would not result in significant impacts. These conclusions are presented in the following discussion.

Per the CEQA Guidelines, it should be noted that growth-inducing effects are not necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information about ways in which this project could contribute to significant changes in the environment, beyond the direct consequences of implementing a project.

The project is community plan amendment to the Serra Mesa Community Plan that would include a street connection between Phyllis Place and the southern border of Serra Mesa. No new residential units or other structures would result from implementing the CPA. As disclosed in Section 5.2 of this PEIR, the implementation of the CPA would result in redistribution of area traffic patterns, and no significant new traffic would be generated as a result of the project. Hence, the project would not induce population growth into the area.

As the site is located within a community that is in the process of being nearly built out, all major public services and utilities currently service the project area. While some stormwater facilities would be required to comply with the new stormwater permit, no new infrastructure facilities for water or wastewater are required to accommodate the project. The future implementation of the CPA would not result in the extension of major infrastructure facilities into areas that would induce population growth or reduce barriers to additional growth.

Overall, the project would not substantially alter the planned location, distribution, density, or growth rate of the population of the area. For these reasons, implementation of the proposed CPA would not result in significant growth-inducing impacts.

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CHAPTER 9 ALTERNATIVES

9.1 INTRODUCTION

CEQA requires that an EIR evaluate a "reasonable" range of alternatives. According to the CEQA Guidelines, an EIR "shall describe 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 evaluate the comparative merits of the alternatives" (14 CCR 15126.6(a)). Specifically, the CEQA Guidelines require the analysis of the No Project Alternative and alternatives that would be "capable of avoiding or substantially lessening any significant effects of the project" (14 CCR 15126.6(b)). The CEQA Guidelines also require a discussion of why other alternatives were rejected if they were considered in developing the project and still would meet the project objectives. Although an exhaustive analysis is not necessary, an EIR "must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation" (14 CCR 15126.6(a)).

Pursuant to the CEQA Guidelines, a range of alternatives to the project are considered and evaluated in this Program Environmental Impact Report (PEIR). These alternatives were developed in the course of project planning, environmental review, public scoping, and public hearings. The discussion in this section provides:

1. A description of alternatives considered
2. An analysis of how many objectives of the project each alternative meets
3. Per CEQA Guidelines, Section 15126.6(d), a comparative analysis of the project and the alternatives under consideration. Per CEQA Guidelines, Section 15126.6(c), the alternatives are chosen by considering whether they can meet the basic project objectives, their feasibility, and their ability to avoid the project's significant environmental effects.

Factors that may be taken into account when addressing the feasibility of alternatives include site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to alternative sites (14 CCR 15126.6(f)(1)).

A range of alternatives have been considered in an effort to meet most of the basic project objectives. Alternatives that are considered and evaluated in this PEIR include:

- Alternative 1 – No Project Alternative
- Alternative 2 – Bicycle, Pedestrian, and Emergency Access Only Alternative

In addition, alternative alignments have been considered and eliminated from detailed consideration for the reasons identified in Section 9.4.

9.2 PROJECT OBJECTIVES

The CEQA Guidelines require an EIR to include a statement of objectives sought by the project (14 CCR 15124). This disclosure assists in developing the range of project alternatives to be evaluated in the EIR. The objectives for this project are listed in Section 3.1.2, Project Objectives, of the PEIR, and are included here as follows:

- Resolve the inconsistency between the Serra Mesa Community Plan and Mission Valley Community Plan as it pertains to a connection from Mission Valley to Phyllis Place in Serra Mesa.
- Amend the Serra Mesa Community Plan to include a street connection from the existing Phyllis Place Road into Mission Valley, that developed in the future, could:
    - Improve the overall circulation network in the Serra Mesa and Mission Valley planning areas
    - Alleviate traffic congestion and improve navigational efficiency to and from local freeway on- and off-ramps for the surrounding areas.
    - Along the street connection, allow for safe travel conditions for motorists, cyclists, and pedestrians.
- Implement the General Plan and Bicycle Master Plan as they pertain to developing interconnectivity between communities.

9.3 SIGNIFICANT IMPACTS

As previously mentioned, an EIR should consider a range of feasible alternatives that would attain most of the project objectives, listed above, while reducing one or more of the significant impacts of the project. As presented in Chapter 5 of this PEIR, the proposed CPA would result in potentially significant impacts to transportation/circulation, noise, biological resources, paleontological resources, historical resources, and hydrology/water quality, for which mitigation measures have been identified that would reduce potentially significant impacts to less-than-significant levels. Hence, the focus of this alternatives analysis is to identify feasible alternatives that would reduce or avoid the significant impacts of the proposed CPA.

9.4 ALTERNATIVES ELIMINATED FROM DETAILED CONSIDERATION

The CEQA Guidelines specify that an EIR should (1) identify alternatives that were considered by the lead agency but were eliminated from detailed consideration because they were determined to be infeasible during the scoping process and (2) briefly explain the reasons underlying the lead agency's determination (14 CCR 15126.6(c)). Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are (1) failure to meet most of the basic project objectives, (2) infeasibility, or (3) inability to avoid significant environmental impacts.

Alternative Alignments

Alternative alignments and locations were considered as part of the alternatives consideration process. The key question and first step in analysis of the off-site location "is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location" (14 CCR 15126.6(f)(2)(A)).

The City of San Diego considered two alternative alignments. Both would be slightly to the east of the proposed alignment. However, it was determined that these alignments would not meet minimum design requirements for traffic signal spacing, and would be too close to the existing Interstate (I-) 805 ramps. Hence, these alignments were determined to be technically infeasible and have been eliminated from detailed consideration in this PEIR.

It should be noted that the availability of an alternative site does not in and of itself reduce potential impacts. It is expected that developing a similar project could result in a similar array of project impacts and could simply transfer this impact potential to areas surrounding the alternate site location.

Amend the Mission Valley Community Plan

To resolve the conflict between the Mission Valley and Serra Mesa Community Plan, an alternative could be to amend the Mission Valley Community Plan to remove any reference to a street connection with Serra Mesa on Phyllis Place.

This alternative is rejected because it would not promote intercommunity connectivity as envisioned in the City's General Plan.

9.5 ALTERNATIVES UNDER CONSIDERATION

Pursuant to CEQA Guidelines, Section 15126.6, an analysis of alternatives is presented to provide decision makers with a range of possible alternatives to be considered. The discussion in this PEIR focuses on the following alternatives: the No Project Alternative and the Bicycle, Pedestrian, and

Emergency Access Only Alternative. These alternatives are directed at reducing or avoiding the significant environmental impacts of the proposed CPA as disclosed in Chapters 5 and 6 of this PEIR.

9.5.1 NO PROJECT ALTERNATIVE

CEQA Guidelines Section 15126.6(e) requires that an EIR evaluate a "no project" alternative. The purpose of describing and analyzing a No Project Alternative is to allow a lead agency to compare the impacts of approving the project to the impacts of not approving it. Specifically, Section 15126.6(e)(3)(B) requires that "If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the "no project" alternative is the circumstance under which the project does not proceed. In certain instances, the no project alternative means "no build" wherein the existing environmental setting is maintained." In other words, the No Project Alternative assumes that the proposed community plan amendment would not occur. The Mission Valley and Serra Mesa Community Plan inconsistency would remain and any future proposal for a road connection would require a community plan amendment.

Land Use

The no project alternative would not alleviate the inconsistency between the Serra Mesa and Mission Valley Community Plans regarding a street connection at Phyllis Place. The alternative would also not comply with the General Plan Street and Freeway System Goal of an interconnected street system that provides multiple linkages within and between communities, and the General Plan Policy LU-C.1.c, which calls for maintaining consistency between community plans and the General Plan. Therefore, the impacts on land use would be greater than the proposed project.

Transportation/Circulation and Parking

The implementation of the proposed CPA impacts to Phyllis Place would not occur since traffic would not be redistributed to Phyllis Place. Impacts to Murphy Hill and the on- and off-ramps to I-805 would be impacted.

Noise

Under the No Project Alternative the Civita development would continue and future development proposed on the Civita-site would potentially be affected by traffic noise associated with the internal street network. Construction noise could result in significant impacts to occupied housing within Civita, as well as outdoor instructional use associated with the possible development of a school within Civita.

Biological Resources

Under the No Project, the area along Phyllis Place would continue to be developed as allowed in the Quarry Falls Specific Plan. Under this alternative, the proposed CPA area would be graded to accommodate planned uses. As such, the same impacts to biological resources would result under this alternative.

Paleontological Resources

Under this alternative, the proposed CPA site would be graded to accommodate planned uses as allowed in the Quarry Falls Specific Plan. As such, the same potential impacts to paleontological resources would result under this alternative.

Historical Resources

Under the No Project Alternative, the proposed CPA area would be graded to accommodate planned uses as allowed in the Quarry Falls Specific Plan. As such, the same potential impacts to historical (archaeological) resources would result under this alternative.

Hydrology and Water Quality

Under the No Project Alternative, the proposed CPA site would be graded to accommodate planned uses as allowed in the Quarry Falls Specific Plan. As such, the same potential impacts to hydrology and water quality would result under this alternative.

Project Objectives

The No Project Alternative would not meet any of the objectives of the proposed CPA as listed in Section 3.1.2 of this PEIR.

Conclusion

As analyzed above, the No Project Alternative would not eliminate potentially significant environmental impacts associated with the proposed CPA. The No Project Alternative would not meet any of the objectives of the project as listed in Section 3.1.2 of this PEIR.

9.5.2 BICYCLE, PEDESTRIAN, AND EMERGENCY ACCESS ONLY ALTERNATIVE

This alternative was primarily designed in an attempt to provide the improved emergency access similar to that accomplished with the implementation of the proposed CPA. Rather than providing full vehicular access, this alternative would include a CPA to provide only bicycle, pedestrian, and emergency access. The possible road connection would be designed to allow for sufficient width

and dimensions to accommodate police, fire, and emergency responders. The proposed Alternative would still require an amendment to the Serra Mesa Community Plan since the current Community Plan does not provide for any road connection from Phyllis Place to the Mission Valley Community Plan.

Land Use

This alternative would require a CPA to the Serra Mesa Community Plan to allow for the street connection, limiting it to bicycle, pedestrian, and emergency vehicle access. The alternative would not alleviate the inconsistency between the Serra Mesa and Mission Valley Community Plans regarding a street connection at Phyllis Place, and would be inconsistent with General Plan Policy LU-C.1.c, which calls for maintaining consistency between community plans. Therefore, the impacts on land use would be greater than the proposed project.

Transportation/Circulation and Parking

This alternative would result in a similar array of impacts as those disclosed for the CPA.

As shown in Table 9-1, the Bicycle, Pedestrian and Emergency Access Only Alternative would improve the time traveled associated with Hospitals and Fire. Because private vehicles would be prohibited, the improvements in travel time to non-emergency facilities would not occur. As compared to the proposed CPA, the Bicycle, Pedestrian and Emergency Access Only Alternative would address the emergency access and bike and pedestrian goals, but would not meet the project goals.

Table 9-1
Community Access Travel Times

Facility Type	Representative Accessibility Time Travel (min.)	
	Without Connection	With Connection
Hospitals	39	31
Fire Department	42	32
Schools	153	135
Libraries	40	32
Shopping Centers	69	57

Parks	58	50

Noise

While there would be emergency vehicles using the street connection the number of instances would be much lower than if private vehicles could use the street.

Biological Resources

This alternative would not reduce or avoid significant impacts when compared to the implementation of the proposed CPA since the road extension would involve roughly the same physical footprint to allow for emergency responders.

Paleontological Resources

This alternative would not reduce or avoid significant impacts when compared to the implementation of the proposed CPA since the road extension would involve roughly the same physical footprint to allow for emergency responders.

Historical Resources

This alternative would not reduce or avoid significant impacts when compared to the implementation of the proposed CPA since the road extension would involve roughly the same physical footprint to allow for emergency responders.

Hydrology and Water Quality

This alternative would not reduce or avoid significant impacts when compared to the implementation of the proposed CPA since the road extension would involve roughly the same physical footprint to allow for emergency responders.

Project Objectives

This alternative would not meet the first three project objectives, but would meet the last two project objectives, since it would result in safe travel conditions for motorists, cyclists, and pedestrians; and improve emergency access and evacuation route options between the Serra Mesa and Mission Valley planning areas.

Conclusion

This alternative would not reduce or avoid significant impacts when compared to the implementation of the proposed CPA since the street extension would involve the same physical footprint. Regarding transportation/circulation and parking, impacts would be the same as under the No Project Alternative. This alternative would meet two of the six objectives of the project as listed in Section 3.1.2 of this PEIR.

9.6 SUMMARY MATRIX

Refer to Table 9-2 for a summary of the effects of each alternative on the resource topics listed above.

9.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As shown in Table 9-2, the No Project and the Bicycle, Pedestrian and Emergency Access Only Alternatives both result in similar environmental impacts as the proposed CPA. In the case of the No Project Alternative, additional environmental impacts to land use would occur as the no project alternative would resolve the inconsistency between the Serra Mesa Community Plan and Mission Valley Community Plan, or provide circulation linkages in the Serra Mesa and Mission Valley planning areas. Since the No Project Alternative would not reduce any potentially significant environmental impact but instead includes additional environmental impacts, it cannot be considered the environmentally superior alternative.

As compared to the proposed CPA, the Bicycle, Pedestrian and Emergency Access Only Alternative would also have similar impacts, however, it would also include additional environmental impacts to land use as it would not comply with the goals and policies of the General Plan. It would address emergency access and bike and pedestrian planning goals, but would not resolve the inconsistency between the Serra Mesa Community Plan and Mission Valley Community Plan. Therefore it cannot be considered environmentally superior to the proposed CPA.

After comparing the potential impacts to the environment and determining which alternative would have the least environmental impacts, it has been determined that there is no environmentally superior alternative as compared to the proposed CPA.

Table 9-2
Summary of Alternatives

Environmental Issue	Proposed Project Impacts	No Project Alternative Impacts	Bicycle, Pedestrian, and Emergency Access Only Alternative Impacts
Land Use	Less than significant.	The no project alternative would not resolve the inconsistency between the Mission Valley and Serra Mesa Community Plans, therefore, impacts would be greater than the proposed project.	This alternative, although it would require a CPA, would not resolve the inconsistency between the Mission Valley and Serra Mesa Community Plans,therefore, impacts would be greater than the proposed project.
Transportation/ Circulation and Parking	Impacts would be significant and unavoidable.	Similar impacts	Similar impacts
Noise	Impacts would be less than significant with mitigation.	Similar impacts.	Similar impacts.
Biological Resources	Impacts would be less than significant with mitigation.	Similar impacts.	Similar impacts.
Paleontological Resources	Impacts would be less than significant with mitigation.	Similar impacts.	Similar impacts.
Historical Resources	Impacts would be less than significant with mitigation.	Similar impacts.	Similar impacts.
Hydrology/Water Quality	Impacts would be less than significant with mitigation.	Similar impacts.	Similar impacts.
Meets Most Project Objectives?	Yes	No	No

Chapter 10.0 Mitigation Monitoring and Reporting Program

This Mitigation Monitoring and Reporting Program is designed to ensure compliance with Public Resources Code Section 21081.6 during implementation of mitigation measures. This program identifies at a minimum: the department responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. A record of the Mitigation Monitoring and Reporting Program will be maintained at the offices of the Entitlement Division, 1222 First Avenue, Fifth Floor, San Diego, CA, 92101. All mitigation measures contained in the Environmental Impact Report shall be made conditions of the project as may be further described below.

The proposed CPA is described in this PEIR. The PEIR focused on issues determined to be potentially significant by the City. The issues addressed in the PEIR include land use, transportation/circulation, air quality, noise, biological resources, paleontological resources, historical resources, hydrology and water quality, and visual effects/neighborhood character.

Public Resources Code Section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. The proposed CPA would add a street connection from the Serra Mesa Community Plan to the Mission Valley Community Plan; however, the PEIR also analyzed the potential impacts of implementing the connection. After analyzing the potential impacts from implementation of the street connection the CPA would result in potentially significant impacts that would require mitigation were transportation/circulation, noise (construction), biological resources, hydrology and water quality, historical resources, and paleontological resources.

The environmental analysis identified mitigation measures determined to be feasible and would reduce some or all of the potentially significant impacts to a less than significant level for the following issues: transportation/circulation, noise (construction), biological resources, hydrology and water quality, historical resources (archaeological), and paleontological resources; however, impacts would not be fully reduced for some of these issue areas. Mitigation was determined infeasible for the following issue areas: transportation/circulation.

10.1 Transportation/Circulation and Parking

Roadway Segments

Impact

Future project proposals would require a project-level environmental analysis to determine the individual impacts associated with new development.

1. Phyllis Place from Franklin Ridge Road to I-805 SB Ramp:

a. MM TRA-1: Phyllis Place from Franklin Ridge Road to I-805 SB Ramp shall be reconfigured to accommodate 5 total lanes, 3 EB and 2 WB, including a median, satisfactory to the City Engineer.

2. Phyllis Place from I-805 SB Ramp to I-805 NB Ramp:

    a. MM TRA-2: Phyllis Place from I-805 SB Ramp to I-805 NB Ramp shall be restriped to accommodate 5 total lanes, satisfactory to the City Engineer.

3. Murray Ridge Road from I-805 NB Ramp to Mission Center Road:

    a. MM TRA-3: Murray Ridge Road from I-805 NB Ramp to Mission Center Road shall be restriped consistent with a 4-lane Collector, satisfactory to the City Engineer.

4. Murray Ridge Road from Mission Center Road to Pinecrest Avenue:

    a. Murray Ridge Road from Mission Center Road Pinecrest Avenue shall be restriped consistent with a 4-lane Collector.

        i. Currently, Murray Ridge Road provides Class II bike facilities and on-street parking. The proposed mitigation would either repurpose the existing right of way to provide four travel lanes by eliminating the bike lanes and on-street parking, or widen the roadway to accommodate four travel lanes and maintain Class II bike facilities and on-street parking. Widening the roadway would require removal of residences on both the east and west sides of Murray Ridge Road along the entire stretch of roadway segment. Since this mitigation would be contrary to the existing guidelines (General Plan, Bike Master Plan, Pedestrian Master Plan, Serra Mesa Community Plan), it is not recommended, and the impact would remain significant and unavoidable.

5. Murray Ridge Road from Pinecrest Avenue to Sandrock Road:

    a. Murray Ridge Road from Pinecrest Avenue to Sandrock Road shall be restriped consistent with a 4-lane Collector.

        i. Currently, Murray Ridge Road provides Class II bike facilities and on-street parking. The proposed mitigation would either repurpose the existing right of way to provide four travel lanes by eliminating the bike lanes and on-street parking, or widen the roadway to accommodate four

travel lanes and maintain Class II bike facilities and on-street parking. Widening the roadway would require removal of residences on both the east and west sides of Murray Ridge Road along the entire stretch of roadway segment. Since this mitigation would be contrary to the existing guidelines (General Plan, Bike Master Plan, Pedestrian Master Plan, Serra Mesa Community Plan), it is not recommended, and the impact would remain significant and unavoidable.

6. Mission Center Road from Aquatera Driveway to Murray Ridge Road:

    a. Mission Center Road shall be widened to accommodate a total of 3 lanes, 2 EB and 1 WB along this entire segment of roadway. (Currently this cross section does not exist from just west of the I-805 overpass to the intersection of Murray Ridge Road).

        i. The mitigation measure would require the existing I-805 bridge supports to be relocated or reconfigured to achieve the necessary widening. Caltrans has the sole authority to reconfigure the I-805. Therefore, it is not recommended, and the impact would remain significant and unavoidable.

7. Rio San Diego Drive from Qualcomm Way to Rio Bonito Way:

    a. Rio San Diego Drive shall be upgraded to a 4-lane Major.

        i. The forthcoming Mission Valley Community Plan Update will include the reclassification of this roadway to a 4-lane Major. If the forthcoming Mission Valley Community Plan Update accomplishes this, this mitigation measure shall be considered satisfied.

Intersections

Impact

8. Friars Road / Northside Drive:

    a. NB leg of the intersection shall be widened to accommodate an additional lane, resulting in 2 left-turn lanes, 1 thru lane and 2 exclusive right-turn lanes.

        i. This mitigation measure would require acquisition of needed right-of-way and possible relocation of an existing building, the measure is not recommended and would remain significant and unavoidable.

9. Murray Ridge / Sandrock Road:

    a. The geometry and phasing at the intersection shall be reconfigured such that the left turn lanes in both the NB and SB direction will allow both through movements and left turns.

        i. Currently the intersection geometry provides for bike lanes and the proposed mitigation would eliminate the bike lanes. The mitigation would be contrary to existing plan guidelines (General Plan, Bike Master Plan, Pedestrian Master Plan, SMCP) and remove recent recently added bike lane improvements.

10. Murray Ridge Road / I-805 NB Ramp:

    a. MM TRA-4: At the intersection, the NB off-ramp approach shall be restriped, the EB approach shall be restriped, the WB approach shall be reconfigured, and the NB on-ramp approach will be widened, satisfactory to the City Engineer.

11. Murray Ridge Road / I-805 SB Ramp:

    a. MM TRA-5: At the intersection, the EB approach shall be widened to accommodate 2 thru lanes and an exclusive right-turn lane, the SB on-ramp shall be widened, and the SB off-ramp shall be widened to accommodate 1 share-thru-left lane and 2 exclusive right-turn lanes, satisfactory to the City Engineer.

12. Qualcomm Way / Friars Road WB Ramp**:**

    a. MM TRA-6: At the intersection, the SB approach shall be widened to accommodate 2 thru lanes and 1 exclusive right-turn lane, the NB approach shall be restriped to accommodate 2 thru lanes and 2 left turn lanes, and the WB on-ramp shall be widened to accommodate two receiving lanes, satisfactory to the City Engineer.

13. Qualcomm Way / Friars Road EB Ramp**:**

    a. MM TRA-7: At the intersection, the EB approach shall be widened to accommodate 1 left-turn lane, 1 shared-thru-left lane, and 1 exclusive right-turn lane, the SB approach will be restriped to accommodate 2 thru lanes and 2 left-turn lanes, the NB approach shall be restriped to accommodate 4 thru lanes and 1 exclusive right-turn lane, and the EB on-ramp shall be widened to accommodate 2 receiving lanes, satisfactory to the City Engineer.

14. Via Alta / Franklin Ridge Road**:**

    a. MM TRA-8: This intersection shall be reconfigured such that the EB thru/right lane will be converted to a left/thru/right lane to account for additional EB to NB traffic, satisfactory to the City Engineer.

Freeway Segments/Ramps

Impact

15. I-805 NB Ramp @ Murray Ridge Road**:**

    a. MM TRA-9: The NB on-ramp shall be widened to accommodate 2 general purpose lanes and an HOV lane, satisfactory to the City Engineer.

16. I-805 SB Ramp @ Murray Ridge Road**:**

    a. MM TRA-10: The SB on-ramp shall be widened to accommodate 2 general purpose lanes and an HOV lane, satisfactory to the City Engineer.

Freeway Mainline Impacts:

17. I-805 from SR-163 to Mesa College Drive**:**

    a. The freeway shall be widened to accommodate 6 mainline lanes, 4 managed lanes and existing auxiliary lanes.

        a. The SANDAG 2050 Revenue Constraint RTP includes the addition of 4 Managed Lanes along I-805 between SR-15 and SR-163. Completion of that project would demonstrate partial satisfaction of the requirement to mitigate this impact. However, full mitigation for the impact would require further widening than that proposed by the RTP, and is therefore not recommended and would remain significant and unavoidable.

18. I-805 from Mesa College Drive to Murray Ridge Road**:**

    a. The freeway shall be widened to accommodate 6 mainline lanes, 4 managed lanes and existing auxiliary lanes.

        i. The SANDAG 2050 Revenue Constraint RTP includes the addition of 4 Managed Lanes along I-805 between SR-15 and SR-163. Completion of that project would demonstrate partial satisfaction of the requirement to mitigate this impact. However, full mitigation for the impact would

require further widening, than that proposed by the RTP, and is not recommended and would remain significant and unavoidable.

19. I-805 from Murray Ridge Road to I-8**:**

    a. The freeway shall be widened to accommodate 6 mainline lanes, 4 managed lanes and existing auxiliary lanes.

        i. The SANDAG 2050 Revenue Constraint RTP includes the addition of 4 Managed Lanes along I-805 between SR-15 and SR-163. Completion of that project would demonstrate partial satisfaction of the requirement to mitigate this impact. However, full mitigation for the impact would require further widening, than that proposed by the RTP, and is not recommended and would remain significant and unavoidable.

10.2 Noise

Construction and Operation Noise

Impact

If the CPA is implemented in the future, the noise from construction activities would be temporary and would be in compliance with applicable noise ordinance during both day and nighttime construction activities. However, as discussed previously, potential noise generated from construction activities would exceed City thresholds at nearby sensitive receptors, and therefore, significant impacts would result. Mitigation measure NOI-1 would reduce on-site noise impacts from both daytime and nighttime construction activities.

Traffic noise levels with the future implementation of the road extension would not result in the exceedance of City of San Diego noise standards, nor would the proposed CPA result in a substantial increase in traffic noise. Therefore, noise levels associated with operation of the future construction of the road were found to be less than significant.

MM NOI-1

a. All construction and general maintenance activities, except in an emergency, shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday and should utilize the quietest equipment available.

b. All on-site construction equipment shall have properly operating mufflers and all construction staging areas shall be as far away as possible from any already completed residences.

c. Prior to any notice to proceed, a noise mitigation plan would need to be developed and implemented to insure that the City's noise ordinance standard will not be exceeded. Components of such a plan would possibly include erecting temporary noise barriers, using smaller (quieter) earth-moving equipment.

10.3 Biological Resources

Impact

Implementation of the mitigation measure as detailed below would ensure that any potential direct and indirect impacts to upland habitat (disturbed coastal sage scrub) that may result from the future development of a road on the CPA would be reduced to a level less than significant.

MM BIO-1 Prior to any future construction and to the satisfaction of the City Planning Department, a total of 0.03 acres of credit from the San Diego Habitat Acquisition Fund shall be acquired to mitigate the loss of coastal sage scrub, and 0.5 acres of credit to mitigate the loss of non-native grassland. A total acquisition of 0.53 acres of credit from the San Diego Habitat Acquisition Fund shall be required.

Given the location of the proposed CPA and the alignment of the street connection, direct mitigation would be infeasible. Mitigation measure MM BIO-1 would reduce direct biological impacts to disturbed coastal sage scrub to a level that is below significance.

The following mitigation measure would reduce direct and indirect biological impacts associated with birds protected by the federal MBTA to a less-than-significant level.

MM BIO-2 To avoid any direct impacts to raptors and/or any native/migratory birds, removal of habitat that supports active nests in the proposed area of disturbance should occur outside of the breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction (precon) survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The applicant shall submit the results of the precon survey to City DSD for review and approval prior to initiating any construction activities. If nesting birds are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines and applicable State and Federal Law (i.e. appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City DSD for review and approval and implemented to

the satisfaction of the City. The City's MMC Section and Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction. If nesting birds are not detected during the precon survey, no further mitigation is required.

10.4 Paleontological Resources

Impact

The proposed CPA could have an indirect potentially significant impact on unidentified, subsurface paleontological resources resulting from ground-disturbing activities during implementation of the CPA. With the implementation of Mitigation Measure PAL-1, impacts would be reduced to a less-than-significant level.

MM PAL-1: The following mitigation measures must be implemented if a future project is proposed on the CPA site:

I. Prior to Permit Issuance

A. Land Development Review (LDR) Plan Check

2. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit or Demolition Plans/Permits, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.

B. Letters of Qualification have been submitted to ADD

1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the proposed project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines.

2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the proposed project.

3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

4. The PI shall provide verification to MMC that a site-specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.

5. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

B. PI Shall Attend Precon Meetings

6. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor.

   a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM, or BI, if appropriate, prior to the start of any work that requires monitoring.

7. Identify Areas to be Monitored

   a. Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11 inches by 17 inches) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).

8. When Monitoring Will Occur

   a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.

b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor Shall be Present During Grading/Excavation/Trenching

9. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the PME.

10. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.

11. The monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVRs shall be faxed by the CM to the RE on the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

12. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.

13. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.

14. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

C. Determination of Significance

15. The PI shall evaluate the significance of the resource.

    a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.

    b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.

    c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.

    d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

IV. Night and/or Weekend Work

A. If night and/or weekend work is included in the contract

16. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.

17. The following procedures shall be followed.

    a. No Discoveries

    In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSVR and submit to MMC via fax by 8 a.m. on the next business day.

    b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III – During Construction.

c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III – During Construction shall be followed.

d. The PI shall immediately contact MMC, or by 8 a.m. on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.

B. If night work becomes necessary during the course of construction

18. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.

19. The RE, or BI, as appropriate, shall notify MMC immediately.

C. All other procedures described above shall apply, as appropriate.

V. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

20. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring.

a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.

b. Recording Sites with the San Diego Natural History Museum

The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.

21. MMC shall return the Draft Monitoring Report to the PI for revision or for preparation of the Final Report.

22. The PI shall submit revised Draft Monitoring Report to MMC for approval.
23. MMC shall provide written verification to the PI of the approved report.
24. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Fossil Remains

25. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.
26. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.

C. Curation of fossil remains: Deed of Gift and Acceptance Verification

27. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.
28. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

D. Final Monitoring Report(s)

29. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
30. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC, which includes the Acceptance Verification from the curation institution.

10.5 Historical Resources

Prehistoric/Historic Resources

Impact

The proposed CPA could have an indirect potentially significant impact on unidentified historical and archaeological resources and human remains as a result of ground-disturbing

activities during construction. With the implementation of Mitigation Measure HIS-1, impacts would be reduced to a less-than-significant level.

Mitigation Framework

MM HIS-1 The following shall be implemented at the future project level to protect unknown archaeological resources and/or grave sites.

I. Prior to Permit Issuance

A. Land Development Review (LDR) Plan Check

31. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the applicable construction documents through the plan check process.

B. Letters of Qualification have been submitted to ADD

32. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.

33. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project.

34. Prior to the start of work, the applicant must obtain written approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site specific records search (1/4 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.
3. The PI may submit a detailed letter to MMC requesting a reduction to the 1/4 mile radius.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.
    a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.
2. Identify Areas to be Monitored
    a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits.
    b. The AME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur

   a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.

   b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor(s) Shall be Present During Grading/Excavation/Trenching

1. The Archaeological Monitor shall be present full-time during all soil disturbing and grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the AME.

2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/excavation/trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Section III.B-C and IV.A-D shall commence.

3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.

4. The archaeological and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSVR).

The CSVR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to digging, trenching, excavating or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate.
2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.
4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered.

C. Determination of Significance

1. The PI and Native American consultant/monitor, where Native American resources are discovered shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.
    a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.
    b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program which has been reviewed by the Native American consultant/monitor, and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. Note: If a unique archaeological site is also an historical resource as defined in CEQA, then the limits on the amount(s) that a project applicant may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.

c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:

A. Notification

1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS) of the Development Services Department to assist with the discovery notification process.
2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

B. Isolate discovery site

1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains.
2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance.
3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.

C. If Human Remains ARE determined to be Native American

1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, ONLY the Medical Examiner can make this call.
2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.

3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health & Safety Codes.
4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.
5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and, if:
    a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR;
    b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, THEN,
    c. In order to protect these sites, the Landowner shall do one or more of the following:
        i. Record the site with the NAHC;
        ii. Record an open space or conservation easement on the site;
        iii. Record a document with the County.
    d. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and items associated and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.

D. If Human Remains are NOT Native American
    1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.

2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).

3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man.

V. Night and/or Weekend Work

A. If night and/or weekend work is included in the contract

1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.

2. The following procedures shall be followed.

a. No Discoveries

In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVR and submit to MMC via fax by 8AM of the next business day.

b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.

c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed.

d. The PI shall immediately contact MMC, or by 8AM of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.

B. If night and/or weekend work becomes necessary during the course of construction

1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.

2. The RE, or BI, as appropriate, shall notify MMC immediately.

C. All other procedures described above shall apply, as appropriate.

VI. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix C/D) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.

   a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.

   b. Recording Sites with State of California Department of Parks and Recreation

      The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.

2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.

3. The PI shall submit revised Draft Monitoring Report to MMC for approval.

4. MMC shall provide written verification to the PI of the approved report.

5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Artifacts

1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued

2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.

3. The cost for curation is the responsibility of the property owner.

C. Curation of artifacts: Accession Agreement and Acceptance Verification

1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.

2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5.

D. Final Monitoring Report(s)

1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.

2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

10.6 Hydrology/Water Quality

Runoff/Water Quality

Impact

The future implementation of the CPA would be required to comply with either the 2015 Model BMP Design Manual or some form of approved alternative compliance methods therefore this impact would be less than significant.

Mitigation Framework

MM HYD-1: As part of the future implementation of the roadway extension (MM-TRA-1), from the roadway extension (Franklin Ridge Road) to I-805 SB Ramp, Phyllis Place will be reconfigured to accommodate 5 total lanes, 3 East Bound and 2 West Bound, including a median, satisfactory to the City Engineer. As part of this implementation Phyllis Place will integrate stormwater treatment techniques in accordance with the Managing Wet Weather with Green Infrastructure Municipal Handbook Green Streets (EPA, 2008) that would reduce runoff. Potential Green Street techniques would include but not limited to:

Swales: Swales are vegetated open channels designed to accept sheet flow runoff and convey it in broad shallow flow. The intent of swales is to reduce stormwater volume through infiltration, improve water quality through vegetative and soil filtration, and reduce flow velocity by increasing channel roughness. In the simple roadside grassed form, they have been a common historical component of road design. Additional benefit can be attained through more complex forms of swales, such as those with amended soils, bioretention soils, gravel storage areas, underdrains, weirs, and thick diverse vegetation.

Bioretention Curb Extensions and Sidewalk Planters: Bioretention is a versatile green street strategy. Bioretention features can be tree boxes taking runoff from the street, indistinguishable from conventional tree boxes. Bioretention features can also be attractive attention grabbing planter boxes or curb extensions. Many natural processes occur within bioretention cells: infiltration and storage reduces runoff volumes and attenuates peak flows; biological and chemical reactions occur in the mulch, soil matrix, and root zone; and stormwater is filtered through vegetation and soil.

Permeable Pavement: Permeable pavement comes in four forms: permeable concrete, permeable asphalt, permeable interlocking concrete pavers, and grid pavers. Permeable concrete and asphalt are similar to their impervious counterparts but are open graded or have reduced fines and typically have a special binder added. Methods for pouring, setting, and curing these permeable pavements also differ from the impervious versions. The concrete and grid pavers are modular systems. Concrete pavers are installed with gaps between them that allow water to pass through to the base. Grid pavers are typically a durable plastic matrix that can be filled with gravel or vegetation. All of the permeable pavement systems have an aggregate base in common which provides structural support, runoff storage, and pollutant removal through filtering and adsorption.

Sidewalk Trees and Tree Boxes: From reducing the urban heat island effect and reducing stormwater runoff to improving the urban aesthetic and improving air quality, much is expected of street trees. However, most often street trees are given very little space to grow in often inhospitable environments. The soil around street trees often becomes compacted during the construction of paved surfaces and minimized as underground utilities encroach on root space. By providing adequate soil volume and a good soil mixture, the benefits obtained from a street tree multiply. To obtain a healthy soil volume, trees can simply be provided larger tree boxes, or structural soils, root paths, or "silva cells" can be used under sidewalks or other paved areas to expand root zones. These allow tree roots the space they need to grow to full size.

In addition, to the extent feasible stormwater systems such as hydrodynamic separators should be incorporated into the stormwater drainage system. Hydrodynamic separators are structures designed to remove suspended sediments, oils, and floatable debris by physical processes and are usually installed as an underground structure.

MM HYD-2: Prior to the implementation of the CPA, the City of San Diego shall ensure that best management practices (BMPs) be designed and developed to appropriately collect and treat the run-on and runoff from the constructed road connection and be effective in maintaining runoff and water quality goals. The timing, placement, and installation methodology for on-site retention and biofiltration systems shall be determined by final site design, topography, and structural design, to the satisfaction of the City. If on-site retention and biofiltration systems are not feasible, the City of San Diego or the road developer shall develop and implement

an on-site flow-through BMP alongside an alternative compliance program per the 2015 Model BMP Design Manual requirements, to the satisfaction of the City Engineer

As of the release of this document, the RWQCB has not finalized an alternative compliance approach to allow agencies to address the requirements of the 2015 Model BPM Design Manual. To address the requirements, alternative compliance could include a number of actions, including additional on-site measures like the inclusion of Green Street measures described in MM-HYD-1, an off-site alternative compliance program that could affect areas outside of the CPA area, or a combination of both on- and off-site measures to achieve compliance.

Currently, no off-site locations have been identified for an alternative compliance program nor have alternative projects been identified that the future developer of the road could fund. When such off-site alternative compliance program becomes available, the potential impacts of this mitigation measure could include the following:

Biology – Depending on the location of the off-site alternative compliance program where potential stormwater is dischanged, implementation of the alternative compliance project could have impacts to environmentally sensitive lands (i.e., the San Diego River). This impact could be reduced to less than significance by avoiding identified sensitive land or by compliance with the City's Environmentally Sensitive Land policies and Biological Guidelines.

Air Quality – Any off-site alternative compliance program would have to be constructed, as such there would be short-term construction related impacts to air quality. These impacts would include emissions from construction equipment and vehicle emissions of workers traveling to and from the project site. In addition there would be potential particulate matter emissions associated with site grading, excavation or other soil movement. While there would be potential emissions, these would occur only during the construction of a project. Once the project is build the impacts would end. Typically stormwater control structures do not have any operational air quality emissions. Because of the lack of operational emissions and the short term nature of the construction emissions potential air quality impacts would be less than significant.

Noise – Like air quality impacts the potential impacts associated with noise are from construction of the project, and like the air quality impacts these would cease when the construction ends. Although construction noise of an off-site

alternative compliance program would occur in the short term, depending on the location of the project it is possible that sensitive receptors could be impacted. For example if construction occurred near a school or residential neighborhood, individuals could be exposed to increased noise levels; however using existing standard mitigation measures such as limiting construction hours and the limited time for construction the impacts should be less than significant.

Traffic – Most of the City's stormwater system is located within the City's streets therefore any likely construction of an off-site alternative compliance program would occur within the street right-of-way. The typical impacts to traffic would be related to lane blockage or possible rerouting of traffic during construction. Like air quality and noise these impacts are construction related and would stop once construction is completed. While the short-term impacts would be adverse, the impacts to traffic would be less than significant.

Paleontological Resources – The City has identified a number of areas within the City that contain paleontological resources any construction activities that would occur in these areas as part of implementing an off-site alternative compliance program have the potential of impacting paleontolical resources. However, the City has established mitigation measures (listed in section 5.6.5) that would be required for any project occurring in areas identified as containing these resources. With the implementation of these measures the potential impacts would be less than significant.

Historic Resources – Visual Effects – Land Use: Stormwater system infrastructure is typically located within the public right-of-way or is adjacent to the roadway. These infrastructure features are also typically located underground. Any off-site alternative compliance program that changes the existing infrastructure would not likely impact Historic Resources or Land Use. Any visual impacts caused by the program would also be related to construction. These impacts would end once the program is fully built. However, if alternative compliance includes development using Green Street techniques as outlined in MM HYD-1 there could be visual effects related to the installation of landscaping or other above ground actions. Since it would be speculative as to what techniques would be used, Green Street techniques would need to have further environmental review based on the specific project features. As for the specific case of implementing MM HYD-1 for this project the area adjacent to Phyllis Place is proposed park and would be landscaped including the use of trees therefore the potential visual impacts of MM HYD-1 to this project are less than significant.

After installation, BMPs shall be regularly monitored in accordance with the 2015 Model BMP Design Manual. If any singular BMP is determined to be underperforming, an assessment shall be made for correcting performance deficiencies. Appropriate BMPs for the site may include, but are not limited to, those presented in Table 5.8-1.

Table 5.8-1
Potential Stormwater Best Management Practices

Type of BMP	Design Concept	Description Applicable to Project
Construction BMPs	Temporary soil stabilization	Soil-stabilizing BMPs designed to mitigate soil erosion during construction activities.
	Temporary sediment control	Water quality BMPs designed to remove sediment loads from runoff generated within the construction site.
	Wind erosion control	BMPs designed to minimize soil loss from wind erosion and to reduce air pollution generated from construction activities.
	Tracking control	BMPs for reducing the transport of sediment on tires outside and within site boundaries.
	Non-stormwater management	"Good Housekeeping" BMPs ranging from water conservation to vehicle fueling to concrete curing.
	Waste management and materials pollution control	BMPs designed for storage, use, and disposal of wastes generated on site.
	Steep hillside landscaping	Deep-rooted, drought-tolerant, and native plant species are recommended for minimizing erosion on steep hillsides impacted by development.
	Efficient irrigation systems and landscape design	Minimize excess watering and reduce pollutant loads from landscape runoff.
	Employee integrated pest management principles	Pesticides should be a last resort alternative for managing invasive species on the subject property as the Lower San Diego River is on the 303(d) list for toxicity in water. Alternatives including biological control, habitat manipulation and the use of resistant plant varieties should be pursued. Follow this link for more details: http://www.projectcleanwater.org/html/ipm.html.
	Stormwater conveyance system stamping and signage	Proposed inlets and catch basins will have a stencil stating that the runoff discharges to the ocean.
	Other	Revegetation of construction site after development in compliance with an approved landscaping/grading plan to stabilize bare slopes.
Low-impact development	Retention and detention systems	A series of retention systems will be required downstream the project in order to contain as much of the 85th Percentile Storm as feasible.
	Native trees/shrubs	Native vegetation can be incorporated across the project area to reduce the hydrograph volume by increasing local evapotranspiration demands, and can also reduce the peak hydrograph through rainfall interception.
	Minimize soil compaction	Maintaining high water-holding capacities in the surrounding soils will increase local infiltration and reduce the percentage of rainfall that becomes stormwater.
	Optimize site layout	Where applicable, design around/with natural landforms, vegetation, and soil.
	Minimize impervious footprint	Reduce impermeable surfaces through efficient site design.

Table 5.8-1
Potential Stormwater Best Management Practices

Type of BMP	Design Concept	Description Applicable to Project
	Disperse runoff to adjacent landscaping and integrated management practices	Permeable areas adjacent to the project's impermeable surfaces are recommended to buffer the energy generated by the increased overland flow, reduce peak flow volumes from subject property, and retain water within the soils for landscaping purposes. Suggested permeable areas include, but are not limited to, depressed landscaping areas, vegetated buffers, retention systems, and other directly connected impervious areas.
	Design and implementation of pervious surfaces	Consider the implementation of permeable pavements into the site design.
	Construction considerations	Minimize soil compaction and implement soil amendments.
	Additional considerations	Stabilize the site, convey runoff safely away from the top of slopes, and install energy dissipaters at the outlets of new storm drains that discharge to unlined channels.
Treatment-control BMPs	Capture stormwater in bioretention facilities	Biofiltration systems will be required to treat the remaining volume of the 85th Percentile Storm not contained in the retention systems.

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