

HELIX Environmental Plan

Project Site Connectivity Map

Figure 3-9a



![](_page_1_Picture_3.jpeg)

Local Connectivity Map

Figure 3-9b

![](_page_2_Figure_1.jpeg)

![](_page_2_Picture_3.jpeg)

![](_page_2_Picture_4.jpeg)

Figure 3-9c

![](_page_3_Figure_0.jpeg)

HELIX

# Proposed Open Space and Park Areas

Figure 3-10a

![](_page_4_Figure_0.jpeg)

HELIX Environmental Plan

#### The Junipers Final Environmental Impact Report

PAR	K LEGEND:
1	OPEN SPACE DIRECTIONAL SIGNAGE
2	PARK ENTRY SIGN. TYP.
3	PROPERTY LINE
4	DRINKING FOUNTAIN WITH DOG BOWI
5	SHADE STRUCTURE WITH SEATING, TYP.
6	SMALL DOG BUN
7	LARGE DOG RUN
8	CONCRETE PLAZA, TYP.
9	D.G. PATH, TYP.
10	GAME PLAZA
11	FLEXIBLE TURF
12	CHILDREN'S PLAY SLOPE
13	LANDSCAPE WALL
14	CHILDREN'S PLAYGROUND
15	PICNIC PAVILION, TYP.
16	COMFORT STATION WITH DRINKING FOUNTAIN
17	LODGEPOLE FENCE, TYP.
18	BENCH, TYP.
19	LANDSCAPE MOUNDS, TYP.
20	PICNIC TABLE, TYP.
21	6' PRIVACY WALL (PRIVATE)
22	PARALLEL PARKING, TYP.
23	ACCESSIBLE PARKING STALL
24	SOCIAL LOOP TRAIL CONNECTION
25	INTERPRETIVE SIGNAGE, TYP.
26	PEDESTRIAN LIGHTING
	•
0	

Source: Schmidt Design Group 5/2019

# Proposed Public Park Development Plan

Figure 3-10b

![](_page_5_Picture_1.jpeg)

CARMEL MOONTAINTOOD	
Connection to 10' Pedestrian Way Bicycle Hub	
*Loop Trail and associated seating, interpretive education, fitness stations, and scenic overlooks in conformance with the	
City of San Diego General Plan and Trail Policies and Standards (Appendix K) in the Consultants Guide to Park Design and Development.	
***Private Access will be signed as Private Access Only and will be enforced through the Home Owner's Association (HOA).	

Source: Schmidt Design Group, Inc. 7/2019

![](_page_5_Picture_5.jpeg)

![](_page_5_Picture_6.jpeg)

![](_page_6_Figure_1.jpeg)

![](_page_6_Picture_3.jpeg)

# Project Internal Street Layout and Connections to Off-Site Roads

Figure 3-12a

![](_page_7_Figure_1.jpeg)

### Typical Existing and Proposed Carmel Mountain Road Street Section

Figure 3-12b

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![](_page_8_Figure_0.jpeg)

![](_page_8_Picture_1.jpeg)

Carmel Mountain Road Frontage and Off-Site Conceptual Improvements

Figure 3-12c

![](_page_9_Figure_0.jpeg)

HELIX Environmental Plar

Source: Hunsaker & Associates 8/2019

### Carmel Mountain Road Details Figure 3-12d

![](_page_10_Figure_0.jpeg)

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2' BUFFER 8' PARKING LANE 2' BUFFER 12' 2' BUFFER 12' BUFFER 12	

Source: LLG 2019

### Peñasquitos Drive - Janal Way Roundabout Improvements

Figure 3-12e

![](_page_11_Figure_1.jpeg)

Source: Hunsaker and Associates 5/2019

![](_page_11_Picture_3.jpeg)

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# Peñasquitos Drive/Janal Way Roundabout Section

Figure 3-12f

![](_page_12_Figure_0.jpeg)

![](_page_12_Picture_1.jpeg)

# Peñasquitos Drive - Cuca Street Intersection Improvements

Figure 3-12g

![](_page_13_Figure_1.jpeg)

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### Andorra Way Emergency Access Road

Figure 3-13

![](_page_14_Figure_1.jpeg)

![](_page_14_Picture_3.jpeg)

![](_page_14_Picture_4.jpeg)

![](_page_15_Figure_0.jpeg)

Source: Hunsaker & Associates 10/2019

# **Public Easement Dedications and Vacations**

Figure 3-15

![](_page_16_Picture_0.jpeg)

Preliminary Grading Plan Figure 3-16

![](_page_17_Figure_0.jpeg)

HELIX Environmental Plannin Source: Hunsaker & Associates 8/2019

### Conceptual SDG&E Gas Mains Locations/Relocations

Figure 3-17

# 4.0 HISTORY OF PROJECT CHANGES

The project site operated as a golf course for 48 years and a prior owner of the property ceased golf operations in March 2015. Since then, the Property has sat fallow. Carmel Land LLC (applicant) purchased the property in July 2016.

The site underwent a lot line adjustment to add the tennis court and maintenance shed area to the project site; the revised parcel map was recorded on September 13, 2018. This land, which totaled 1.847 acres, was formerly associated with the adjacent Hotel Karlan property. In return, the applicant relinquished 3.529 acres to the hotel. This adjustment of the lot lines created the possibility of a project entrance at Peñasquitos Drive/Janal Way. Refer to Figure 2-5, *Project Site Boundaries Following 2018 Lot Line Adjustments*.

In fall 2016, the applicant launched a community outreach process to obtain input regarding the potential development of the defunct golf course. Outreach efforts were directed towards identifying a plan that would best complement the character of the adjacent Glens neighborhood and the Hotel Karlan, consider the property's constraints and opportunities, and provide amenities to serve the project and the surrounding community.

The resulting vision was for an age-qualified, active adult (55+) residential community of multi-family attached and detached homes. The original proposal included parks and a maximum unit count of 570 dwelling units, based on a calculation of five dwelling units per acre, consistent with the property's existing zoning and with the density of the adjacent Glens neighborhood. This concept was presented at a community open house on March 15, 2017.

On June 8, 2017, the Planning Commission voted to initiate a Community Plan Amendment for the project, with direction to explore higher density options.

In September and October of 2017, the project applicant hosted a series of design charrettes for the project. The conversations generally focused on community character, parks and trails, and circulation.

Plans were developed for submittal to the City, taking into consideration the input received during ongoing discussions with the neighbors, stakeholders, Rancho Peñasquitos Planning Board (RPPB) members and the City. On November 21, 2017, an application for 476 residential units was submitted to the City. The applicant presented the contents of the application to the RPPB Land Use Committee on December 6, 2017.

In the months that followed, the applicant met with City housing advocates and City leaders, and considered comments made by the Mayor and City Council members about the housing shortage that the community is facing. This input, along with recent conversations around the vanishing housing options for fixed-income seniors, was the impetus for the revised project plan, submitted in early 2018.

Due to the proximity of the project to existing transit stops and the recognized need within the City for additional senior and affordable housing, City Staff supported an increase in the total number of homes and the associated density for the project site. As a result, the number of market-rate homes

was scaled back from 476 to 455, and the project now includes 455 age-qualified condominium housing units and 81 affordable age-qualified multi-family apartment-style homes (equal to 15 percent of the condominium units), for a total development of 536 units on the project site. This concept was presented at the project scoping meeting held on April 18, 2018. Early site planning efforts included modifications to accommodate re-establishment of the existing on-site non-wetland Waters of the U.S. along the eastern site boundary, following the jurisdictional delineation of this existing on-site feature.

Mitigation measures identified in this EIR to address project impacts related to traffic, noise and GHG have also been incorporated into the project design. These include: (a) a roundabout at Peñasquitos Drive/Janal Way/project driveway to improve the operation of this intersection and provide traffic calming; (b) a traffic signal to improve intersection operations at the Peñasquitos Drive/Cuca Street/Hotel Karlan driveway; (c) noise barriers incorporated into the designs of individual homes and associated private usable open space enclosures per the mitigation measures identified in Section 5.4, *Noise*; and (d) solar panels in excess of code requirements placed onto market rate structures to reduce the greenhouse gas impacts of the project. A roundabout was considered for the intersection at Peñasquitos Drive/Cuca Street/Hotel Karlan driveway, but this concept was abandoned during the project planning process because it would have required the use of land from the Hotel Karlan property.

Following continued coordination with existing community residents, and based on their stated concern over the potential for the proposed zone change to allow for up to 1,200 residences on site rather than the proposed 536, proposed zoning on the site was modified in November 2018. An open space zone (OR-1-1) was placed on the site perimeter, including the area abutting off-site residences to the west. Proposed zoning was also modified for areas proposed for park and community center uses (to OP-1-1). Both of these zones would preclude residential uses on the underlying acreage, and confirm use of these site areas for the open space and park/community center uses proposed as part of the project. This change reduced the acreage available for residential use and thereby reduced the potential maximum number of units that could be built on site under the currently proposed RM-1-1 zone. In May of 2019 the applicant added a request for a CPIOZ; with the approval of the proposed project and this overlay zone, any future proposals to exceed the currently proposed development of 536 residential units on the project site would be subject to a discretionary action and further CEQA review.

Based on City input following the first review of the Draft EIR, a proposed median break across from the project driveway from Carmel Mountain Road was replaced with a segment of mountable median with removable bollards, to prevent future project residents/visitors from making a left turn in or out of the project site, but still accommodate emergency vehicles in the event of an emergency.

A previously proposed public mobility hub in the southeast corner of the site has been replaced with a privately owned park with a public recreation easement, that includes a mobility zone and a bike hub. This park would incorporate similar features to those previously proposed for the mobility hub (rideshare dropoff/pickup, posting of transit and bike route information, tethered bike tools, benches and shade structures, bike racks, etc.), as well as pickleball and basketball courts.

In May 2019, after a series of four public meetings, the proposed design for the on-site public park was approved through the General Development Plan process and is addressed in this EIR.

# 5.0 ENVIRONMENTAL ANALYSIS

### 5.1 Land Use

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

### 5.1.1 Existing Conditions

### 5.1.1.1 Environmental Setting

### On-site Land Uses

The approximately 112.3-acre project site was previously developed for use as a golf course, which closed in 2015. The golf course greens are now fallow and no longer being watered, with the exception of a few select mature trees. The owner maintains (mows) the site for fire/brush management purposes to reduce flammable vegetation. The site is comprised primarily of disturbed land and ornamental vegetation with remnants of sand traps, fences, retaining walls, poles with netting and other features associated with the defunct golf course. A small area at the southwest boundary of the project site is developed with a maintenance shed and yard that is associated with the adjacent hotel. This area is also developed with tennis courts previously associated with the hotel, which are being closed.

### Surrounding Land Uses

The project site is located in the northeast corner of the Rancho Peñasquitos Community of the City of San Diego. The site is within the community's Glens neighborhood, which is developed consistent with community plan land use designations. The neighborhood is adjacent to the Rancho Bernardo community on the north, the Carmel Mountain Ranch community across I-15 to the east, and the Village neighborhood in Rancho Peñasquitos to the south. Black Mountain Open Space Park is to the west as well as the Rancho Peñasquitos neighborhood of Black Mountain and the community of Black Mountain Ranch.

Land uses adjacent to the project site include single-family and multi-family residential to the west and north, and a hotel (Hotel Karlan) to the south. The I-15 freeway forms the eastern boundary of the site. Nearby land uses include the City's 2,532-acre Black Mountain Open Space Park (the park's closest boundary is about 800 feet west of the project site) and a church, an apartment complex and neighborhood shopping center to the south. A large commercial shopping area, which includes Carmel Mountain Plaza and Carmel Mountain Ranch Town Center, is located across I-15 east of the site along Carmel Mountain Road.

The Glens neighborhood is predominantly single-family residential, with some multi-family residential and supporting uses such as an elementary school, a neighborhood park, private recreation facilities, neighborhood shopping, and a hotel. Most of the residential area is designated

as Low Density Residential (one to five dwelling units per acre). The predominant architectural styles in the Glens neighborhood are evocative of Spanish Mission and Old West ranch styles.

The Glens neighborhood is closely linked with the Village neighborhood to the south by Cuca Street and Carmel Mountain Road. Adjacent development in the Village neighborhood consists of multi-family residential at various density ranges up to 22 dwelling units per acre. Open space within Black Mountain and hilly topography separate both these neighborhoods from the remainder of the Rancho Peñasquitos community to the southwest as well as the Rancho Bernardo community to the north.

The Glens and Village neighborhoods contain a significant proportion of open space associated with Black Mountain Regional Park as well as the former golf course. The neighborhoods also contain several institutional uses and public and private recreation facilities. Nearby institutional uses include Rolling Hills Elementary School west of the site, Los Peñasquitos Elementary School to the south, Turtleback Elementary School to the north, and Highland Ranch Elementary School and Carmel Mountain Ranch Public Library to the east beyond I-15, as well as multiple religious institutions. In addition to Black Mountain Open Space Park, Rolling Hills Park (a neighborhood park approximately 0.4 mile from the west side of the site) provides public recreation.

Commercial and employment centers within 3 miles of the project include the Carmel Mountain Plaza and Carmel Mountain Ranch Town Center shopping areas located across I-15 east of the site; Palomar Medical Center in Poway (less than 2 miles to the northeast); Rancho Bernardo shopping centers to the north; and the Rancho Bernardo Corporate Center on the west side of I-15 (north of the site). Larger employment areas in Kearny Mesa and Downtown San Diego are accessible to the project site via public transit services described in this section.

Nearby cultural amenities include two branches of the City's public library system: Carmel Mountain Ranch Library, less than one mile east of the project site, adjacent to the Carmel Mountain Ranch Town Center shopping area; and the Rancho Peñasquitos Branch Library, less than 3 miles southwest of the site. The Poway Center for the Performing Arts is located less than 4 miles east of the site on Espola Road, and the Mt. Carmel Performing Arts Center is approximately 2 miles to the southwest, off Carmel Mountain Road, in Rancho Peñasquitos.

A San Diego Police Department (SDPD) station is located within the Rancho Peñasquitos community at 13396 Salmon River Road, San Diego, CA 92129, approximately 2.5 miles to the southwest of the project site. San Diego Fire-Rescue Department Station 42 is located less than one mile from the site, just east of I-15 and the large commercial shopping area.

The MCAS Miramar airfield runway is located approximately 7.5 miles to the south of the project site; the site is within the Airport Land Use Compatibility Zone (ALUCZ) for MCAS Miramar (close to its northern boundary).

The project site is accessible by transit. The southern entrance to the project off Carmel Mountain Road is within approximately 0.13 mile of the southbound Route 20 bus stop, and approximately 0.15 mile from the northbound Route 20 bus stop. Both transit stops are located at the intersection of Carmel Mountain Road and Peñasquitos Drive, which is within walking distance from the project site. The project site is also approximately two miles south of the Rancho Bernardo Transit Station and one mile north of the Sabre Springs/Peñasquitos Transit Station (within an approximately 15-minute bike ride or a 5-minute drive). Each of these stations provide access to all three major Bus Rapid Transit (BRT) services currently operating from North County, with connections to primary destinations in Kearny Mesa and Downtown San Diego and other destinations throughout the San Diego region.

### 5.1.1.2 Regulatory Framework

Land use and other plans and regulations applicable to the project are: the City's General Plan, Climate Action Plan (CAP), RPCP, and Land Development Code (LDC) regulations, as well as plans of other agencies such as the MCAS Miramar Airport ALUCP, RAQS, and Basin Plan. In addition, the regional planning context is provided in San Diego Forward: The Regional Plan, prepared by SANDAG. The project also is subject to compliance with all other applicable local, state, and federal regulations. The applicable policies of these plans, ordinances, and regulations are described below.

#### **Federal Regulations**

#### Federal Aviation Administration Noticing Requirements

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

MCAS Miramar contains the closest airport runway to the project site, approximately 7.5 miles away. The project site is located within the FAA Noticing Area for MCAS Miramar.

### **State Regulations**

#### California Building Code (CBC)

Title 24 of the CCR requires that residential structures be designed to prevent the intrusion of exterior noise on the interior, so that any habitable room with windows closed does not exceed 45 CNEL attributable to exterior sources. The California Building Code Section 1208A.8.2 implements

this standard by stating that "interior noise levels attributable to exterior sources shall not exceed 45 CNEL in any habitable spaces (e.g., bedrooms, living rooms) within the residence.

#### Native American Coordination

Native American involvement in the development review process is addressed by several state laws. Senate Bill (SB) 18 includes detailed requirements for local agencies to consult with identified California Native American Tribes early in the planning and/or development process. The California Native American Graves Protection and Repatriation Act (2001) ensures that Native American human remains, and cultural items are treated with respect and dignity during all phases of the archaeological evaluation process in accordance with CEQA and any applicable local regulations.

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) applies to all projects that file notices to approve or adopt a negative declaration, mitigated negative declaration, or EIR. The bill requires that a lead agency begin consultation with a California Native American Tribe if it has requested, in writing, to be kept informed of projects by the lead agency, prior to the determination whether a negative declaration, mitigated negative declaration, or EIR will be prepared. The bill also specifies mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources (TCRs).

#### **Regional Plans**

#### San Diego Forward: The Regional Plan

SANDAG has primary statutory responsibility to provide a regional transportation network in its area of jurisdiction. San Diego Forward: The Regional Plan (SANDAG 2015) is the long-range planning document developed to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs. The Regional Plan establishes a framework to increase the region's transportation sustainability and encourage smart growth. The Regional Plan encourages local governments to increase residential and employment concentrations in areas with the best existing and future transit connections, and to preserve important open spaces. The focus is on implementation of basic smart growth principles designed to strengthen the integration of land use and transportation and help the San Diego region meet the greenhouse gas (GHG) emissions reductions set by the CARB. The Regional Plan has a horizon year of 2050, and projects regional growth and the construction of transportation projects over this time period (see Figure 3-8c, *Regional Connectivity Map*).

#### Multiple Species Conservation Program /City of San Diego MSCP Subarea Plan

The MSCP is a comprehensive habitat-conservation planning program for southwestern San Diego County. A primary goal of the MSCP is to preserve a network of habitat and open space to protect biodiversity. The MSCP identifies the MHPA, intended to link all core biological areas into a planned regional wildlife preserve. 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 (City 1997) contains a plan and process for the issuance of permits under the Federal Endangered Species Act, California Endangered Species Act, and the California Natural Communities Conservation Planning Act of 1991. The Implementing Agreement associated with the MSCP allows the City to issue Incidental Take Authorizations under the provisions of the MSCP. Applicable state and federal permits are still required for wetlands, Waters of the U.S., and listed species that are not covered by the MSCP. The City has adopted Biology Guidelines that, together with the Environmentally Sensitive Lands (ESL) Regulations and MSCP Subarea Plan, are used to evaluate project impacts and required mitigation. The Biology Guidelines provide for variable mitigation ratios for project impacts for different habitats and the location of the impacted area and proposed mitigation lands relative the MHPA. The MSCP identifies a 56,831-acre MHPA in the City for planning and preservation of core biological resource areas and corridors targeted for preservation.

The project site is within the Urban Areas segment of the City's MSCP Subarea Plan and is not located within or adjacent to the MHPA; the closest MHPA land is within Black Mountain Open Space Park (located approximately 800 feet west of the project site). The precise distance between the project and the City's MHPA varies from 690 to 1,100 feet, and the distance from the project to the boundary of the Park varies from 180 to 1,080 feet. In between the site and this nearest MHPA boundary are a row of single-family homes and Peñasquitos Drive; most of the site is farther away from the MHPA.

#### MCAS Miramar Airport Land Use Compatibility Plan

The ALUC is an agency that is required by state law to exist in counties in which there is a commercial and/or a general aviation airport. The purpose of the ALUC is to protect public health, safety, and welfare by ensuring the orderly development of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports, to the extent that these areas are not already devoted to incompatible uses. The San Diego County Regional Airport Authority (SDCRAA) serves as the ALUC for MCAS Miramar, the public aviation facility nearest the project site. The MCAS Miramar airfield runway is approximately 7.5 miles from the project site. The ALUC is responsible for preparation of ALUCPs for each airport in the region. With limited exception, California law requires preparation of a compatibility plan for each public use and military airport in the state.

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

The MCAS Miramar ALUCP is the fundamental tool used by the SDCRAA to promote land use compatibility between airports and the surrounding land uses in the air station vicinity. The MCAS Miramar ALUCP is intended to (1) provide for the orderly growth of the airport and area surrounding the airport; and (2) safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The ALUCP contains compatibility criteria, maps, and other policies to carry out these objectives (SDCRAA 2008). The project site is within the AIA for MCAS Miramar, as shown on Figure 5.1-1, *Airport Land Use Compatibility Zone—MCAS Miramar*. The AIA is defined as "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an

airport land use commission" (County of San Diego 2008). The AIA for MCAS Miramar serves as the planning boundary for the ALUCP for that airfield facility and is divided into two review areas: (1) Review Area 1 comprises the noise contours, safety zones, airspace protection surfaces, and overflight areas; and (2) Review Area 2 comprises the airspace protection surfaces and overflight areas. The project site is within Review Area 2 for MCAS Miramar.

Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. Within Review Area 2, only land use actions for which the height of objects is an issue are subject to ALUC review (see Policy 2.6.2[a][2]).

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

#### **Regional Air Quality Strategy**

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 updated most recently in 2016. The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for ozone. The SDAPCD has also developed the air basin's input to the SIP, which is required under the federal CAA for areas that are out of attainment of air quality standards. The SIP, approved by the USEPA in 1996, includes the SDAPCD's plans and control measures for attaining the ozone national standard.

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

#### Water Quality Control Plan for the San Diego Basin

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

#### **Local Plans and Regulations**

#### City of San Diego General Plan

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

#### Strategic Framework

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

The General Plan incorporates the City of Villages strategy to focus growth into compact, mixed-use, walkable centers linked to an improved regional transit system. A "village" is defined as the mixed-use community or neighborhood center where residential, commercial, employment, and civic uses are integrated by pedestrian-friendly design characterized by inviting, accessible, and attractive building frontages, streets, and public spaces. This compact urban form reduces the need to travel and makes alternative modes of transportation easier to use.

Public spaces will vary from village to village, consisting of well-designed public parks or plazas that bring people together. Implementation of the City of Villages strategy relies upon the designation and development of village sites through the community plan update or amendment process, with the strategy identifying several village types and their characteristics. There is no village designated in the vicinity of the project site. A range of village characteristics were evaluated when the General Plan was adopted and applied Citywide as a guide to areas that may have propensity to develop as villages. As identified in General Plan Figure LU-1, Village Propensity, the project site is located within an area identified as being of low village propensity except for the southernmost area (i.e., where the existing tennis courts and shed are located), which is associated with a larger area of medium village propensity. Although it does not qualify as a village, the project would bring residential land uses and public spaces in close proximity to commercial/retail and hotel development, with connections to transit, consistent with the City of Villages Strategy.

#### Land Use and Community Planning Element

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

Land Use Element policies that are relevant to the project are as follows.

#### Community Planning

- Policy LU-C.3: Maintain or increase the City's supply of land designated for various residential densities as community plans are prepared, updated, or amended.
- Policy LU-C.4: Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new development meet the density minimums of applicable plan designations.

#### Plan Amendment Process

- 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.
- Policy LU-D.2: Require an amendment to the public facilities financing plan concurrently with an amendment to the General Plan and community plan when a proposal results in a demand for public facilities that is different from the adopted community plan and public facilities financing plan.
- Policy LU-D.3: Evaluate all privately proposed plan amendment and City-initiated land use designation amendment requests through the plan amendment initiation process and present the proposal to the Planning Commission or City Council for consideration.

- Policy LU-D.12: Evaluate specific issues that were identified through the initiation process, whether the proposed amendment helps achieve the long-term community goals, as well as any additional community-specific amendment evaluation factors.
- Policy LU-D.13: Address the following standard plan amendment issues prior to the Planning Commission decision at public hearing related to level and diversity of community support; appropriate size and boundary for the amendment site; provision of additional benefit to the community; implementation of major General Plan and community plan goals, especially as related to the vision, values, and City of Villages strategy; and provision of public facilities.

#### Airport Land Use Compatibility

- Policy LU-G.2: Submit all amendments and updates to the General Plan, community plans, specific plans, airport plans, development regulations and zoning ordinances affected by an airport influence area to the ALUC to ensure that they are consistent with the Airport Land Use Compatibility Plan or have the City Council take steps to overrule the ALUC.
- Policy LU-G.5: Implement the height standards used by the FAA as defined by Code of Federal Regulations Title 14, Part 77 through development regulations and zoning ordinances.
- Policy LU-G.6: Require that all proposed development projects (ministerial and discretionary actions) notify the FAA in areas where the proposed development meets the notification criteria as defined by Code of Federal Regulation Title 14, Part 77.
  - a. Require that all proposed development projects that are subject to FAA notification requirement provide documentation that FAA has determined that the project is not a Hazard to Air Navigation prior to project approval.
  - b. Require that the Planning Commission and City Council approve any proposed development that the FAA has determined to be a Hazard to Air Navigation once state and ALUC requirements are satisfied.

#### Balanced Communities and Equitable Development

- Policy LU-H.1: Promote development of balanced communities that take into account community-wide involvement, participation, and needs.
  - b. Invest strategically in public infrastructure and offer development incentives that are consistent with the neighborhood's vision.
  - e. Provide affordable housing opportunities within the community to help offset the displacement of the existing population.
  - f. Provide a full range of senior housing from active adult to convalescent care in an environment conducive to the specific needs of the senior population.

- Policy LU-H.2: Provide affordable housing throughout the City so that no single area experiences a disproportionate concentration.
- Policy LU-H.3: Provide a variety of housing types and sizes with varying levels of affordability in residential and village developments.
- 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.

#### Environmental Justice

- Policy LU-I.1: Ensure environmental justice in the planning process through meaningful public involvement.
  - a. Assure potentially affected community residents that they have opportunities to participate in decisions that affect their environment and health, and that the concerns of all participants involved will be considered in the decision-making process.
  - b. Increase public outreach to all segments of the community so that it is informative and detailed in terms of process and options available to the community.
  - c. Consult with California Native American tribes to provide them with an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to cultural places.
- Policy LU-I.10: Improve mobility options and accessibility for the non-driving elderly, disabled, low-income and other members of the population (see also Mobility Element, Section B).
  - a. Work with regional transit planners to implement small neighborhood shuttles and local connectors in addition to other services.
  - b. Increase the supply of housing units that are in close physical proximity to transit and to everyday goods and services, such as grocery stores, medical offices, post offices, and drug stores.
- 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.
- LU-I.16: Ensure the provision of noise abatement and control policies that do not disenfranchise, or provide special treatment of, any particular group, location of concern, or economic status.

#### Mobility Element

The purpose of the Mobility Element is "to improve mobility through development of a balanced, multi-modal transportation network" (City 2008a). The element identifies the proposed

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

The City's map of Transit Priority Areas per SB 743 indicates that the project site is approximately 0.7 mile from a Transit Priority Area (City 2019b).

Mobility Element policies that are relevant to the project are as follows.

#### Walkable Community

- Policy ME-A.1: Design and operate sidewalks, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions, including but not limited to those described in the Pedestrian Improvements Toolbox, Table ME-1.
- Policy ME-A.2: Design and implement safe pedestrian routes.
  - a. Collaborate with appropriate community groups, and other interested private and public sector groups or individuals to design and implement safe pedestrian routes to schools, transit, and other highly frequented destinations. Implement needed improvements and programs such as wider and non-contiguous sidewalks, more visible pedestrian crossings, traffic enforcement, traffic calming, street and pedestrian lighting, pedestrian trails, and educating children on traffic and bicycle safety.
  - d. Implement Crime Prevention Through Environmental Design (CPTED) measures to reduce the threat and incidence of crime in the pedestrian environment (see also Urban Design Element, Policy UD-A.17).
  - e. Ensure that there are adequate law enforcement, code enforcement, and litter and graffiti control to maintain safe and attractive neighborhoods.
  - f. Provide adequate levels of lighting for pedestrian safety and comfort.
- Policy ME-A.4: Make sidewalks and street crossings accessible to pedestrians of all abilities.
  - a. Meet or exceed all federal and state requirements.
  - b. Provide special attention to the needs of children, the elderly, and people with disabilities.
  - c. Maintain pedestrian facilities to be free of damage or trip hazards.

- Policy ME-A.5: Provide adequate sidewalk widths and clear path of travel as determined by street classification, adjoining land uses, and expected pedestrian usage.
  - a. Minimize obstructions and barriers that inhibit pedestrian circulation.
  - b. Consider pedestrian impacts when designing the width and number of driveways within a street segment.
- Policy ME-A.7: Improve walkability through the pedestrian-oriented design of public and private projects in areas where higher levels of pedestrian activity are present or desired.
  - a. Enhance streets and other public rights-of-way with amenities such as street trees, benches.
  - b. Design site plans and structures with pedestrian-oriented features (see also Urban Design Element, Policies UD-A.6, UD B.4, and UD-C.6).
  - c. Encourage the use of non-contiguous sidewalk design where appropriate to help separate pedestrians from auto traffic. In some areas, contiguous sidewalks with trees planted in grates adjacent to the street may be a preferable design.
  - d. Enhance alleys as secure pathways to provide additional pedestrian connections.
  - e. Implement traffic calming measures to improve walkability in accordance with Policy ME-C.5.
  - f. When existing sidewalks are repaired or replaced, take care to retain sidewalk stamps and imprints that are indicators of the age of a particular neighborhood, or that contribute to the historic character of a neighborhood.
- Policy ME-B.2: Support the provision of higher-frequency transit service and capital investments to benefit higher-density residential or mixed-use areas; higher-intensity employment areas and activity centers; and community plan-identified neighborhood, community, and urban villages; and transit-oriented development areas.
- Policy ME-B.3: Design and locate transit stops/stations to provide convenient access to high activity/density areas, respect neighborhood and activity center character, implement community plan recommendations, enhance the users' personal experience of each neighborhood/center, and contain comfortable walk and wait environments for customers (see also Urban Design Element, Policy UD-A.9).
- Policy ME-B.7: Support efforts to develop additional transportation options for non-driving older adults and persons with disabilities, including:
  - a. Expansion of the regional database of public and private/nonprofit transportation providers;
  - b. Development of innovative programs to link a wide range of transportation providers with persons in need; and

c. Identification of transportation providers and programs that could assist in evacuating persons in need, as a part of emergency and disaster preparedness plans that are referenced in the Public Facilities Element, Section P (see also Land Use Element, Policy LU-I.10).

#### Street and Freeway System

- Policy ME-C.2: Provide adequate capacity and reduce congestion for all modes of transportation on the street and freeway system.
- Policy ME-C.3: Design an interconnected street network within and between communities, which includes pedestrian and bicycle access, while minimizing landform and community character impacts.
- Policy ME-C.6: Locate and design new streets and freeways and, to the extent practicable, improve existing facilities to: respect the natural environment, scenic character, and community character of the area traversed; and to meet safety standards.
- Policy ME-C.8: Implement Traffic Impact Study Guidelines that address site and community specific issues.
  - a. Give consideration to the role of alternative modes of transportation and transportation demand management (TDM) plans in addressing development project traffic impacts.
  - b. Consider the results of site-specific studies or reports that justify vehicle trip reductions (see also ME-E.7).
  - c. Implement best practices for multi-modal quality/level of service analysis guidelines to evaluate potential transportation impacts and determine appropriate mitigation measures from a multi-modal perspective.
- Policy ME-E.3: Emphasize the movement of people rather than vehicles.
- Policy ME-E.6: Require new development to have site designs and on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, and provision of amenities that are supportive and conducive to implementing TDM strategies such as car sharing vehicles and parking spaces, bike lockers, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate.

#### Bicycling

- Policy ME-F.4: Provide safe, convenient, and adequate short- and long-term bicycle parking facilities and other bicycle amenities for employment, retail, multi-family housing, schools and colleges, and transit facility uses.
  - a. Continue to require bicycle parking in commercial and multiple unit residential zones.
  - b. Provide bicycle facilities and amenities to help reduce the number of vehicle trips.

#### Parking Management

- Policy ME-G.2: Implement innovative and up-to-date parking regulations that address the vehicular and bicycle parking needs generated by development.
  - a. Adjust parking rates for development projects to take into consideration access to existing and funded transit with a base mid-day service frequency of 10 to 15 minutes, affordable housing parking needs, shared parking opportunities for mixed-use development, provision of on-site car sharing vehicles and parking spaces and implementation of TDM plans.
  - b. Strive to reduce the amount of land devoted to parking through measures such as parking structures, shared parking, mixed-use developments, and managed public parking (see also ME-G.3), while still providing appropriate levels of parking.
- Policy ME-G.5: Implement parking strategies that are designed to help reduce the number and length of automobile trips. Reduced automobile trips would lessen traffic and air quality impacts, including greenhouse gas emissions (see also Conservation Element, Section A). Potential strategies include but are not limited to those described on Table ME3.

#### Urban Design Element

The purpose of the Urban Design Element is "to guide physical development toward a desired image that is consistent with the social, economic and aesthetic values of the City" (City 2008a). The Urban Design Element policies capitalize on San Diego's natural beauty and unique neighborhoods by calling for development that respects the natural setting, enhances the distinctiveness of its neighborhoods, strengthens the natural and built linkages, and creates mixed-use, walkable villages throughout the City. Urban Design Element policies help support and implement land use and transportation decisions, encourage economic revitalization, and improve the quality of life in San Diego. Ultimately, the Urban Design Element influences the implementation of all of the General Plan's elements and community plans. It sets goals and policies for the pattern and scale of development as well as the character of the built environment.

Urban Design Element policies that are relevant to the project are as follows.

#### General Urban Design

- Policy UD-A.4: Use sustainable building methods in accordance with the sustainable development policies in the Conservation Element.
- Policy UD-A.5: Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.
- Policy UD-A.6: Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.
  - a. Locate buildings on the site so that they reinforce street frontages.
  - b. Relate buildings to existing and planned adjacent uses.

- c. Ensure that building entries are prominent, visible, and well-located.
- d. Maintain existing setback patterns, except where community plans call for a change to the existing pattern.
- e. Minimize the visual impact of garages, parking and parking portals to the pedestrian and street façades.
- Policy UD-A.8: Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.
  - a. Maximize the planting of new trees, street trees and other plants for their shading, air quality, and livability benefits (see also Conservation Element, Policies CE-A.11, CE-A.12, and Section J).
  - b. Use water conservation through the use of drought-tolerant landscape, porous materials, and reclaimed water where available.
  - c. Use landscape to support storm water management goals for filtration, percolation, and erosion control.
  - d. Use landscape to provide unique identities within neighborhoods, villages, and other developed areas.
  - e. Landscape materials and design should complement and build upon the existing character of the neighborhood.
  - f. Design landscape bordering the pedestrian network with new elements, such as a new plant form or material, at a scale and intervals appropriate to the site. This is not intended to discourage a uniform street tree or landscape theme, but to add interest to the streetscape and enhance the pedestrian experience.
  - g. Establish or maintain tree-lined residential and commercial streets. Neighborhoods and commercial corridors in the City that contain tree-lined streets present a streetscape that creates a distinctive character.
    - 1. Identify and plant trees that complement and expand on the surrounding street tree fabric.
    - 2. Unify communities by using street trees to link residential areas.
    - 3. Locate street trees in a manner that does not obstruct ground illumination from streetlights.
  - h. Shade paved areas, especially parking lots.

- i. Demarcate public, semi-public/private, and private spaces clearly through the use of landscape, walls, fences, gates, pavement treatment, signs, and other methods to denote boundaries and/or buffers.
- j. Use landscaped walkways to direct people to proper entrances and away from private areas.
- k. Reduce barriers to views or light by selecting appropriate tree types, pruning thick hedges, and large overhanging tree canopies.
- I. Utilize landscape adjacent to natural features to soften the visual appearance of a development and provide a natural buffer between the development and open space areas.
- Policy UD-A.9: Incorporate existing and proposed transit stops or stations into project design (see also Mobility Element, Policies ME-B.3 and ME-B.9).
  - a. Provide attractively designed transit stops and stations that are adjacent to active uses, recognizable by the public, and reflect desired neighborhood character (see also Land Use Element, Policy LU-I.11).
  - b. Design safe, attractive, accessible, lighted, and convenient pedestrian connections from transit stops and stations to building entrances and street network (see also Land Use Element, Policy LU-I.10)
- Policy UD-A.10: Design or retrofit streets to improve walkability, bicycling, and transit integration; to strengthen connectivity; and to enhance community identity. Streets are an important aspect of Urban Design as referenced in the Mobility Element, Sections A, B, C, and F.
- Policy UD-A.11. Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking (see also Mobility Element, Section G).
  - a. Design safe, functional, and aesthetically pleasing parking structures.
  - b. Design structures to be of a height and mass that are compatible with the surrounding area.
  - c. Use building materials, detailing, and landscape that complement the surrounding neighborhood.
  - d. Provide well-defined, dedicated pedestrian entrances.
  - e. Use appropriate screening mechanisms to screen views of parked vehicles from pedestrian areas, and headlights from adjacent buildings.
  - f. Pursue development of parking structures that are wrapped on their exterior with other uses to conceal the parking structure and create an active streetscape. Where ground
floor commercial is proposed, provide a tall, largely transparent ground floor along pedestrian active streets.

- g. Encourage the use of attendants, gates, natural lighting, or surveillance equipment in parking structures to promote safety and security.
- Policy UD-A.12: Reduce the amount and visual impact of surface parking lots.
- Policy UD-A.13: Provide lighting from a variety of sources at appropriate intensities and qualities for safety.
  - a. Provide pedestrian-scaled lighting for pedestrian circulation and visibility.
  - b. Use effective lighting for vehicular traffic while not overwhelming the quality of pedestrian lighting.
  - c. Use lighting to convey a sense of safety while minimizing glare and contrast.
  - d. Use vandal-resistant light fixtures that complement the neighborhood and character.
  - e. Focus lighting to eliminate spill-over so that lighting is directed, and only the intended use is illuminated.
- Policy UD-A.14: Design project signage to effectively utilize sign area and complement the character of the structure and setting.

#### Distinctive Neighborhood/Residential Design

- Policy UD-B.1: Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Projects should not be viewed singularly, but viewed as part of the larger neighborhood or community plan area in which they are located for design continuity and compatibility.
  - a. Integrate new construction with the existing fabric and scale of development in surrounding neighborhoods. Taller or denser development is not necessarily inconsistent with older, lower-density neighborhoods but must be designed with sensitivity to existing development. For example, new development should not cast shadows or create wind tunnels that will significantly impact existing development and should not restrict vehicular or pedestrian movements from existing development.
  - b. Design new construction to respect the pedestrian orientation of neighborhoods.
  - c. Provide innovative designs for a variety of housing types to meet the needs of the population.
- Policy UD-B.2: Achieve a mix of housing types within single developments (see also Land Use and Community Planning Element, Section H, and Housing Element).
  - a. Incorporate a variety of unit types in multi-family projects.

- Policy UD-B.4: Create street frontages with architectural and landscape interest for both pedestrians and neighboring residents.
  - a. Locate buildings on the site so that they reinforce street frontages.
  - b. Relate buildings to existing and planned adjacent uses.
  - c. Provide ground level entries and ensure that building entries are prominent and visible.
  - d. Maintain existing setback patterns, except where community plans call for redevelopment to change the existing pattern.
  - e. Locate transparent features such as porches, stoops, balconies, and windows facing the street to promote a sense of community.
  - f. Encourage side- and rear-loaded garages. Where not possible, reduce the prominence of the garage through architectural features and varying planes.
  - g. Minimize the number of curb-cuts along residential streets.
- 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 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 (see also Mobility Element, Policy ME-C.5).
  - 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.
- Policy UD-B.7: Work with community groups and property owners to ensure adequate street maintenance, public landscape maintenance, law enforcement, code enforcement, and litter and graffiti control to maintain safe and attractive neighborhoods.
- Policy UD-B.8: Provide useable open space for play, recreation, and social or cultural activities in multi-family as well as single-family projects.

#### Public Spaces and Civic Architecture

- Policy UD-E.1: Include public plazas, squares or other gathering spaces in each neighborhood and village center (see also UD-C.1 and UD-C.5 for additional public space requirements in village centers, and UD-F.3 for policy direction on public art and cultural activities in public spaces).
  - a. Locate public spaces in prominent, recognizable, and accessible locations.
  - b. Design outdoor open areas as "outdoor rooms," developing a hierarchy of usable spaces that create a sense of enclosure using landscape, paving, walls, lighting, and structures.
  - c. Develop each public space with a unique character, specific to its site and use.
  - d. Design public spaces to accommodate a variety of artistic, social, cultural, and recreational opportunities including civic gatherings such as festivals, markets, performances, and exhibits.
  - e. Consider artistic, cultural, and social activities unique to the neighborhood and designed for varying age groups that can be incorporated into the space.
  - f. Use landscape, hardscape, and public art to improve the quality of public spaces.
  - g. Encourage the active management and programming of public spaces.
  - h. Design outdoor spaces to allow for both shade and the penetration of sunlight.
  - i. Frame parks and plazas with buildings which visually contain and provide natural surveillance into the open space.
  - j. Address maintenance and programming.

# Public Facilities, Services, and Safety Element

The purpose of the Public Facilities, Services, and Safety Element (Public Facilities Element) is "to provide the public facilities and services needed to serve the existing population and new growth" (City 2008a). This element contains policies that address public financing strategies, public and developer financing responsibilities, prioritization, and the provision of specific facilities and services that must accompany growth. The policies within the Public Facilities Element also apply to

transportation, as well as park and recreation facilities and services. The element provides policies to guide the provision of a wide range of public facilities and services, including fire-rescue, police, wastewater, storm water infrastructure, water infrastructure, waste management, libraries, schools, information infrastructure, public utilities, regional facilities, healthcare services and facilities, disaster preparedness, and seismic safety.

Public Facilities Element policies that are relevant to the project are as follows.

#### Evaluation of Growth, Facilities, and Services

- Policy PF-C.1: Require development proposals to fully address impacts to public facilities and services.
  - a. Identify the demand for public facilities and services resulting from discretionary projects.
  - b. Identify specific improvements and financing which would be provided by the project, including but not limited to sewer, water, storm drain, solid waste, fire, police, libraries, parks, open space, and transportation projects.
  - c. Subject projects, as a condition of approval, to exactions that are reasonably related and in rough proportionality to the impacts resulting from the proposed development.
  - d. Provide public facilities and services to assure that current levels of service are maintained or improved by new development within a reasonable time period.
- Policy PF-C.3: Satisfy a portion of the requirements of PF-C.1 through physical improvements, when a nexus exists, that will benefit the affected community planning area when projects necessitate a community plan amendment due to increased densities.

#### Fire-Rescue

- Policy PF-D.1: Locate, staff, and equip fire stations to meet established response times. Response time objectives are based on national standards. Add one minute for turnout time to all response time objectives on all incidents.
  - Total response time for deployment and arrival of the first-in engine company for fire suppression incidents should be within four minutes 90 percent of the time.
  - Total response time for deployment and arrival of the full first alarm assignment for fire suppression incidents should be within eight minutes 90 percent of the time.
  - Total response time for the deployment and arrival of first responder or higher-level capability at emergency medical incidents should be within four minutes 90 percent of the time.
  - Total response time for deployment and arrival of a unit with advanced life support capability at emergency medical incidents, where this service is provided by the City, should be within eight minutes 90 percent of the time.

### Police

- Safe, peaceful, and orderly communities.
- Police services that respond to community needs, respect individuals, develop partnerships, manage emergencies, and apprehend criminals with the highest quality of service.

#### Wastewater

• Policy PF-F.6: Coordinate land use planning and wastewater infrastructure planning to provide for future development and maintain adequate service levels.

#### Stormwater Infrastructure

- Policy PF-G.1: Ensure that all storm water conveyance systems, structures, and maintenance practices are consistent with federal Clean Water Act and California Regional Water Quality Control Board NPDES Permit standards.
- Policy PF-G.2: Install infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching receiving waters and potable water supplies.
- Policy PF-G.3: Meet and preferably exceed regulatory mandates to protect water quality in a cost-effective manner monitored through performance measures.
- Policy PF-G.5: Identify and implement BMPs for projects that repair, replace, extend or otherwise affect the storm water conveyance system. These projects should also include design considerations for maintenance, inspection, and, as applicable, water quality monitoring.
- Policy PF-H.2: Provide and maintain essential water storage, treatment, supply facilities, and infrastructure to serve existing and future development.

#### Waste Management

- Policy PF-I.2: Maximize waste reduction and diversion (see also Conservation Element, Policy CE.A.9).
  - d. Maximize the separation of recyclable and compostable materials.
  - f. Reduce and recycle Construction and Demolition (C&D) debris. Strive for recycling of 100 percent of inert C&D materials and a minimum of 50 percent by weight of all other material.
  - g. Use recycled, composted, and post-consumer materials in manufacturing, construction, public facilities and in other identified uses whenever appropriate.
  - I. Encourage the private sector to build a mixed construction and demolition waste materials recycling facility.

# Seismic Safety

- Policy PF-Q.1: Protect public health and safety through the application of effective seismic, geologic, and structural considerations.
  - a. Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be disclosed, when applicable, in the CEQA document accompanying a discretionary action.
  - c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected.
  - g. Adhere to state laws pertaining to seismic and geologic hazards.

#### **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" (City 2008a). The Recreation Element provides goals and policies to guide the City's vision for parks, open space, trails, and recreation facilities Citywide and within individual communities. The goals and policies of the Recreation Element have been developed to take advantage of the City's natural environment and resources, to build upon existing recreation facilities and services, to help achieve an equitable balance of recreational resources, and to adapt to future recreation needs.

The Recreation Element provides guidelines for the provision of population-based, resource-based, and open space park lands and calls for the preparation of a comprehensive Parks Master Plan. Recreation Element policies also support joint use and cooperative agreements, protection and enjoyment of the City's canyon lands, alternative methods of providing "equivalent" recreation facilities and infrastructure in land-constrained areas, and implementation of a financing strategy to better fund park facility development and maintenance.

The Recreation Element's Community Plan Designated Open Space and Parks Map (Figure RE-1) designates most of the project site as "Open Space (Public & Private)" which reflects the land use designation in the Rancho Peñasquitos Community Plan.

Recreation Element policies that are relevant to the project are as follows.

- Policy RE-A.8: Provide population-based parks at a minimum ratio of 2.8 useable acres per 1,000 residents (see also Table RE2, Parks Guidelines).
  - a. All park types within the Population-based Park Category could satisfy population-based park requirements (see also Table RE 2, Parks Guidelines).
  - b. The allowable amount of useable acres exceeding two percent grade at any given park site would be determined on a case-by-case basis by the City.

### **Conservation Element**

The purpose of the Conservation Element is for the City "to become an international model of sustainable development and conservation and to provide for the long-term conservation and sustainable management of the rich and natural resources that help define the City's identity, contribute to its economy, and improve its quality of life" (City 2008a). The Conservation Element contains policies to guide the conservation of resources that are fundamental components of San Diego's environment, that help define the City's identity, and that are relied upon for continued economic prosperity. San Diego's resources include, but are not limited to, water, land, air, biodiversity, minerals, natural materials, recyclables, topography, viewsheds, and energy. The Conservation Element contains policies for sustainable development; preservation of open space and wildlife; management of resources; and other initiatives to protect the public health, safety, and welfare. The Conservation Element includes a reference to the City's CAP (see additional discussion below); the CAP addresses both the GHG emissions from the community (residential, commercial, and industrial sectors) and the GHG emissions specifically from the operations provided by City government.

Conservation Element policies that are relevant to the project are as follows.

#### *Climate Change and Sustainable Development*

- Policy CE-A.5: Employ sustainable or "green" building techniques for the construction and operation of buildings.
- Policy CE-A.8: Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I.2, or by renovating or adding on to existing buildings, rather than constructing new buildings.
- Policy CE-A.9: Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible, through factors including:
  - Scheduling time for deconstruction and recycling activities to take place during project demolition and construction phases;
  - Using life cycle costing in decision-making for materials and construction techniques. Life cycle costing analyzes the costs and benefits over the life of a particular product, technology, or system;
  - Removing code obstacles to using recycled materials in buildings and for construction; and
  - Implementing effective economic incentives to recycle construction and demolition debris (see also Public Facilities Element, Policy PF-I.2).
- Policy CE-A.10: Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas.

- a. Provide permanent, adequate, and convenient space for individual building occupants to collect refuse and recyclable material.
- b. Provide a recyclables collection area that serves the entire building or project. The space should allow for the separation, collection and storage of paper, glass, plastic, metals, yard waste and other materials as needed.
- Policy CE-A.11: Implement sustainable landscape design and maintenance.
  - a. Use integrated pest management techniques, where feasible, to delay, reduce, or eliminate dependence on the use of pesticides, herbicides, and synthetic fertilizers.
  - b. Encourage composting efforts through education, incentives, and other activities.
  - c. Decrease the amount of impervious surfaces in developments, especially where public places, plazas and amenities are proposed to serve as recreation opportunities (see also Recreation Element, Policy RE A.6 and A.7).
  - d. Strategically plant deciduous shade trees, evergreen trees, and drought tolerant native vegetation, as appropriate, to contribute to sustainable development goals.
  - e. Reduce use of lawn types that require high levels of irrigation.
  - f. Strive to incorporate existing mature trees and native vegetation into site designs.
  - g. Minimize the use of landscape equipment powered by fossil fuels.
  - h. Implement water conservation measures in site/building design and landscaping.
  - i. Encourage the use of high efficiency irrigation technology, and recycled site water to reduce the use of potable water for irrigation. Use recycled water to meet the needs of development projects to the maximum extent feasible (see Policy CE-A.12).
- Policy CE-A.12: Reduce the San Diego Urban Heat Island, through actions such as:
  - Using cool roofing materials, such as reflective, low heat retention tiles, membranes and coatings, or vegetated eco-roofs to reduce heat build-up;
  - Planting trees and other vegetation, to provide shade and cool air temperatures. In particular, properly position trees to shade buildings, air conditioning units, and parking lots; and
  - Reducing heat build-up in parking lots through increased shading or use of cool paving materials as feasible (see also Urban Design Element, Policy UDA.12).
- Policy CE-D.5: Integrate water and land use planning into local decision-making, including using water supply and land use studies in the development review process.

- Policy CE-E.2: Apply water quality protection measures to land development projects early in the process during project design, permitting, construction, and operations in order to minimize the quantity of runoff generated on site, the disruption of natural water flows and the contamination of storm water runoff.
  - a. Increase on-site infiltration, and preserve, restore or incorporate natural drainage systems into site design.
  - b. Direct concentrated drainage flows away from the MHPA and open space areas. If not possible, drainage should be directed into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA or open space areas.
  - c. Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible.
  - d. Increase the use of vegetation in drainage design.
  - e. Maintain landscape design standards that minimize the use of pesticides and herbicides.
  - f. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where impacts are unavoidable, enforce regulations that minimize their impacts.
  - g. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies.
  - h. Enforce maintenance requirements in development permit conditions.
- Policy CE-E.3: Require contractors to comply with accepted storm water pollution prevention planning practices for all projects.
  - a. Minimize the amount of graded land surface exposed to erosion and enforce erosion control ordinances.
  - b. Continue routine inspection practices to check for proper erosion control methods and housekeeping practices during construction.
- Policy CE-E.6: Continue to encourage "Pollution Control" measures to promote the proper collection and disposal of pollutants at the source, rather than allowing them to enter the storm drain system.
  - a. Promote the provision of used oil recycling and/or hazardous waste recycling facilities and drop-off locations.
  - b. Review plans for new development and redevelopment for connections to the storm drain system.
  - c. Follow up on complaints of illegal discharges and accidental spills to storm drains, waterways, and canyons.

- Policy CE-F.4: Preserve and plant trees and vegetation that are consistent with habitat and water conservation policies, and that absorb carbon dioxide and pollutants.
- Policy CE-F.6: Encourage and provide incentives for the use of alternatives to single-occupancy vehicle use, including using public transit, carpooling, vanpooling, teleworking, bicycling, and walking.
- Policy CE-I.4: Maintain and promote water conservation and waste diversion programs to conserve energy.
- Policy CE-I.7: Pursue investments in energy efficiency and direct sustained efforts towards eliminating inefficient energy use.

# Noise Element

The Noise Element provides goals and policies to consider existing and future noise levels when making land use planning decisions. These are intended to guide the location of compatible land uses and incorporate noise attenuation measures for new uses where needed to protect people living and working in the City from exposure to excessive noise. To evaluate noise compatibility, the Noise Element establishes noise compatibility guidelines for specific land uses, as shown in Table 5.1-1, *City of San Diego Land Use - Noise Compatibility Guidelines*.

Community Noise Equivalent Level is the predominant noise rating scale used in California for land use compatibility. The City's guidelines establish noise exposure thresholds based upon land use categories. The compatible noise levels for project land use categories are up to 60 CNEL for multi-family residential and up to 70 CNEL for parks and recreation. Multi-family residential use is also conditionally compatible up to 70 CNEL and recreation use up to 75 CNEL if noise attenuation measures are incorporated into a project. Typical noise attenuation measures consist of site design features and building construction techniques that reduce noise exposure to 45 CNEL for residential indoor noise and to make outdoor activities acceptable.

Table 5.1-1 CITY OF SAN DIEGO LAND USE NOISE COMPATIBILITY GUIDELINES <sup>1</sup>							
Land Use Category		Exterior Noise Exposure (CNEL)					
		60-65	65-70	70-75	75+		
Parks and Recreational	•						
Parks, Active and Passive Recreation							
Outdoor Spectator Sports, Golf Courses; Water Recreational							
Facilities; Indoor Recreation Facilities							
Agricultural							
Crop Raising & Farming; Community Gardens, Aquaculture,							
Dairies; Horticulture Nurseries & Greenhouses; Animal Raising,							
Maintain & Keeping; Commercial Stables							
Residential							
Single Dwelling Units; Mobile Homes		45					
Multiple Dwelling Units		45	45				
Institutional							
Hospitals; Nursing Facilities; Intermediate Care Facilities; K-12		15					
Educational Facilities; Libraries; Museums; Child Care Facilities		45					
Other Educational Facilities including Vocational/Trade Schools		15	15				
and Colleges, and Universities)		45	40				
Cemeteries							
Retail Sales							
Building Supplies/Equipment; Groceries; Pets & Pet Supplies;							
Sundries, Pharmaceutical, & Convenience Sales; Apparel &			50	50			
Accessories							
Commercial Services							
Building Services; Business Support; Eating & Drinking; Financial							
Institutions; Maintenance & Repair; Personal Services; Assembly			50	50			
& Entertainment (includes public and religious assembly); Radio			50				
& Television Studios; Golf Course Support							
Visitor Accommodations		45	45	45			
Offices							
Business & Professional; Government; Medical, Dental & Health			50	50			
Practitioner; Regional & Corporate Headquarters							
Vehicle and Vehicular Equipment Sales and Services Use							
Vehicle Repair & Maintenance; Vehicle Sales & Rentals; Vehicle							
Equipment & Supplies Sales & Rentals; Vehicle Parking							
Wholesale, Distribution, Storage Use Category							
Equipment & Materials Storage Yards; Moving & Storage							
Facilities; Warehouse; Wholesale Distribution							

Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE NOISE COMPATIBILITY GUIDELINES <sup>1</sup>								
Land Use Category		Exterior Noise Exposure (CNEL)						
		<60	60-65	65-70	70-75	75+		
Indus	strial							
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking & Transportation Terminals; Mining & Extractive Industries								
Research & Development							50	
Compatible		Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level.					
	Compatible	Outdoor Uses	Activities associated with the land use may be carried out.					
	Conditionally	Indoor Uses	Building structure must attenuate exterior indoor noise level indicated by the numb for occupied areas. Conditionally indicate number for occupied areas.					to the r 50) e
Compa	Сотрацоје	Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable.					
	Incompatible	Indoor Uses	New construction should not be undertaken.					
Inc		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.					

Source: City of San Diego General Plan Noise Element 2008 (as amended in 2015)

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

Noise Element policies that are relevant to the project are as follows.

#### Noise and Land Use Compatibility

- Policy NE-A.1: Separate excessive noise-generating uses from residential and other noise-sensitive land uses with a sufficient spatial buffer of less sensitive uses.
- Policy NE-A.2: Assure the appropriateness of proposed developments relative to existing and future noise levels by consulting the guidelines for noise-compatible land use (shown on General Plan Table NE-3) to minimize the effects on noise-sensitive land uses.
- Policy NE-A.3: Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.
- Policy NE-A.4: Require an acoustical study consistent with Acoustical Study Guidelines (Table NE-4 of the General Plan) for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use - Noise Compatibility Guidelines (Table NE-3 of the General Plan), so that noise mitigation measures can be included in the project design to meet the noise guidelines.

#### Motor Vehicle Traffic Noise

- Policy NE-B.1: Encourage noise-compatible land uses and site planning adjoining existing and future highways and freeways.
- Policy NE-B.2: Consider traffic calming design, traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise (see also Mobility Element, Policy ME–C.5 regarding traffic calming).
- Policy NE-B.3: Require noise reducing site design, and/or traffic control measures for new development in areas of high noise to ensure that the mitigated levels meet acceptable decibel limits.
- Policy NE-B.4: Require new development to provide facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling and, where applicable, transit, to reduce peak-hour traffic.
- Policy NE-B.5: Designate local truck routes to reduce truck traffic in noise-sensitive land uses areas.
- Policy NE-B.6: Work with Caltrans to landscape freeway-highway rights-of-way buffers and install low noise pavement surfaces, berms, and noise barriers to mitigate state freeway and highway traffic noise.
- Policy NE-B.7: Promote the use of berms, landscaping, setbacks, and architectural design where appropriate and effective, rather than conventional wall barriers to enhance aesthetics.
- Policy NE-B.9: When parks are located in noisier areas, seek to reduce exposure through site planning, including locating the most noise sensitive uses, such as children's play areas and picnic tables, in the quieter areas of the site; and in accordance with the other policies of this section.

# Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise

- Policy NE-G.1: Implement limits on the hours of operation for non-emergency construction and refuse vehicle and parking lot sweeper activity in residential areas and areas abutting residential areas.
- Policy NE-G.2: Implement limits on excessive public noises that a person could reasonably consider disturbing and/or annoying in residential areas and areas abutting residential areas.

# Event Noise

• Policy NE-H.1: Coordinate special events with event promoters and organizers to minimize the effects of noise on adjacent residential uses to the degree feasible.

#### *Typical Noise Attenuation Methods*

- Policy NE-I.1: Require noise attenuation measures to reduce the noise to an acceptable noise level for proposed developments to ensure an acceptable interior noise level, as appropriate, in accordance with California's noise insulation standards (CCR Title 24) and Airport Land Use Compatibility Plans.
- Policy NE-I.2: Apply CCR Title 24 noise attenuation measures requirements to reduce the noise to an acceptable noise level for proposed single-family, mobile homes, senior housing, and all other types of residential uses not addressed by CCR Title 24 to ensure an acceptable interior noise level, as appropriate.
- Policy NE-I.3: Consider noise attenuation measures and techniques addressed by the Noise Element, as well as other feasible attenuation measures not addressed as potential mitigation measures, to reduce the effect of noise on future residential and other noise-sensitive land uses to an acceptable noise level.

Refer to Issue 3 for more information pertaining to the specific goals and policies of the Noise Element that apply to the project.

#### Housing Element

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

Housing Element policies that are relevant to the project are as follows.

- Policy HE-A.5: Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new development meet the density minimums, as well as maximums, of applicable zone and plan designations.
- Policy HE-B.4: Ensure that the development of low-income housing meets applicable standards of health, safety, and decency.

- Policy HE-B.5: Emphasize the provision of affordable housing in proximity to emerging job opportunities throughout the City of San Diego. Jobs/housing linkages should be considered through the community plan update process. This desired linkage should be reflected through appropriate land use designations and zoning.
- Policy HE-B.16: Foster a housing stock that meets the needs of all residents across lifecycles.
- Policy HE-B.17: Focus the City's resources for elderly housing at the low-income end of the elderly population.
- Policy HE-B.18: Encourage housing for the elderly and people with disabilities near public transportation, shopping, medical, and other essential support services and facilities.
- Policy HE-B.19: Support the integration of persons with disabilities into the private housing market.
- Policy HE-I.1: Seek attainment of community balance with respect to utilization of affordable housing resources. Available tools include new construction, acquisition, first-time homebuyer assistance, rehabilitation, maintenance, and rental subsidies. Different tools will be emphasized in different communities depending on their needs and the objectives and policies specified in the applicable community plan.
- Policy HE-1.2: An inclusionary housing requirement shall be in effect throughout the City to help ensure that affordable housing opportunities are spread throughout the City.
- Policy HE-I.4: The City's highest housing priority shall be to provide housing for very low- and low-income families and special needs populations.
- Policy HE-1.5: Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.
- Policy HE-I.6: Encourage location of affordable housing opportunities throughout all sections of the City by encouraging mixed-income developments through a variety of programs and by encouraging the dispersal of rental subsidies.
- Policy HE-I.8: Ensure that new housing fosters a sense of community through architectural design using features that promote community interaction. This will enable growth to be accommodated throughout the City without adversely impacting existing neighborhood character.
- Policy HE-J.3: Seek to locate higher-density housing principally along transit corridors, near employment opportunities, and in proximity to village areas identified elsewhere in community plans.
- Policy HE-J.4: Improve infrastructure systems throughout the City's communities to support infill development and promote new affordable housing. A comprehensive funding strategy should be developed in order to address existing deficiencies and future needs.

- Policy HE-J.5: Support car-sharing programs and the installation of electric vehicle charging stations to promote carbon reduction and reduce residents' reliance upon car ownership.
- Policy HE-J.8: Require net-zero energy for new residential buildings by the year 2020 to meet the state's goal outlined in the Long-Term Energy Efficiency Strategic Plan.
- Policy HE-J.12: Support and encourage high performance design standards in new construction and redevelopment to promote increased energy conservation.
- Policy HE-J.19: Support the designation of preferred parking spaces for electric vehicle charging and carpooling for multi-family housing.
- Policy HE-J.21: Encourage and support the design of cooling-load-avoidance measures into residential buildings. This includes the use of building geometries to limit solar gain on east and west façades; limit the area of east- and west-facing glazing; exterior shading devices above glazing; glazing tuned to the orientation; high insulation levels to reduce conductive heat gain; reflective roofing; and optimized day lighting to minimize the use of electric lighting.
- Policy HE-J.22: Promote landscaping to minimize cooling requirements. Trees, vines, annuals, and green roofs can all help control heat gain and minimize cooling demands on a building.
- Policy HE-J.23: Encourage and support the design and use of passive design techniques where the property is conducive.

# City of San Diego Climate Action Plan

The City adopted its CAP in December 2015 to outline the actions to be taken by the City to achieve its proportional share of state GHG emission reductions (City 2015a), consistent with CARB requirements associated with Executive Order (EO) S-3-05, AB 32, EO B-30-15, SB 32, AB 197, AB 1493, EO S-01-07, SB 375, and related laws and regulations discussed in Section 5.6, *Greenhouse Gases*, of this EIR. The CAP serves four primary purposes: (1) providing a roadmap for the City to achieve GHG reductions; (2) conforming the City's climate change efforts to California laws and regulations; (3) implementing climate change actions from the General Plan; and (4) providing for CEQA tiering to address the GHG emissions of new development. The CAP identifies five strategic areas to focus its GHG reduction targets: energy and water efficient buildings; clean and renewable energy; bicycling, walking, transit, and land use; zero waste; and climate resiliency.

The CAP serves as mitigation for the CEQA GHG/climate change impacts of the City's 2008 General Plan identified in the General Plan EIR (City 2015a). The CAP supports implementation of the General Plan by supporting changes to the urban land use form, providing greater transportation choices, and transforming how energy is used and produced. The General Plan calls for the City to reduce its carbon footprint through actions including adopting new or amended regulations, programs, and incentives. General Plan Policy CE-A.13 specifically identifies the need for an update of the City's 2005 Climate Protection Action Plan that identifies actions and programs to reduce GHG emissions of the community-at-large, and City operations. Additionally, the CAP serves as a "Qualified GHG Reduction Plan" for purposes of tiering under CEQA. The CAP quantifies baseline GHG emissions for 2010; provides emissions forecasts for 2020 and 2035; establishes reduction targets for 2020 and 2035; identifies strategies and measures to reduce GHG levels; and provides guidance for monitoring progress on an annual basis. Implementation of the CAP relies on compliance with various policies within the General Plan and consistency with the underlying land use assumptions in the CAP. In 2016, the City adopted a CAP Consistency Checklist to be contained within, and used in conjunction with, the CAP (City 2016d). The purpose of the checklist is "to provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the CEQA" (City 2016d).

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

# Rancho Peñasquitos Community Plan

The RPCP was adopted by the City Council on March 30, 1993 as an update to the 1978 Peñasquitos East Community Plan and incorporates many amendments since its adoption. The RPCP planning area comprises approximately 6,500 acres, including much of the regional Black Mountain Open Space Park. The Rancho Peñasquitos community is located in the northeastern portion of the City of San Diego, 17 miles north of downtown San Diego and 8 miles south of the City of Escondido. The community is identified in the General Plan as a planned urbanized community. Development of the community is nearly complete, with only a limited number of vacant sites still available for development.

The project site is located in the northeast corner of the RPCP area, in the Glens neighborhood, which is developed with a mix of predominantly single-family residential, with some multi-family residential, as well as supportive facilities such as an elementary school, neighborhood park and neighborhood shopping, and commercial recreation (hotel) uses.

The RPCP identifies seven overall goals to provide the general framework for development of the community, as follows:

- 1. Ensure that needed public facilities are provided at the time of need.
- 2. Provide a diversity of housing opportunities for a variety of household types, lifestyles, and income levels, while maximizing the health, safety, and welfare of the community.
- 3. Provide attractive commercial development to serve the community's day-to-day shopping, service, and recreational requirements.

- 4. Provide public parks and recreation facilities as needed, while preserving and maintaining landscaped and natural open space areas.
- 5. Construct and maintain an adequate system for vehicular, bicycle and pedestrian circulation within the community, while providing adequate access to the larger San Diego region.
- 6. Ensure a pleasant and healthful physical and social environment for Rancho Peñasquitos residents by balancing development with the preservation of the community's natural resources and amenities.
- 7. Provide and maintain a high level of public facilities and services concurrent with community growth and tailored to community needs.

The RPCP land use plan allocates approximately 51 percent of the community for residential development and approximately 5 percent for institutional and commercial uses that support the primarily residential community. The plan allocates approximately 34 percent of the community for parks and open space, including natural and developed open space such as the defunct golf course within the project site. The RPCP specifically designates the project site as "Open Space" on its Figure 4, *Land Use Map*, except for a small portion of the site (approximately 1.85 acres) designated as "Commercial" (see EIR Figure 5.1-2a, *Existing and Proposed RPCP Land Use Map*). This area is currently developed with the former Hotel Karlan tennis courts, which are being closed, and a maintenance shed/yard and is further clarified as Visitor Commercial in the Commercial Element of the RCCP (Figure 8 Commercial Areas map).

The RPCP provides a Neighborhood Planning Element with eleven neighborhoods identified based upon natural features as well as their locations with respect to existing and proposed land uses and transportation facilities. The project site is within the Glens neighborhood. The neighborhood land use plan for the Glens neighborhood (EIR Figure 5.1-2b, *Existing and Proposed RPCP Glens*; RPCP Figure 8) designates the site as "Golf Course" and the smaller commercial portion as "Recreational – Swimming and Tennis Club." A depiction of these existing conditions figures is represented in Figures 5.1-2a and 5.1-2b, both of which reflected the site's function at the time of adoption.

The major RPCP recommendations for the Glens neighborhood are to preserve the golf course as a unifying open space element and buffer from the freeway, and to maintain the existing quality of development in the area. Additional recommendations are to protect the low-density designated areas as single-family neighborhoods, preserve open space within Black Mountain, create a landscape entry at the freeway, and ensure compatible architectural style and color (Spanish mission or Old West ranch style) when the neighborhood commercial area redevelops.

# Community Plan Implementation Overlay Zone

The project proposes a CPIOZ B to require the implementation of Community Plan policies and regulations (see Figure 5.1-3, *Existing and Proposed CPIOZ Areas*). Application of a CPIOZ to the site would ensure that any future development of the site (not analyzed herein) is consistent with the RPCP, the adopted Community Plan. Per SDMC Chapter 13, Article 2, Division 14, Section 132.1401, a CPIOZ B ensures that development proposals are reviewed for consistency with the use and development criteria that have been adopted for specific sites as part of the community plan update

process. Therefore, they require discretionary review under CEQA for what otherwise might proceed as purely ministerial actions under approved zoning.

### City Land Development Code Regulations

### Zoning

The underlying base zone for the project site is the Residential-Single Unit zone (RS-1-14; refer to Figure 2-6, *Existing Zoning Classifications*). The purpose of this zone is to provide regulations for development of single-family dwelling units. The project site also is located in the ALUCOZ, which is further described below. The project site is not located in the existing designated CPIOZ within the RPCP.

# Airport Land Use Compatibility Overlay Zone

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

The AIA for MCAS Miramar serves as the planning boundaries for the MCAS Miramar ALUCP and overlaps the RPCP. It is divided into two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The MCAS Miramar ALUCP establishes land use compatibility policies and development criteria for new development within the AIA to protect the airport from incompatible land uses and provide the City with development criteria to allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the ALUCP are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the ALUCOZ within Chapter 13 of the San Diego Municipal Code. The project site lies within Review Area 2.

#### Environmentally Sensitive Lands Regulations

Chapter 14, Article 3, Division 1 of the SDMC contains ESL Regulations. The purpose of the regulations is to "protect, preserve and, where damaged, restore the environmentally sensitive lands of San Diego and the viability of the species supported by those lands." These regulations are intended to assure that development occurs in a manner that protects the overall quality of the resources defined by the regulations.

ESL are defined as lands that contain sensitive biological resources, steep hillsides, coastal beaches, sensitive coastal bluffs, 100-year floodplains, and Special Flood Hazard Areas. Special Flood Hazard Areas within the City are established in accordance with FEMA Flood Insurance Rate Maps (FIRM). Any development that requires encroachment into ESL is required by the regulations to obtain either a Neighborhood Development Permit (NDP) or a Site Development Permit (SDP).

The sloping topography within the project site does not meet the definition of steep hillsides in the ESL regulations. The project site does not contain protected habitats or sensitive plant or animal species. The existing jurisdictional drainage that crosses the project site does not meet the City's definition of a wetland and is not subject to the City's ESL Regulations, and the on-site habitats are not subject to the regulations as discussed in detail in Section 5.8, *Biological Resources*. The project is also not within a coastal beach or bluff area, nor does it contain 100-year floodplains (see Section 5.9, *Hydrology and Water Quality*). Due to the absence of ESL within the project site (see Section 5.8), the development restrictions of the regulations do not apply, an NDP/SDP is not required, and compliance with the regulations is not further discussed in this section.

# Planned Development Permit

One of the purposes of the City PDP procedures is to establish a review process for proposed development that does not comply with all base zone regulations or that proposes to exceed limited deviations allowed by the regulations in Chapter 14. Where PDP approval is being sought, it can only be approved (or conditionally approved) if the decision maker makes all of the findings in Section 126.0605(a).

Three findings are required for PDPs:

- 1. The proposed development will not adversely affect the applicable land use plan;
- 2. The proposed development will not be detrimental to the public health, safety, and welfare; and
- 3. The proposed development will comply with the regulations of the LDC (including any proposed deviations pursuant to Section 126.0602[b][1] that are appropriate for this location and will result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone), and any allowable deviations that are otherwise authorized pursuant to the LDC.

# Section 126.0605(b)-(c)

Section 126.0605(b)-(c) addresses supplemental findings that may be required if the project is located in the AR-1-1 zone (an agricultural zone), or the OR-1-12 zone (an open space zone) within Proposition A lands. Neither of those conditions applies to the project as the underlying zoning is RS-1-14, a residential zone.

# 5.1.2 Impact 1: Potential Conflicts with General or Community Plans and Potential Need for a Deviation or Variance

- *Issue 1:* Would the project result in an inconsistency/conflict with the environmental goals, objectives, or guidelines of the General/Community Plan in which it is located?
- *Issue 2:* Would the project require a deviation or variance, and the deviation or variance would in turn result in a physical impact on the environment?

# 5.1.2.1 Impact Thresholds

According to the City's Significance Determination Thresholds (City 2016a), an inconsistency with a plan is not by itself a significant impact; the inconsistency would have to relate to an environmental issue (i.e., cause a direct or indirect physical and adverse change in the environment) to be considered significant under CEQA. Land use policy impacts may be significant if a project would be:

- Inconsistent or conflict with an adopted land use designation or intensity and result in indirect or secondary environmental impacts;
- Inconsistent or conflict with the environmental goals and/or objectives of a community or general plan;
- Substantially incompatible with an adopted plan; or
- Cause the development or conversion of general plan or community plan designated open space or prime farmland to a more intensive use.

# 5.1.2.2 Impact Analysis

This section addresses designated land uses and adopted plans with goals, objectives, and/or guidelines used to make land use decisions in the City. For that reason, it addresses City land use planning documents, as well as relevant regional plans addressing focused environmental issues (e.g., regional transit planning, or regional air quality planning) that affect the project.

As described in Section 5.1.1.2, the project is subject to the City General Plan and the RPCP. The project is intended to implement over-arching General Plan policies in the project area through site-specific implementation of citywide goals and policies, as additionally detailed in the RPCP. As documented below, the project would not be "substantially incompatible" with any of the adopted plans discussed herein. That threshold level is not additionally addressed. The remainder of this analysis addresses the largely consistent compatibilities between the project and the noted planning documents, as well as proposed deviations which would not result in substantial adverse impacts upon the environment.

# Consistency with General Plan and Rancho Peñasquitos Community Plan Designated Land Uses (Issue 1)

As described in Section 3.0, *Project Description*, the project proposes an age restricted, 55+ community that would provide housing for active seniors consistent with the Housing Element of the General Plan, allowing senior residents to age in place (oftentimes moving down from larger scale homes in the area, thereby releasing those for re-sale). The low-rise (combination of one- and two-story) multi-family homes have been designed to accommodate residents as they age, including universal design features such as wider corridors to allow for wheelchair movement, and first floor master bedroom suites. Smaller private outdoor spaces minimize maintenance needs, while additional community open space emphasizes personal interaction and active senior lifestyles. The 2.75-mile publicly accessible walking trail around the project perimeter would support activity and promote interaction between project and existing community residents. The project would address a potential land use inconsistency with approval of the proposed CPA, which would change land uses to reflect those proposed by the project. The project would amend the RPCP to allow residential use and development within the proposed residential development portions of the site. A CPA is proposed to re-designate the majority of the site to "Low-Medium Density Residential." The rest of the site would remain designated as "Open Space." Based on the lot line adjustment that happened between Hotel Karlan and the applicant, the area associated with the hotel that is identified as "Visitor Commercial" would be modified accordingly. The proposed public park would be designated as "Glens Neighborhood Park" in the Glens Neighborhood component of the RPCP. As mentioned above, the project also proposes a CPIOZ B overlay to be added to the site within the RPCP. This would ensure that any future proposal to increase density on the site would be required to undergo discretionary review, including further CEQA review, through the City.

Specific proposed amendments to the RPCP include:

- Figure 4, Land Use Map: Revise the proposed residential development areas within the project site from Open Space to Residential, identify a public Park in the southwest corner of the site, and modify the boundary of the commercial designation associated with the hotel use to the south to reflect the 2018 lot line adjustment. Portions of the site perimeter would remain in Open Space (see EIR Figure 5.1-2a).
- Figure 6, Residential Areas: Revise to show the proposed residential development areas within the site as Low-Medium Density Residential at 5-10 dwelling units per acre.
- Figure 8, Commercial Areas: Revise to show the modified boundary for the Hotel Property, designated Visitor Commercial, following the 2018 lot line adjustment.
- Table 1, Recommended Land Use Allocations: Revise to reflect the above changes to Figures 4, 6 and 8, with the modified acreages for each land use type within the RPCP.
- Glens Neighborhood Planning Element, Page 37: Revise to increase the ultimate number of multi-family units in the Glens neighborhood from 291 to 827.
- Figure 10, Glens: Revise the proposed residential areas on the project site from "Preserve Golf Course Use" to "Low-Medium Density Residential," show the proposed public park as "Glens Neighborhood Parks," show the modified hotel boundary for this area which is designated "Commercial Recreation," and show the remainder of the project site as "Open Space," deleting the "Preserve Golf Course Use" designation (see Figure 5.1-2b).
- Glens Neighborhood Planning Element, Page 39: Revise to reflect the new number of multi-family dwelling units and parks in the community.
- Figure 30, Bikeways and Pedestrian Circulation: Revise to add the proposed on-site Class II bike lanes.
- Table 4, Recommended Population-Based Parks in Rancho Peñasquitos: Revise to include the new Glens Park that is proposed as part of the project.
- Figure 32, Park and Recreation Areas: Revise to add the new Glens Park.

- Page 96: Delete the references to retention of the defunct (no longer existing) golf course and private tennis facility.
- Figure 33, Open Space System: Revise to reflect proposed dedicated open space and the proposed publicly accessible social loop trail.
- Page 129, Implementation and Action Plan: Revise to add text regarding the CPIOZ B as follows: "The Community Plan Implementation Overlay Zone (CPIOZ) is applied within the boundaries of the area shown on Figure 39 per Chapter 13, Article 2, Division 14 of the Municipal Code, to provide supplemental development regulations that are tailored to implement the Community Plan. CPIOZ-Type B Supplemental Development Regulations (SDR) require that development within the CPIOZ B Area shall be developed through the approval of a Planned Development Permit.
- Figure 39, Recommended CPIOZ Overlay Zones: Revise to add the project site to the CPIOZ zones (see Figure 5.1.3, *Existing and Proposed CPIOZ Areas*).

The proposed change of land use designation would be compatible with surrounding RPCP land uses (which range from residential to commercial and recreational uses) and General Plan and RPCP policies evaluated below. The project, with residential and recreational uses and alternative transportation options, would not be incompatible with adjacent uses identified in the adopted plans (and largely already existing). The environmental impacts associated with the plan amendments are addressed throughout this EIR; all impacts are concluded to be mitigable.

The General Plan Housing Element has identified a need, supported by affordable housing mandates, to increase the availability of senior and affordable housing in San Diego. The primary residential element policy of the RPCP also emphasizes providing a diversity of housing for various income levels. The project would construct 15 percent of the total 536 homes within the community as affordable to residents at 60 to 65 percent of area median income. A total of 81 senior affordable apartment homes is incorporated into the design on a single parcel with their own dedicated amenities. This would address GP and RPCP policies by providing a diversity of housing choices to people of various incomes, and would exceed the 10 percent dwelling unit thresholds identified in SDMC Chapter 14, Article 2, Division 13, Sections 142.1303 (f) and (g), thereby qualifying for an exemption from the City's Inclusionary Affordable Housing Regulations.

The senior affordable apartment homes within the project are comprised of one- and two-bedroom units, whereas the market rate dwelling units include units ranging from two to four bedrooms. Since the Inclusionary Affordable Housing Regulations require a comparable bedroom mix between the market rate units and the affordable units, the project is requesting a variance to this requirement.

The project site was previously used as a public golf course. The General Plan Land Use Map designates the project site as "Park, Open Space, and Recreation" (with a small area of "Commercial Employment, Retail, and Services" identified at the location of the existing tennis courts on the southwestern edge of the site). The RPCP designates the project site as "Open Space" for use as a golf course with a small area designated as "Visitor Commercial" for use as a swimming and tennis club. Development of the former golf course and tennis club with residential uses would be inconsistent with these designations.

As discussed under *Regulatory Framework*, above, the major RPCP recommendations for the Glens neighborhood are to preserve the golf course as a unifying open space element and buffer from the freeway, and to maintain the existing quality of development in the area. Additional recommendations are to protect the low-density designated areas as single-family neighborhoods, preserve open space at Black Mountain, create a landscape entry at the freeway, and ensure compatible architectural style and color (Spanish mission or Old West ranch style) when the neighborhood commercial area redevelops.

As analyzed in detail in Section 5.3, Visual Effects/Neighborhood Character, the project would not contrast with existing surrounding development through excessive height, bulk, signage, or architectural projection, would not have a negative visual appearance, and impacts to visual quality and neighborhood character would be less than significant. The project density on site would be somewhat higher than the surrounding existing single-family neighborhoods, but there are also multi-family residential uses nearby, as well as commercial development and the I-15 freeway. The project is designed to place the lower density market-rate, for-sale homes nearest to the existing adjacent single-family homes. The proposed homes that would be adjacent to the existing neighborhood would not exceed two stories in height, and many would be single-story, detached units. The taller (three-story) affordable housing, for-rent building portion of the proposed development would be located in the southeastern portion of the site, near Carmel Mountain Road, and would be separated from the existing single-family homes by the proposed lower density market rate homes. Substantial landscaping is proposed throughout the development. The project entails multi-family age-qualified (55+) residential development that would complement and be compatible with the character of the surrounding single- and multi-family residential area, and with nearby commercial uses, and would include public spaces available to project and neighboring residents. The completed project would be compatible with surrounding uses.

In addition, the project site is separated from the Black Mountain Open Space Park by existing homes and would not have a direct access to preserve areas and, therefore, would not adversely impact this open space area. The project has been designed with right-in-only access from Carmel Mountain Road and, therefore, would not adversely affect the nearby I-15 freeway entrance at Carmel Mountain Road.

Thus, the only major policy conflict would be the project's proposal to convert the golf course to other uses, and not "preserve" it as a golf course also intended as community open space. The golf course was closed in 2015 and since then has not served as a recreational resource within the project area. It is currently fenced off and is not available for any golf course use. In addition, the southwest portion of the site includes the existing private tennis courts previously associated with the Hotel Karlan, which are being closed.

When operational, the golf course functioned as a privately owned golf course open to the public and not as a public golf course. The tennis club was also a privately owned commercial facility open to the public. In terms of an open space use, the golf course is not considered public open space but may be described as semi-public open space and a community amenity. Since the golf course was never a public open space use and the tennis courts were private, the project would not convert existing public open space or prime farmland to a more intensive use.

It may not be feasible to preserve the golf course land for a private commercial facility. When the course was closed in 2015, the prior owners cited reduced golf rounds and increasing water and

maintenance costs as the reasons for the closure (San Diego Union Tribune 2015, Los Angeles Times 2015). Several golf courses have recently closed in San Diego and other areas of California citing similar reasons for the closures. The former course has lain fallow for four years at this point. Since its closure, the landscaping has generally not been irrigated and is in poor condition. Maintenance is restricted to intermittent brush management fire-related vegetation control and watering of a few select trees. There are numerous fallen trees, the asphalt golf cart road has eroded and been overgrown, and the majority of the turf is dead and/or has been replaced with non-native vegetation and weeds. Although re-opening the golf course would be consistent with the RPCP, the site would have to be purchased by a golf course developer/operator or by the City of San Diego and completely rebuilt and updated in order to reestablish a golf course. This alternative is addressed in EIR Section 8.0, *Alternatives*.

The conversion of the golf course to other uses would represent a loss of non-public open space within the community and neighborhood. However, the Glens and Village neighborhoods do contain other options for public enjoyment of open space. The neighborhoods have a significant proportion of designated open space associated with Black Mountain Open Space Park, which is open to, and accessible by, the public. Since the golf course has not been accessible to the public for some time, there would be no loss of publicly accessible open space as a result of the project. The project would provide open space around the edge of the future development and construct publicly accessible trails within this open space. This would keep a portion of the site as an open space amenity and provide public access. Public access would no longer have the commercial use limitation.

As discussed above in this section, it is unlikely that a developer will come forward to reconstruct a golf course on site, given the cited maintenance and water costs that led to its closure in 2015. The site is currently underutilized at a time when the City is seeking potential parcels for development of senior and affordable housing due to an existing shortage of this resource.

As evaluated in greater detail below, the proposed residential community, with associated parks and recreational amenities, would be compatible with the adjacent Glens neighborhood, which is predominantly single-family residential, with some multi-family residential and supportive facilities such as an elementary school, a neighborhood park, private recreation facilities, neighborhood shopping, and a hotel. Most of the residential area is designated as Low Density (1-5 DU/AC). Redevelopment of the site as an age restricted, 55+ community with affordable housing would be consistent with more current City housing, recreation, and mobility goals for the area.

# Consistency with General Plan and Rancho Peñasquitos Community Plan Environmental Goals and Objectives (Issue 1)

The project would be consistent with applicable policies from the General Plan Land Use and Community Planning Element; Mobility Element; Urban Design Element; Public Facilities, Services and Safety Element; Recreation Element; Conservation Element; Noise Element (as discussed further under Issue 3, below); and Housing Element. Many of these policies are also cited in the City's CAP. The project includes an amendment to the General Plan and Rezone to match the land uses and density proposed by the project. All aspects of the project would be consistent with the General Plan as amended.

The project also would comply with applicable policies within the elements of the RPCP, including the Residential Element, Neighborhood Planning Element, Community Appearance and Design

Element, Transportation Element, Park and Recreation Element, Open Space and Resource Management Element, and Public Facilities and Services Element. The project includes an amendment to the RPCP to match the land uses and density proposed by the project. Text and figures within the Community Plan have been amended to add the proposed 536 dwelling units as well as the proposed public park, dedicated open space, private park, and social loop trail with associated public recreation easements to permit public access, and on-site Class II bike lanes. All aspects of the project would be consistent with the RPCP as amended. The project is already consistent with the primary policy of the RPCP emphasizing a diversity of housing for a variety of household types and different income levels while maximizing the health, safety, and welfare of the community.

A discussion of the project's compliance with over-arching goals and policies of the General Plan and RPCP relevant to the major applicable environmental issues is presented below. The issue of potential noise impacts is addressed under Section 5.1.3, *Impact 2 – Potential Exposure to Excessive Noise Levels*.

# Transportation/Air Quality/GHG

The City's map of Transit Priority Areas per SB 743 indicates that the project site is approximately 0.7 mile from a City-identified Transit Priority Area and SANDAG Smart Growth Area (Potential Community Center)/Transit Oriented District. The project is in an area of low to moderate village propensity and may be considered appropriate for development of conventional housing types. The project site is also in close proximity to public services, hotel land uses, commercial/retail services and local and regional transit options that support various housing types, including affordable housing. The project is approximately 0.15 mile from the nearest bus stop served by MTS Route 20, and is 2 miles from the Rancho Bernardo Transit Station (accessible from the project site by the Route 20 bus) and 1 mile from the Sabre Springs/Peñasquitos Transit Station and Parking Structure (an approximately 15-minute bike ride or a 5-minute drive); both of these stations provide access to all three major Bus Rapid Transit services currently operating throughout the region. The proposed increase in multi-family age-restricted for-sale and for-rent affordable housing in this area would provide future residents access to nearby businesses and transit.

The project would implement the City's General Plan mobility and conservation policies through a combination of vehicular, bicycle, and pedestrian circulation improvements that would enhance movement within the project and encourage alternative methods of travel, furthering City policies for sustainable methods of transportation to reduce energy use, GHG emissions, and traffic.

RPCP policies call for the construction and maintenance of "an adequate system" for vehicular, bicycle and pedestrian circulation within the community, combined with access to the larger San Diego region. As noted above, the project area is served by a bus line along Carmel Mountain Road that can be accessed using safe, accessible, and lighted pedestrian corridors within the project to the public streets. The project also would include improvements to pedestrian and bicycle connections within the neighborhood which would be accessible and lighted at night, facilitating access to transit for users of the site and residents of the surrounding area. The public and private parks and trail features (as well as sidewalks) would create pedestrian access around the project. The proposed mobility zone and bike hub in the publicly accessible park adjacent to Carmel Mountain Road are amenities designed to facilitate and encourage transit, pedestrian, and bicycle modes of travel. These aspects of the project are intended to reduce the number and distance of auto trips helping to reduce GHG emissions. The project would also incorporate amenities for electric vehicles and solar power that would further serve to reduce GHG emissions.

### Aesthetics/Urban Design

In terms of the urban design, new structures, hardscape, and landscape elements would be designed in accordance with the City's policies and guidelines, replacing a defunct golf course with new housing opportunities, including affordable housing units, as well as park and open space amenities available to future project residents and the public. Reliance on the guidelines, goals, and objectives within the RPCP would ensure the project would be implemented with landscaping and a visual aesthetic compatible with the surrounding viewshed and other developments in the area.

#### Parks and Recreation

The General Plan Recreation Element requires the provision of population-based parks at a minimum ratio of 2.8 useable acres per 1,000 residents. The RPCP also includes a policy to provide as-needed public parks and recreation, while preserving and maintaining landscaped and natural open space areas. These facilities also should be provided concurrent with need (i.e., be in place when required by the community residents). The project would provide a 2.87-acre public park (to be dedicated to and maintained by the City following construction), which would meet the project's population-based parkland requirement of 2.55 acres minimum, based on the projected population of 911 for the project site. This public park underwent a General Development Plan (GDP) process, as defined by Council Policy 600-33. The GDP process was used to collect public input and design ideas for this community facility. The plan that has received approval through this process includes a dog park, children's play areas, picnic and game areas, and a large turf area.

In addition, the project would include two privately owned and maintained recreational amenities that would have public recreation easements and would therefore be accessible to the public. The first is the 2.75-mile social loop trail incorporating trail nodes focused variously on seating, fitness, observation and/or interpretive education. The project is also proposing a second 0.52-acre privately owned park, with a public recreation easement, at the southern tip of the project adjacent to Carmel Mountain Road, that would incorporate sports courts; mobility features such as bike racks, day lockers, tethered bike tools, transit and bike route informational signage, and a rideshare pickup/dropoff location; and pedestrian paths, benches and shade structures. These HOA-owned and maintained features, which are not counted toward the population-based park acreage requirement, would enhance the park and recreation offerings within the community, and provide new options for recreation.

On-site private recreational facilities for residents of the community to minimize their impacts on public recreational space and to promote an active lifestyle also would be provided, including private parks, a private recreation facility pool, outdoor fire pit and cooking area, community book sharing station, orchard, bocce ball and pickleball courts, and community garden/greenhouse. All of these amenities are being provided concurrent with project development and, therefore, implement the provisions of the RPCP.

### Public Facilities/Public Services/Safety/Welfare

Adequate public facilities and services would be provided consistent with the General Plan and RPCP policies. Sustainability practices would be expanded, and features would be integrated into the project to minimize its carbon dioxide footprint within the City and region as described in Sections 3.0 and 5.5 of this EIR.

The project would promote public health and be protective of public safety and welfare. As a broad-brush issue, the welfare of the community would be enhanced through provision of a diversity of housing types, for age-restricted populations at various income levels. This supports a continuum of housing types that would allow older people to stay within the community by moving into homes that better accommodate their needs.

The project also would enhance the physical and social environment of the community by adding new public/publicly accessible parks to the community, as well a public trail around the perimeter of the site, which would promote health. The prior golf course has been closed and was deteriorating. This would be replaced by a vibrant community with maintained landscaping and transportation amenities that also provides recreational and health benefits for the surrounding existing community. Access to the public park, as well as a private park and perimeter trail (with public recreation easements), would be available to the community as a whole and would, therefore, also contribute to the wellness of existing Glens residents.

The project would be fire-resistive in its architecture and irrigated landscape and would upgrade some off-site neighborhood roadways and build new ones across the site. These features would provide a potentially stronger barrier than grasslands/non-irrigated trees for existing Glens residents relative to fires approaching from the east. The project would improve emergency vehicle access and emergency egress options (including upgrades to emergency access to/egress from Andorra Way), supporting safety and welfare, as described in Section 3.0 and analyzed in Section 5.14. The proposed increase in wall heights for private exterior open spaces, for which a deviation is sought, and enhanced noise control for residential walls and windows for residential structures, would enhance quality of life for future residents of the easternmost homes where I-15 noise is loudest and contribute to attainment of exterior noise levels of 70 CNEL and interior noise levels of 45 CNEL, as required by state law and the City. This is considered preferable to requiring the private yard barriers to be no higher than 6 feet in strict accordance with City standards.

#### Natural Resources and Open Space

All of the above considerations also support the RPCP policy for a "pleasant and healthful physical and social environment for Rancho Peñasquitos residents" through balancing development with preservation of natural resources and amenities. Similarly, the General Plan Conservation Element contains policies to prevent storm water and other types of pollution, and protect sensitive biological resources, steep slopes, water quality, energy, and other natural resources.

Although the site is wholly disturbed (currently consisting of a closed and deteriorating golf course), the project would not adversely affect the primary natural resource in the area, Black Mountain Open Space Park. It is downslope from the park and separated from it by existing Glens neighborhood uses. It is also acknowledged that there is significant pressure to develop new housing in San Diego to accommodate the growth in diversity of ages and incomes within the region. The RPCP states that a "major issue in the community concerns future residential development. Most of the remaining available residential land in Rancho Peñasquitos is characterized by canyons and hillsides. Many community residents would prefer development at lower densities and clustered to preserve open space and to avoid excessive grading on sensitive slopes." There are no sensitive slopes on site, and development of a defunct golf course adjacent to I-15 would accommodate needed housing without extending development into canyons, hillsides or other open space or biologically sensitive areas, providing the sought-after balance of additional age and income sensitive housing without impacting sensitive natural resources, including hillside and canyon areas. Although the drainage ditch on the eastern side of the project does not contain biologically sensitive habitat and does not qualify as a City ESL wetland, it does convey water and is therefore under the permitting jurisdiction of the USACE, RWQCB, and CDFW. As described in Section 5.8, impacts to this feature would be mitigated through on-site mitigation, off-site mitigation, or use of a mitigation bank, as approved by the responsible resource agencies.

Residential Element policies in the RPCP also encourage the use of creative and flexible residential site planning to maximize preservation of open space and hillside areas. Although there are no natural hillsides on site, the project provides clustered 55+ multi-family attached and detached housing in a range of sizes and designs, and incorporates recreational features to encourage an active lifestyle. Where appropriate, the requested deviations would allow for the flexible site planning necessary to accommodate the unique needs of older residents while retaining substantial on-site open space components.

Compliance with City regulations pertaining to public facilities, recreation, noise, safety, and water quality would ensure the project's compliance with the community's policies to protect such resources.

For the above reasons, the project would be consistent with the applicable general plan and community plan goals and policies.

# Consistency with the Land Development Code (Issue 2)

The project would be consistent with the City's LDC in most respects but would require the approval of the deviations described below.

# Proposed Project Deviations from the Land Development Code

The site is primarily located within the Residential-Single Unit zone of RS-1-14, with a small area on the southern boundary zoned Commercial Visitor (CV-1-1). The RS-1-14 zone allows the former golf course use with approval of a Conditional Use Permit. The site would be rezoned to change the existing zones to RM-1-1 and RM-3-7 residential zones and OR-1-1 and OP-1-1 open space zones to implement the land uses proposed by the CPA; land uses on site are governed by the RPCP. The proposed zoning for the market rate units allows up to one unit per 3,000 square feet and for the affordable rental development allows up to one unit per 1,000 square feet, for a total maximum density of 983 units on the project site. The proposed 536 dwelling units cannot be exceeded without a PDP.

The project would conform to most applicable policies and standards of the RPCP (as amended) and SDMC. Consistent with use of a PDP, deviations or variances are planned for the project (see Table 5.1-2, *Proposed Deviations*). Deviations would be required for the height of project fences that would be enhanced to provide noise attenuation for outdoor private use areas facing I-15 and/or privacy for some residences; reductions in multi-family lot frontage onto public streets; some for-sale housing setbacks and lot widths, and lot widths in the OR-1-1 open space zone. Although it would not require a deviation because it is permitted by code, the basis for providing fewer common area parking spaces than the typical 20 percent of total off-street parking spaces is addressed in SDMC 142.0525(c), which permits developments of over 200 units to decrease the total common area parking to 15 percent of the total off-street parking spaces required.

Table 5.1-2 PROPOSED DEVIATIONS					
Development Regulation	Required/ Allowed	Proposed			
Street Frontage					
For RM-1-1 and 3-7 lots, as per Municipal Code Table 131.04g minimum street frontage in feet (')	50' (RM 1-1) 70' (RM 3-7)	0' street frontage. Allow street frontage provided by Lot H (Private Drive through project), allowing ingress and egress from Peñasquitos Drive and Carmel Mountain Road to Lots 1, 2, 3 & 4 (RM-1-1) and Lot 5 (RM 3-7) instead of direct access onto a public street.			
Fence/Wall Height Deviation		-			
Per Municipal Code Section 142.0310 (1c) the height of a solid fence located on the front or street side property line may not exceed 3', except when placed at the setback line, where it may be 6'.	3'-6'	Allows 6' fences within the front setback of Buildings 44-47, 55, 61, 62, 71, 72, 87, 88, 113, 114, 135-138, 163-166, 181, 184, 185, 188, 189, 192, 193, 195, 196, (Lot 3)			
Per Municipal Code section 142.0310 (4d) fences located in required side yards and required rear yards are permitted up to 9 feet in height. Any portion of the fence above 6 feet in height shall be an open fence.	9' with up to 6' of solid fence and 3' of open fence	Allow 8' of solid fence for Buildings 99, 100, 123, 124, 125, 126, 147, 148, 149, 150, 179, 180. Allow 9' of solid fencing for Buildings 101, 102, 181, 182.			
Setback Deviation					
For RM-1-1 lots, as per Municipal Code Table 131.04g. & 131.0443 (d). Up to 50% of the front yard setbacks may	Minimum front yard setback - 15'; Standard front setback - 20'	Lot 2 (RM-1-1) front setback; Building No. (requested setback): 259 (10'), 260 (10'), 265 (10')			
utilize the minimum yard setback if the other 50% utilizes the standard yard setback.		Lot 3 (RM-1-1) front setback; Building No. (requested setback): 181 (10'), 184 (10'), 185 (10'), 188 (10'), 189 (13'), 192 (11'), 193 (12'), 196 (14')			
		Lot 4 (KM-1-1) front setback; Building No. (requested setback): 54 (13'), 62 (13'), 71 (18'), 72 (14')			

Table 5.1-2 (cont.) PROPOSED DEVIATIONS						
Development Regulation	Required/ Allowed	Proposed				
Setback Deviation (cont.)						
For RM-1-1 lots, as per Municipal Code Table 131.04g & 131.0443 (d) Up to 50% of the length of the building envelope on one side of the premises may observe the minimum 5-foot side setback, provided the remaining percentage of the building envelope length observes at least the standard side setback of 8' or 10% of the lot width, whichever is greater. 100% of the length of the building envelopes on the opposite side may observe the minimum side setback of 5'.	Minimum side setback - 5'; Minimum street setback -10'; Standard side setback - 10% of lot width	Lot 1 (RM-1-1) side setback; Building No. (requested setback) : 42 (25'), 43 (15'), 44 (35') Lot 2 (RM-1-1) side setback; Building No. (requested setback): 231 (45'), 310 (45'), 232 (10'), 233 (10'), 234 (25'), 235 (25'), 236 (25'), 237 (20') Lot 3 (RM-1-1) side setback; Building No. (requested setback): 196 (17'), 195 (17'), 166 (20'), 165 (16'), 164 (22'), 163 (18'), 138 (15'), 137 (15'), 136 (20'), 135(17'), 114 (20'), 113 (15'), 88 (20'), 87 (15') Lot 4 (RM-1-1) side setback; Building No. (requested setback): 53 (5'), 54 (5')				
Lot Width Deviation						
For 1-1 lots, as per Municipal Code 131.0231. minimum lot width	200' minimum	Allow Lot C - 10' minimum Allow Lot D - 20' minimum Allow Lot G - 10' minimum				

The proposed sound barrier height deviation would allow taller walls/fences around private exterior use areas where needed for noise attenuation purposes to achieve sound levels of 70 CNEL or less within private outdoor usable spaces. The taller noise attenuation privacy barriers would be up to 8 or 9 feet in height and would primarily be associated with the easternmost for-sale dwelling units closest to I-15. These east-facing barriers generally would be solid rather than porous, although they may retain view capability through a combination of block and glass (or other qualified see-through barrier). A deviation from the LDC is sought for the increase in barrier height.

As noted above, the overall project would not adversely affect the applicable land use plan because the residential policies within the plan emphasize providing "a diversity of housing opportunities for a variety of household types, lifestyles and income levels, while maximizing the health, safety and welfare of the community." Increasing the heights of sound walls by 2 to 3 feet over the allowable 6 feet at private exterior use areas adjacent to the I-15 freeway for noise attenuation purposes would allow for greater health and safety by buttressing residents from the impacts of sound from the freeway, while allowing the diversity of housing for seniors desired by the Community Plan. Increasing sound wall heights would improve quality of life for residents of the easternmost homes where I-15 noise is loudest and enhance the community while having no significant adverse visual effect to viewers from the east given the topographic variation between the site and the freeway, the brief nature of the view, and the fact that the sound barrier/privacy walls would still be shorter than the homes behind them. The aesthetic effects of these walls are further addressed in EIR Section 5.3.

In addition to reducing noise at private exterior use areas for the proposed homes adjacent to I-15, the increased wall heights would contribute to attainment of interior ground-floor noise levels of 45 CNEL, as required by state law and the City. This is considered preferable to requiring the barriers to be no higher than 6 feet in strict accordance with City standards.

The proposed deviations from the setback requirements for the RM-1-1 zone would provide a more desirable project than would be achieved under strict conformance with the zoning development regulations, because they would allow for placement of the project into the original, unusually shaped golf course footprint, allow for units customized to the unique living needs of the 55+ age group, and provide for perimeter open space and a walking trail. The deviations would be for the condominium lot and would not be product specific. The deviations would allow for the front of the homes to be close to the sidewalk, thereby promoting pedestrian interaction. The deviations would accommodate the desired densities on site for the one-story homes that would best serve the 55+ purchaser needing to avoid stairs. Policies in the RPCP Residential Element encourage this type of design stating that "residential development should use creative and flexible site planning to maximize the preservation of open space and hillside areas." The offset in depth from the front facade to the main massing also provides the ability for more variation along the streetscape between the various elevations and is therefore more suitable to the geography of the site. This additional depth to the living space at the front, along with the side and rear yard setback deviations per plan, allow for the better internal functionality of the home relative to the 55+ community. For example, single-story development is important to age 55+ residents who want to age in place.

With a primary focus on single-story living, the proposed setback deviations allow for all the main spaces to be located at ground level. The additional internal area provided by the reduced setbacks also provides additional rooms per floor plan design to meet the future home owners' lifestyles. The proposed deviations to the front and rear setbacks do not vary from previously built successful communities (e.g., the San Diego community of the Auberge at Del Sur to the north), that allow for private yard spaces that are functional yet easy to manage, while offering larger public, common open spaces throughout the community for outdoor activities.

The proposed street frontage deviation addresses a routine RM-1-1 requirement for homes to have 50 feet of street frontage, and a comparable RM 3-7 requirement for homes to have 70 feet of street frontage (Lot 5). The requested deviation would release the project from having to match these designs. The project proposes for-sale detached and attached condominiums, where homes do not front on streets but are clustered around a common driveway. These project homes would be oriented so that the fronts of the homes face inward toward the common driveway. This is an appropriate deviation for the proposed housing type, because it allows for maximum home sizes without the need for large front yards. The common driveway would serve as a common entryway, as well as serving as a central meeting point for neighbors in each of the residential clusters, fostering social interaction between residents by orienting the fronts of homes toward one another. In addition, common driveways would allow adequate access to garages without the need for large front yard driveways and would allow for shared access points. It also would allow for maximization of interior square footage while requiring smaller home sites, thereby being most efficient in use of project acreage. Requiring each home to front a street would require more land for streets and driveways, and therefore reduce development efficiency (i.e., the number of desired age-restricted

housing would drop, or public/private recreational areas and open space could be reduced in size). Therefore, the deviation is appropriate, because it allows for efficient use of the land, supporting the proposed number of homes for seniors.

The proposed deviations from the setback requirements described above would result in the need for an additional deviation regarding the height of solid fences located on the front or street side property line for the clustered residences in Lot 3. The higher fences (maximum height of 6 feet) would be necessary to provide residents living in the clustered buildings with adequate shielding from noise and light intrusion from cars driving along the road, and privacy from adjacent pedestrian activity.

The perimeter of the project is proposed for OR-1-1 zoning to reflect the open space that would be privately owned and maintained by the homeowners' association. In this area, a deviation from the standard minimum 200-foot lot width requirement is proposed due to the limitations of the project site shape combined with the proximity of the adjacent I-15 freeway and residential development. The perimeter open space area would also include a social loop trail and associated pedestrian amenities available to project residents and the public, as well as the re-established drainage along the eastern site boundary, as approved by the resource agencies.

The project also proposes a Common Area Parking standard reduction to 15 percent of the needed parking. This is not a deviation, but rather is consistent with the discretionary authority of the City per the LDC Section 142.0525(c)(1)(A). As stated:

Part C specifically addresses common area parking as applied to multiple dwelling unit development that is being processed in conjunction with a PDP and located within specified communities, including Rancho Penasquitos. Part C notes that the "following standards will be applied by the decision maker to determine the number of common area parking spaces to require as a condition of approval." The section goes on to state:

(1) The number of common area parking spaces that may be required is 20 percent of the total off-street parking spaces required. This requirement may, however, be increased or decreased based on consideration by the decision maker of the following:

(A) For large developments, generally in excess of 200 dwelling units, the number of common area parking may be decreased to no less than 15 percent of the total off-street parking spaces required.

The project would include a total of 536 dwelling units and is therefore eligible for the reduction in common area parking to 15 percent of the total off-street parking spaces required.

The preceding discussion demonstrates that the proposed development would comply with the regulations of the LDC (including any proposed deviations pursuant to Section 126.0602[b][1] that are appropriate for this location), and would result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone and any allowable deviations that are otherwise authorized pursuant to the LDC.

Requirements associated with the ALUCOZ are addressed below under *Compatibility with Adopted Regional Plans with Specific Focus*.

# Compatibility with Adopted Regional Plans with Specific Focus (Issue 1)

#### Consistency with San Diego Forward: The Regional Plan

The project would increase the intensity of uses in a previously developed area in close proximity to regional uses, including shopping and employment centers and a regional park. In addition, the southeastern edge of the project site would be within five minutes (i.e., 0.25 mile by walking, 0.75 mile by biking, and 2.0 miles by vehicle) of existing and planned transit stations in the region, consistent with the City of Villages Strategy to add housing in proximity to transit. The site is approximately 2.0 miles from the Rancho Bernardo Transit Station (accessible from the project site by the MTS Route 20 bus with stops within 0.15 miles of the site) and 1.0 mile from the Sabre Springs/Peñasquitos Transit Station and Parking Structure (an approximate 15-minute bike ride or a 5-minute drive); both of these stations provide access to all three major BRT services currently operating from North County throughout the San Diego region. The project would provide enhanced pedestrian and bicycle connectivity with these transit facilities and local and regional bikeway systems, as well as to nearby commercial/retail centers, thus providing access to these facilities without reliance upon the automobile. The project would also provide EV charging stations. All of these amenities would be consistent with the intent of the Regional Plan to create sustainable, mixed-use communities conducive to public transit, walking, and biking by focusing future growth in the previously developed, western portion of the region along the major existing transit and other transportation corridors.

# Consistency with Regional Air Quality Strategy

Section 5.*5, Air Quality,* analyzes the project's potential air quality impacts. As explained in more detail therein, the SDAB is in non-attainment with the federal standard for ozone and the state standards for ozone and particulate matter; however, emissions associated with both project construction and operation would be below the SDAPCD thresholds, as demonstrated in calculations completed for the project contained in the Air Quality Technical Report (AQTR; HELIX 2019b), provided in Appendix D. The project also would not affect the SDAB's ability to attain and maintain ambient air quality standards. Refer to Section 5.5 for additional information.

#### Consistency with Water Quality Control Plan for the San Diego Basin

As discussed in Section 5.9, the project would comply with all applicable City and related water quality standards and Hydromodification Management requirements. Conformance would be demonstrated through the use of appropriate low impact development (LID) site design, source control, and Priority Development project storm water control BMPs. Refer to Section 5.9 for additional information.

# Consistency with MCAS Miramar ALUCP

The MCAS Miramar airfield runway is located approximately 7.5 miles to the south of the project site; the site is within the Airport Land Use Compatibility Zone (ALUCZ) for MCAS Miramar (close to its northern boundary). The project would be consistent with City regulations regarding the ALUCP. The project site is located within the FAA Part 77 Noticing Area, and is within Review Area 2 of the Airport Influence Area (AIA) for MCAS Miramar. Limits on the heights of structures, for the purposes of protecting airspace and ensuring safety (particularly in areas of high terrain), are the only

restrictions on land uses within Review Area 2, per ALUCP Policy 2.6.2(a)(2). The project is outside of the AIA for airport-related noise.

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

The project has <del>not yet</del> been reviewed for consistency with the MCAS Miramar ALUCP by the Airport Land Use Commission (ALUC). <del>Given that</del> The project is 7.5 miles from MCAS Miramar, is near the edge of AIA Review Area 2, and proposes buildings that do not exceed 40 feet in height<del>, it is likely</del> that the ALUC will find the project to be consistent with the ALUCP. Projects located in Review Area 2 requiring review include projects that create objects in a High Terrain Zone, projects that create electrical or visual hazards to airplanes in flight, and projects that have the potential to cause an increase in bird or wildlife activity. The project site is located at the foot of Black Mountain Open Space Park, adjacent to I-15, and is not located within a High Terrain Zone. Moreover, the project does not propose uses that would create electrical hazards to aircraft, and it does not propose the use of neon lights that could be mistaken for airport lighting or interfere with night vision goggles used by military pilots. The project also does not include large water features or proposes uses that would attract wildlife such as birds that would interfere with aircraft operations.

For the above-stated reasons, the project would be consistent with, and would not conflict with, the ALUCP for MCAS Miramar. This conclusion will be has been confirmed through the required Part 77 Notification and review.

# Multiple Species Conservation Program Subarea Plan

The project would be consistent with City regulations regarding the MSCP. As explained in Section 5.8, *Biological Resources*, the project site does not contain MHPA lands, protected habitats, sensitive plant or animal species, or wildlife corridor linkages. The closest MHPA area to the project is <u>within</u> the Black Mountain Open Space Park, located west of the project site, and west of <u>Peñasquitos Drive and</u> the homes that abut the project on its west side. <u>Development at the site</u> would not impact the City's MHPA and would not come under the MHPA adjacency guidelines. Finally, any potential impacts to nesting birds during project construction, including MSCP-covered species, would be avoided through mandatory compliance with existing regulations, including the MBTA and CFG Code, ensuring project consistency with the adopted City MSCP Subarea Plan.

# 5.1.2.3 Significance of Impacts

The project would include a GPA/CPA to change the land use designation of the site and add residential units (including affordable housing units), open space, mobility amenities, a public park, and other public and private recreational amenities in a setting adjacent to existing bus routes and bike lanes and in proximity to commercial and business uses. These proposed uses would be consistent with the intent of the General Plan to focus growth into sustainable communities close to activity centers and linked to the regional transit system; although the project is not located in a TPA, it would address GHG targets through additional sustainability features. The project would increase

housing capacity and provide housing diversity (age-restricted and affordable) in a land use framework compatible with that identified for the Glens neighborhood in the RPCP, once the loss of the golf course/open space is addressed. The amenities provided would address the needs of both the future project residents and the surrounding community, including recreation and mobility. Given existing site conditions, project design features, and mitigation measures, the project would not result in an inconsistency or conflict with the environmental goals, objectives, or guidelines of the General Plan, RPCP, and other applicable plans. The project would conform to most applicable policies and standards of the General Plan, RPCP (as amended) and SDMC. Deviations or variances are required for the project and have been addressed as part of project design and analyzed within this section, as described above. A CPIOZ is proposed for the project, to ensure that future development cannot exceed the density proposed without obtaining a PDP, which would include further environmental review.

In conclusion, the project is assessed as directly consistent with the majority of General Plan and RPCP goals and policies, with no substantial conflicts. With approval of the GPA/CPA and zone change, the project would comply with the associated land use designations and intensities and would be compatible with the surrounding community. Although a number of environmental effects would be associated with project implementation (as described throughout this and the remaining portions of Section 5.0 in this EIR), with implementation of project design and mitigation measures, they are not expected to vary from the environmental impacts associated with development of the project site as envisioned in the General Plan or RPCP. This includes the sections relating to transportation and circulation, noise, biological resources, historic and tribal resources, and health/safety. Significant indirect or secondary impacts would not occur as a result of the project's focused and limited proposed changes to the General Plan and RPCP.

# 5.1.2.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur with respect to potential conflicts with general or community plans or the zoning deviations, no mitigation is required for this land use issue.

# 5.1.3 Impact 2: Potential Exposure to Excessive Noise Levels

*Issue 3:* Would the project result in the exposure of people to current or future noise levels, which exceed standards established in the Noise Element of the General Plan or an adopted Airport Land Use Compatibility Plan?

# 5.1.3.1 Impact Thresholds

A significant land use impact would occur if the project would expose new development to noise levels at exterior use areas or interior areas in excess of the noise compatibility guidelines established in the City General Plan Noise Element. Exterior noise levels of 60 CNEL are considered compatible with the project's multi-family residential land uses and exterior noise levels of 70 CNEL are considered conditionally compatible. Noise levels of 70 CNEL are considered compatible with the project's active and passive recreational uses.

In addition, a significant land use impact associated with noise would occur from operation of a project (such as heating, ventilation, and air conditioning [HVAC] units) if it would result in the
generation of noise levels at a common property line that exceed the SDMC limits (refer to Table 5.4-2 in Section 5.4, *Noise*, of this EIR). For instance, for multi-family residential uses, noise levels at a common property line may not exceed 55 CNEL during the day, 50 CNEL in the evening, or 45 CNEL at night.

For outdoor uses at a conditionally compatible multi-family residential land use, feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable. For indoor uses at a conditionally compatible land use, exterior noise must be attenuated to approximately 60 CNEL in order to attain interior noise levels of 45 CNEL for residential uses using typical construction techniques. The General Plan identifies typical noise attenuation methods for achieving compliance. These include four basic methods: (1) reducing the sound level of the noise generator, (2) interrupting the noise path between the source and receiver, (3) increasing the distance between the source and receiver, and (4) insulating the receiver using specific building materials and construction methods. As described in Section 3.3.1.9, the project proposes private exterior use area noise barriers (Method 2 above), a site plan that locates residences as far as possible from I-15 (Method 3 above), and specific architectural materials or techniques (Method 4 above) to reduce noise levels where appropriate. Specifics are listed in the project Acoustical Analysis Report (Appendix C).

In the short term, a significant land use impact associated with noise would occur from construction of a project if it would result in temporary construction noise that exceeds 75 A-weighted decibels (dBA)  $L_{EQ}$  (12 hour) at the property line of a residentially zoned property from 7:00 a.m. to 7:00 p.m. (as identified in SDMC Section 59.0404) or if non-emergency construction occurs during the 12-hour period from 7:00 p.m. to 7:00 a.m. Monday through Saturday.

# 5.1.3.2 Impact Analysis

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

The project Acoustical Analysis Report (HELIX 2020; refer to Appendix C) analyzed potential impacts of construction noise sources, as well as operational noise sources, including HVAC units, vehicular traffic, and noise generated by recreation activity at the public and private park and open spaces. The specifics of these noise sources are described in further detail in Section 5.4.

### Temporary Construction Noise Impacts to Off-site Uses

The project site consists of a defunct golf course, so no currently active land uses are present, and no on-site noise-sensitive land uses would be exposed to excessive noise during construction.

The most substantial noise increases from project construction activities that may affect off-site uses would occur during over-excavation and mass excavation activities. As discussed in Section 5.4, based on conservative modeling, the use of construction equipment during these and other construction activities would not exceed the City Noise Ordinance construction threshold of 75 dBA  $L_{EQ}$  (12 hour), and temporary increases in ambient noise levels from construction activity would be

less than significant. Land use impacts associated with construction noise would be less than significant.

Furthermore, due to the anticipated near balanced amount of cut and fill during grading activities, temporary increases in ambient noise levels from construction traffic and associated land use impacts would be less than significant.

#### Stationary Operational Noise Impacts to Off-site Uses

#### Heating, Ventilation, and Air Conditioning Units

Noise modeling described in the project Acoustical Analysis Report (HELIX 2020), indicates that noise generated by proposed HVAC units would be well below the City's nighttime allowable hourly limit of 40 dBA. Therefore, noise impacts from project HVAC units to off-site uses and associated land use impacts would be less than significant.

#### **Recreational Activities**

The proposed public park would be located adjacent to single-family residences along Peñasquitos Drive. The noise analysis in Section 5.4 evaluated potential impacts from the most noisy anticipated activities at proposed public and private parks on the project site, including children playing at playground areas in the public park, and the proposed dog parks at the southern and northern ends of the site. The results indicated that noise generated by these uses would not exceed the evening hour limits for the adjacent hotel and single-family residential uses to the south and west. Other less noisy sources, including proposed pickleball courts, a basketball court, and a small outdoor amphitheater (used as a classroom space with no loudspeakers or amplified sound) are also not expected to exceed City standards, due to the distance from sensitive receptors and low levels of noise associated with these uses.

Other recreational areas in the project, which is an age-restricted community, would not include playground equipment or other noise-generating uses. Because these park/open space areas would support more passive uses than playgrounds, the noise from the residents' use of these areas also would be less than the City's noise threshold. In addition, use of these private park/open space areas would be subject to any noise restrictions within the community, enforceable by the HOA.

#### Exposure of New On-site Uses to Ambient Noise

The project is not located within 2.0 miles of a public airport or within the vicinity of a private airstrip but is approximately 7.5 miles north of the MCAS Miramar runway and is within the Air Installation Compatible Use Zone (AICUZ) AIA Review Area 2 for that federal air base. Although some noise from MCAS Miramar aircraft may be noticeable to future project residents, noise from this facility would not measurably influence noise levels at the project site because the project is over 3.0 miles north of the mapped MCAS Miramar AICUZ noise contours, which extend to as low as 60 dBA. Thus, the contribution to project noise impacts from MCAS Miramar would be less than 60 dBA and would be overshadowed by the noise impacts from the adjacent I-15 freeway. Noise levels from MCAS Miramar aircraft would be less than significant. As noted, traffic from I-15 serves as the largest contributor of noise at the project site. Future traffic noise levels for the project are based on forecasted traffic volumes provided in the Traffic Impact Analysis (TIA; LLG 2019) in Appendix B. SANDAG Series 13 2050 forecasts were used to estimate exposure of future on-site residents to noise levels from I-15.

Areas counted toward City-required acreage for public and private usable parks/open space would not exceed 70 CNEL. The proposed dog park at the northern corner of the project would not be counted as a communal exterior use area contributing to the City's park requirements for the project due to its proximity to elevated noise levels from I-15. The social loop pedestrian trail would not be required to adhere to the 70 CNEL limit because the trail would not serve as an area for longterm stationary use.

As discussed in Section 5.4, without the project, noise levels in 2050 under future traffic conditions and existing site topography would range from 65 CNEL to 80 CNEL for most areas of the site where the project's residences are proposed. With implementation of the project, intervening proposed structures would shield the majority of residences so that noise levels would be below the conditionally compatible 70 CNEL limit in the General Plan Noise Element for private multi-family residence exterior use areas. Nevertheless, most of the project's easternmost residences (adjacent to I-15) would be directly exposed to noise levels from I-15 exceeding 70 CNEL. The affected residences are depicted on Figure 5.1-4, Exterior Use Area Noise Barrier Requirements. Because these residences would have exterior use areas such as patios facing I-15, and would be exposed to exterior noise levels that could raise interior noise above 45 CNEL with standard building construction, project design requires noise reduction measures to ensure that the residential use is compatible with the Noise Element. Per the General Plan, the project design would include a combination of measures to interrupt the noise path, separate the noise source, and insulate noise receivers for all residential areas above the compatible 60 CNEL and for private usable open space above the compatible 70 CNEL. This would include both noise barriers surrounding some exterior private use areas to achieve a minimum of 70 CNEL for private patios and enhanced construction techniques/materials to achieve 45 CNEL for residential interiors.

Relative to indoor residential uses, only about 18 percent of the proposed residences (the westernmost residences) would be located in portions of the site below 60 CNEL where standard construction interior noise attenuation would be viable, and no additional noise attenuation would be needed. Traditional architectural materials typically attenuate noise levels by 15 CNEL. Therefore, at locations where noise levels at residence façades would exceed 60 CNEL without attenuation, interior noise levels also would be likely to exceed the City Noise Element's interior noise standard of 45 CNEL. Additionally, modeling conducted at the affordable multi-family apartment structure's second and third floors indicates that units within that structure with a direct line-of-sight to the freeway would be exposed to exterior noise levels in excess of 60 CNEL. The project has therefore incorporated additional architectural attenuation as part of project design as discussed above under Impact 2, and in Section 3.3.1.9. Figure 5.1-5, *Residences Requiring Interior Use Area Noise Attenuation*, shows the residences proposed for additional attenuation to ensure that interior noise levels meet City Noise Element interior noise standards.

# 5.1.3.3 Significance of Impacts

Off -site noise levels from project operational noise would be below City Noise Element exterior and interior noise land use conditionally compatible standards, and impacts would be less than significant.

Traffic noise levels extending from I-15 over a portion of the proposed project site could result in private exterior use area and interior noise levels that would exceed levels specified in the City's Noise Element without attenuation. Specifics of noise attenuation requiring sound walls built to identified specifications, as well as an exterior to interior noise analysis based on specific parameters are listed in Appendix C to this EIR (the project Acoustical Analysis Report). As required by condition of approval, these project design features would be consistent with City noise compatibility standards and no impact would occur.

### 5.1.3.4 Mitigation, Monitoring and Reporting

Because no conflicts with the City's Noise Element would occur based on project design, mitigation measures would not be required.





Airport Land Use Compatibility Zone—MCAS Miramar



HELIX Environmental Plan

# Existing and Proposed RPCP Land Use Map



**HELIX** 

# Existing and Proposed RPCP Glens Land Uses



HELIX Environmental Plan

**Existing and Proposed CPIOZ Areas** 

The Junipers Final Environmental Impact Report





# **Exterior Use Area Noise Barrier Requirements**



# Residences Requiring Interior Use Area Noise Attenuation



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# 5.2 Transportation/Circulation

This section includes an evaluation of potential traffic-related impacts associated with the project under existing conditions in 2018 (Existing), opening year analyzed as 2020 (Near-Term), and in the long-term, expected in 2050 (Horizon Year). The following discussion is based on the TIA completed for the project in October 2019 by Linscott, Law & Greenspan Engineers (LLG 2019). Applicable portions of the TIA are summarized below, with the complete report included as Appendix B of this EIR.

# 5.2.1 Existing Conditions

# 5.2.1.1 Environmental Setting

### Traffic Study Area

The traffic study area was identified based on the following criteria from the City *Traffic Impact Study Manual* (1998), which requires that a traffic study include:

- All adjacent intersections plus the first major signalized intersection in each direction of the site;
- Regionally important arterial road segments and intersections where the project would add 50 or more peak hour trips in either direction;
- All mainline freeway locations, and on/off ramp intersections where the project would add 50 or more peak hour trips in either direction;<sup>1</sup> and
- Metered freeway ramps where the project would add 20 or more peak hour trips.

In addition, per the guidelines, all known congested or potentially congested locations that may be impacted by the proposed development were included. To be conservative, several intersections were included in the TIA that would not meet the 50 peak hour trips guideline.

The study area locations reflect the project trip distribution analysis provided in the TIA (and summarized below in Section 5.2.2) and represent the most likely locations to be impacted by project traffic. As a result, the project study area includes 11 intersections and 8 street segments as outlined below and shown on Figure 5.2-1, *Existing Traffic Volumes*. No freeway mainline locations were analyzed because the project is not expected to add 50 or more peak hour trips to I-15. In addition, freeway ramp meters were not evaluated as the project is not expected to add 20 or more peak hour trips to any metered ramps.

The project site formerly functioned as the Carmel Highland golf course, which closed in March 2015. Since the operations of the golf course have been defunct since 2015, no existing trip credits were taken for the previous use. The total trips generated by the proposed housing units are

<sup>&</sup>lt;u>Per City standards, a freeway analysis is typically required if a project contributes over 150 peak hour trips to a freeway. A more conservative trigger of 50 peak hour trips was used for this project (consistent with regionally adopted San Diego Traffic Engineer's Council [SANTEC] ITE guidelines).</u>

analyzed. Existing AM and PM peak hour traffic volumes at key area intersections and 24-hour street segment counts were collected on Tuesday February 6, 2018 while schools were in session.

Operations of intersections and roadway segments are defined in terms of Level of Service (LOS). The term denotes the different operating conditions that occur under various traffic volume loads; taking into account factors such as roadway geometries, signal phasing, speed, travel delay, and freedom to maneuver. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

#### **Existing Study Area Roadways**

The principal roadways in the project study area are described briefly below, followed by a summary of their current operational status. Street segment ultimate classifications were taken from the Carmel Mountain Ranch and Rancho Peñasquitos Community Plan Circulation Elements.

**Interstate 15** is a north/south freeway generally providing 12 lanes in the vicinity of the project (plus four high-occupancy vehicle [HOV] lanes), regionally connecting San Diego County with Riverside County.

**State Route 56** is an east/west four-lane freeway between I-5 and I-15, providing two travel lanes in each direction. SR-56 is planned to be widened to six lanes in the future; however, funding is not yet identified for this improvement, and the widening is not programmed in the SANDAG Regional Transportation Plan (RTP) until Year 2040.

**Carmel Mountain Road** is classified (and currently built) as a Six-Lane Prime Arterial in the Carmel Mountain Ranch Community Plan Circulation Element from Stoney Peak Drive to the Community Plan boundary at the I-15 Northbound Ramps, within the study area. Carmel Mountain Road is a Six-Lane Major roadway in the RPCP Circulation Element from the I-15 Northbound Ramps to Peñasquitos Drive and is currently built as a Five-Lane Major Roadway with three northbound travel lanes and two southbound. From Peñasquitos Drive to Rancho Peñasquitos Boulevard, Carmel Mountain Road is classified and currently built as a Four-Lane Major Roadway. Within the study area, the posted speed limit is 35 mph east of I-15 and 40 mph west of I-15. Bus stops are provided, and curbside parking is permitted along the section of the roadway between Gerana Street and Cuca Street.

**Peñasquitos Drive** is classified as a Four-Lane Major Roadway in the RPCP Circulation Element from Carmel Mountain Road to Cuca Street and a Four-Lane Collector roadway from Cuca Street to Avenida Maria. From Avenida Maria to its northern terminus at Almazon Street, it is referred to as a "local street." It is currently built as a three-lane roadway with one northbound travel lane and two southbound lanes divided by a two-way left-turn lane (TWLTL) between Carmel Mountain Road and Cuca Street, which has also been referenced in the City's Public Facilities Financing Plan (PFFP) as a "modified Four-Lane Major street." North of Cuca Street to its existing terminus at the northern Community Plan boundary, it is built as a two-lane divided roadway separated by a raised median with a paved curb-to-curb width of 64 feet. The posted speed limit is 35 mph. Bus stops are not provided, and curbside parking is generally allowed. Per the Community Plan and PFFP, roadway improvements have been completed along Peñasquitos Drive for its entirety and no future improvements are currently planned.

#### **Existing Intersection Operations**

Existing peak hour operations for the 11 study area intersections are outlined in Table 5.2-1, *Existing Study Area Intersection Descriptions and Operations*. The City has identified LOS D or better as acceptable LOS, and all intersections are calculated to currently operate at LOS D or better except for the following:

- Intersection #6 Peñasquitos Drive/Cuca Street/Hotel Karlan Driveway LOS E during the AM peak hour
- Intersection #11 Rancho Peñasquitos Boulevard/SR-56 eastbound (EB) Ramps LOS E during the PM peak hour

The existing LOS E for Intersection #6 Peñasquitos Drive/Cuca Street/Hotel Karlan Driveway is the stop-controlled left-turn movement from the Hotel Karlan Driveway onto Peñasquitos Drive (14 peak hour trips). The intersection as a whole is operating at LOS A with no delay to vehicles on Peñasquitos Drive.

	Table 5.2-1 EXISTING STUDY AREA INTERSECTION DESCRIPTIONS AND OPERATIONS											
		Control	Peak	Exis	ting							
	Intersection	Туре	Hour	Delay <sup>a</sup>	LOS <sup>b</sup>							
1	Carmal Mountain Rd/Rancha Carmal Dr	Cignal	AM	46.5	D							
1.	Carmer Mountain Ru/Rancho Carmer Dr	Signal	PM	44.8	D							
2	Carmol Mountain Pd/I 15 NR Pamps	Signal	AM	31.4	С							
Ζ.	Carmer Mountain Run-15 NB Ramps	Signal	PM	45.3	D							
2	Carmal Mountain Pd/I 15 SP Pamps	Signal	AM	25.1	С							
5.	carmer mountain Run-15 3B Ramps	Signal	PM	31.4	С							
4.	Carmel Mountain Rd/Future Right-In Only	DNE	AM									
	Project Access	DNE AM - PM - Signal AM 20										
5	Carmel Mountain Rd/Peñasquitos Dr	Signal	AM	20.1	C							
5.		Signal	PM	23.1	C							
6	Pañasquitos Dr/Cuca St/Hotal Karlan Drivaway		AM	43.3	E							
0.		WISSC	PM	23.9	C							
7	Peñasquitos Dr/lanal Way/Euture Project Access		AM	16.6	C							
7.		WISSC	PM	11.5	В							
8	Carmel Mountain Rd/Cuca St	Signal	AM	13.5	В							
0.	carmer mountain Ru/Cuca St	Signal	PM	11.9	В							
٩	Carmel Mountain Pd/Paseo Cardiel	Signal	AM	14.7	В							
9.	carnel mountain Run aseo cardier	Signal	PM	17.4	В							
10.	Rancho Peñasquitos Blvd/Carmel Mountain Rd/	Signal	AM	51.7	D							
	SR-56 WB Ramps	Jigi lai	PM	47.6	D							
11	Rancho Peñasquitos Blvd/SR-56 FB Ramos	Signal	AM	38.7	D							
	Nationo i enasquitos biva/sit-so eb natips	JEIIa	PM	60.5	E							

Source: LLG 2019

a. Average delay expressed in seconds per vehicle

b. Level of Service

c. MSSC = Minor Street Stop-Controlled intersection; minor street approach left-turn critical movement delay reported (in seconds)

DNE = Does Not Exist; EB = eastbound; WB = westbound; SB = southbound; NB = northbound

#### **Existing Roadway Operations**

Table 5.2-2, *Existing Study Area Roadway Segment Descriptions and Operations,* summarizes the existing roadway segment operations. All study area segments are calculated to currently operate at LOS C or better.

	Table 5.2-2 EXISTING STUDY AREA ROADWAY SEGMENT DESCRIPTIONS AND OPERATIONS												
	Street Segment	Community Plan	Functional Road Classification	Capacity (LOS E) <sup>a</sup>	ADT <sup>b</sup>	LOS <sup>c</sup>	<b>V/C</b> <sup>d</sup>						
Са	rmel Mountain Road												
1.	Stoney Peak Drive to Rancho Carmel Drive	Carmel Mountain Ranch	6-Ln Primary Arterial	60,000	32,609	В	0.543						
2.	Rancho Carmel Drive to I-15 NB Ramps	Carmel Mountain Ranch	6-Ln Primary Arterial	60,000	46,156	С	0.769						
3.	l-15 SB Ramps to Future Right-In Only Access <sup>e</sup>	Rancho Peñasquitos	5-Ln Major	45,000	25,463	С	0.566						
4.	Future Right-In Only Access to Peñasquitos Drive	Rancho Peñasquitos	5-Ln Major	45,000	25,463	С	0.566						
5.	Peñasquitos Drive to Cuca Street	Rancho Peñasquitos	4-Ln Major	40,000	12,824	А	0.321						
6.	Cuca Street to Paseo Cardiel	Rancho Peñasquitos	4-Ln Major	40,000	13,565	А	0.339						
7.	Paseo Cardiel to Rancho Peñasquitos Boulevard/ SR-56 WB Ramps	Rancho Peñasquitos	4-Ln Major	40,000	16,617	В	0.415						
Ре	ñasquitos Drive <sup>f</sup>		1	1	•								
8.	Carmel Mountain Road to Cuca Street	Rancho Peñasquitos	Modified 4-Ln Major (w/TWLTL)	30,000	14,504	С	0.485						
9.	Cuca Street to Janal Way	Rancho Peñasquitos	Modified 4-Ln Collector (w/ Raised Median)	22,500	11,393	С	0.506						

Source: LLG 2019

a. Capacities based on City of San Diego Roadway Classification & LOS table (See Appendix C of the TIA)

b. Average Daily Traffic Volumes

c. Level of Service

d. Volume to Capacity

e. Carmel Mountain Road from I-15 SB to Peñasquitos Drive currently provides three lanes in the NB direction and two lanes SB for an increased capacity of 45,000 ADT

f. Per the Rancho Peñasquitos PFP, Peñasquitos Drive has been improved to Modified Four-Lane Collector and Modified Four-Lane Major Road standards capable of accommodating the forecasted buildout traffic volumes per the Community Plan and no future improvements are planned; therefore, the functional capacities used are consistent with those improvements.

Ln = Lane; TWLTL = Two-way left-turn lane; EB = eastbound; WB = westbound; SB = southbound; NB = northbound

#### Existing Alternative Transportation System

#### Bicycle Network

Existing Class II bike lanes are provided along Carmel Mountain Road and Peñasquitos Drive within the study area. From Cuca Street to Caminata Soleado and from Rancho Peñasquitos Boulevard to Paseo Montalban, curbside parking is permitted along Carmel Mountain Road, disconnecting sections of the Class II bike lanes. The existing Class II bike lanes are planned to be maintained as Class II bike lanes per existing community plans and the City of San Diego Bicycle Master Plan (2013a).

#### Transit Services

Existing transit service in the study area is provided by MTS Route 20. Bus stops served by Route 20 are provided by the San Diego MTS along Carmel Mountain Road at the following locations within a half-mile distance of the project:

- Peñasquitos Drive
- Rancho Carmel Drive
- Caminata Duoro
- Caminata Soleado
- Gerana Street

Pedestrian crossings providing protected access to bus stops on both sides of the street are striped at the signalized intersections on Carmel Mountain Road within the study area, providing a protected pedestrian crossing to access the stop in either direction. The nearest stop to the project site is located at Carmel Mountain Road/Peñasquitos Drive, within 0.15 mile of the proposed homes.

Route 20 travels between the Rancho Bernardo Transit Station and downtown San Diego. Monday through Friday, it travels with 15-minute frequencies in the morning and 15- to 30-minute frequencies in the evening, between 4:55 AM and 11:26 PM. On Saturdays, it travels between 5:07 AM and 9:17 PM with 30-minute frequencies. On Sundays, it travels between 6:07 AM and 8:36 PM with hour-long frequencies.

#### Pedestrian Facilities

Non-contiguous sidewalks east of Rancho Carmel Drive and contiguous sidewalks to the west are provided along both sides of Carmel Mountain Road within the study area. Crosswalks are provided at all signalized intersections within the study area. In addition, contiguous sidewalks are provided on both sides of Peñasquitos Drive in the study area.

### 5.2.1.2 Regulatory Framework

#### State

SB 743, signed in 2013, requires a change in the way that transportation impacts are analyzed under CEQA. Historically, environmental review of transportation impacts had focused on the delay that drivers experience at intersections and roadway segments, as expressed in LOS. The legislation,

however, sets forth that upon certification of new guidelines by the Secretary of the Natural Resources Agency, automobile delay, as described solely by LOS or other similar measures of traffic congestion "shall not be considered a significant impact on the environment." Local jurisdictions may continue to consider LOS with regard to local general plan policies, zoning codes, conditions of approval, thresholds, and other planning requirements. New criteria for measuring traffic impacts under CEQA are to focus on "the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." New CEQA Guidelines Section 15064.3 implements SB 743. In addition to establishing VMT as the most appropriate measure of transportation impacts, and shifting away from LOS, primary elements of the section:

- Reiterate that a project's effect on automobile delay shall not constitute a significant environmental impact (except for projects increasing roadway capacity);
- Create a rebuttable presumption of no significant transportation impacts for (a) land use projects within 0.5 mile of either an existing major transit stop or a stop along an existing high quality transit corridor, (b) land use projects that reduce VMT below existing conditions, and (c) transportation projects that reduce or have no impact on VMT;
- Allow a lead agency to qualitatively evaluate VMT if existing models are not available; and
- Give lead agencies discretion to select a methodology to evaluate a project's VMT, but requires disclosure of that methodology in the CEQA documentation.

Lead agencies are required to comply with the Guideline revisions no later than July 1, 2020. To assist lead agencies in this endeavor, the State Office of Planning and Research has also published a Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018), which provides guidance in the calculation and application of VMT analyses within CEQA documents. The City is still developing its VMT methodology and therefore currently adheres to its adopted thresholds and methodology.

#### Regional

### 2050 Regional Transportation Plan

San Diego Forward: The Regional Plan (SANDAG 2015) is an update of the Regional Comprehensive Plan for the San Diego Region and the 2050 RTP/SCS, combined into one document. The Regional Plan provides a blueprint for San Diego's regional transportation system in order to effectively serve existing and projected workers and residents within the San Diego region. In addition to long-term projections, the Regional Plan includes an SCS, in compliance with SB 375. The SCS aims to create sustainable, mixed-use communities conducive to public transit, walking, and biking by focusing future growth, in the previously developed, western portion of the region along the major existing transit and transportation corridors. The Regional Plan has a horizon year of 2050, projects regional growth and contains recommended transportation projects over this time period. The project site and vicinity are immediately across I-15 from a SANDAG Smart Growth Opportunity Area (Potential Community Center), as well as both BRT and lower frequency bus routes.

#### Local

#### <u>General Plan</u>

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

#### Rancho Peñasquitos Community Plan

The project site is located in the northeast corner of the RPCP area. A key goal of the RPCP is to construct and maintain an adequate system for vehicular, bicycle and pedestrian circulation within the community, while providing adequate access to the larger San Diego region.

Peñasquitos Drive was originally planned on the RPCP Circulation Element to connect to Paseo Valdear (extending from Avenida Maria) and ultimately Carmel Mountain Road in the west. This connection resulted in the identified need for the increased capacity of a Four-Lane Major road as more through traffic would have used Peñasquitos Drive as a thoroughfare to connect between the various neighborhoods. However, the Paseo Valdear connection was eliminated from the Rancho Peñasquitos Circulation Element and Public Facilities Financing Plan (PFFP) in FY 2014, as the City rezoned the land into Open Space.

Per PFFP Project T-7A, Peñasquitos Drive from Almazon Street in the north to Cuca Street has been improved to:

...include a landscaped median to provide for a Two-Lane Collector and local street, with Class II bike lanes. This portion of Peñasquitos Drive was reconstructed to accommodate the increase in traffic generated within the Peñasquitos community. This project is consistent with the City's General Plan and the Rancho Peñasquitos Community Plan.

Although the PFFP and RPCP describe a Four-Lane Collector, this segment of Peñasquitos Drive is currently constructed with two travel lanes.

Per PFFP Project T-7C, Peñasquitos Drive from Cuca Street to Carmel Mountain Road has been improved as stated:

The median was improved to provide a Modified Four-Lane Major Street. Peñasquitos Drive is the major access to the northeastern section of this community. This portion of Peñasquitos Drive was constructed to accommodate the increase in traffic generated within the Peñasquitos community. This project is consistent with the City's General Plan and the Rancho Peñasquitos Community Plan.

A copy of Community Plan and PFFP excerpts providing this information is included in Appendix A of the TIA.

# 5.2.2 Impact 1: Potential for Traffic Congestion

- *Issue 1:* Would the project result in an increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system?
- *Issue 2:* Would the project result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp?
- *Issue 3:* Would the project have a substantial impact upon existing or planned transportation systems?

### 5.2.2.1 Impact Thresholds

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

- Any intersection, roadway segment, or freeway segment affected by the project would operate at LOS E or F under either direct or cumulative conditions, and the project exceeds the thresholds shown in Table 5.2-3, *Traffic Impact Significance Thresholds*; and/or
- A substantial amount of traffic would be added to a congested freeway segment, interchange, or ramp as shown in Table 5.2-3.

	Table 5.2-3 TRAFFIC IMPACT SIGNIFICANCE THRESHOLDS												
		Allowable Increase Due to Project Impacts <sup>a</sup>											
Level of Service with	Free	ways	Roadway	Segments	Intersections	Ramp Metering <sup>c</sup>							
Project <sup>b</sup>	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)							
E	0.010 1.0 0.02 1.0		1.0	2.0	2.0								
F	0.005	0.5	0.01	0.5	1.0	1.0							

Source: LLG 2019

- a. If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (within the Traffic Impact Study) that will restore/and maintain the traffic facility at an acceptable LOS. If the LOS with the project becomes unacceptable (see note b), or if the project adds a significant amount of peak-hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating the project's direct significant and/or cumulatively considerable traffic impacts.
- b. All LOS measurements are based upon Highway Capacity Manual procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City's Traffic Impact Study Manual). The acceptable LOS for freeways, roadways, and intersections is generally "D" ("C" for undeveloped locations). For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.
- c. The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS E is 2 minutes. The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS F is 1 minute. No ramp meters were analyzed in the TIA because none of the study area freeway on-ramps are currently metered.

Delay = Average control delay per vehicle measured in seconds for intersections or minutes for ramp meters LOS = Level of Service; V/C = Volume to Capacity ratio; Speed = Arterial speed measured in miles per hour

Per the City Significance Determination Thresholds, direct traffic impacts are defined as those projected to occur at the time a proposed development becomes operational, including other developments not presently operational but which are anticipated to be operational at that time (herein referenced as the Near-Term condition or scenario). Cumulative traffic impacts are defined as those projected to occur at some point after a proposed development becomes operational, such as during subsequent phases of a project and when additional proposed developments in the area become operational or when the affected community plan area reaches full planned buildout (herein referenced as the Horizon Year). This analysis defines the Horizon Year as Year 2050, consistent with the General/Community plan assumed buildout year.

The City Significance Determination Thresholds also note that it is possible that a project's Near-Term (direct) impacts may be reduced in the long term, as future projects develop and provide additional roadway improvements (for instance, through implementation of traffic phasing plans). In such a case, the project may have direct impacts but not contribute considerably to a cumulative impact.

For intersections and roadway segments affected by a project, LOS D or better is considered acceptable under both direct and cumulative conditions.

If traffic conditions with the project exceed the thresholds in Table 5.2-3, then the project may be considered to have a significant "direct" or "cumulative" project impact. A significant impact can also occur if a project causes the LOS to degrade from D to E, even if the allowable increases in Table 5.2-3 are not exceeded.

Specifically, direct and cumulative impacts would occur if an intersection, roadway segment, or freeway facility would degrade from LOS D or better without a project to LOS E or F with a project. If the current LOS is at E or F without a project, a significant impact would occur if the contribution of project-related traffic exceeds the allowable increases specified by the City. As shown on Table 5.2-3, an intersection operating at LOS E or F without a project would experience a significant impact if that project's contribution resulted in an increase in delay by two seconds at LOS E or one second at LOS F with the project. Similarly, a roadway segment operating at LOS E or F without a project would experience a significant impact if that project's contribution resulted in an increase in delay by two seconds at LOS E or 0.02 for LOS E or 0.01 at LOS F. Lastly, freeway segments operating at LOS E or F without a project would experience a significant impact if that project's contribution resulted in an increase in V/C of 0.010 for LOS E or 0.005 at LOS F. A feasible mitigation measure would need to be identified to return the impact within the associated City thresholds, or the impact would be considered significant and unmitigated.

# 5.2.2.2 Impact Analysis

### **Project Operation**

### <u>Methodology</u>

The trip generation for all 536 proposed housing units was calculated using the City of San Diego *Trip Generation Manual* (2003) trip generation rate for "Retirement/Senior Citizen Housing." Peak hour rates are not provided by the City's manual. The *SANDAG (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (2002) was used to calculate the peak hour trip generation.

The TIA analyzed potential effects to study area intersections and street segments under Existing, Near-Term (Opening Day), and Horizon Year conditions, with and without the project.

The Existing Plus Project condition represents the effect of project traffic on the existing street network at the time of traffic data collection (February 2018) without assuming either additional cumulative projects or additional road improvements in the baseline condition other than the fourth leg of the Peñasquitos Drive/Janal Way intersection and right-turn in only access and frontage improvements on Carmel Mountain Road that are included as part of the project. The project also proposes a traffic signal at Peñasquitos Drive/Cuca Street/Hotel Karlan Driveway and a roundabout at Peñasquitos Drive/Janal Way/Future Project Access as part of the project mitigation. These proposed intersection improvements are not included in the Existing, Near-Term, or Horizon Year plus project impact scenarios, in order to illustrate the magnitude of traffic impacts without traffic controls along Peñasquitos Drive and to identify the implementation of the traffic signal and roundabout as mitigation measures to require that they are constructed as part of the project. All other environmental resource sections in this EIR consider the proposed traffic signal and roundabout as a component of the project.

The Near-Term condition evaluates operations with traffic generated by three anticipated near-term projects added to the existing traffic volumes; project traffic was then added to those traffic volumes to arrive at the Near-Term Plus Project (Opening Day 2020) condition. These near-term projects are other reasonably foreseeable projects in the study area that will add traffic to the local circulation system in the near future. Based on the City's website, three cumulative projects are planned nearby that would add traffic to study area intersections and street segments. These cumulative projects are the following:

- **Pacific Village** involves the redevelopment of an existing 41-acre rental complex currently known as Peñasquitos Village to create 324 units for-sale and 277 apartments for rent. The existing site contains a 332-unit apartment community built in 1970.
- **Merge 56** involves the development of 525,000 square feet of commercial, office, theater and hotel uses, and 242 residential dwelling units.
- The Preserve at Torrey Highlands (Community Plan Amendment request previously referred to as the "Kilroy Development") involves the development of 450,000 square feet of commercial office space with parking structures south of Torrey Santa Fe Road and west of future Camino Del Sur.

It is noted that current project scheduling shows full buildout and 100 percent occupation in 2023. Based on traffic level changes from 2020 to 2050, the growth rate in the project study area is less than one percent per annum. This rate of growth would not result in any additional exceedances of performance thresholds for either road segments or intersections in 2023, as evidenced by the 2020 and 2050 analyses below (LLG 2019).

Evaluation of the 2050 Horizon Year is required because the project includes a Community Plan Amendment. Horizon Year conditions reflect projections for 2050 using the SANDAG Series 12 traffic forecast model, which includes SR-56 as a four-lane facility (two eastbound, two westbound lanes) in the immediate vicinity of the project, and Carmel Mountain Road with its current configuration. Although Carmel Mountain Road from I-15 to Peñasquitos Drive is classified as a Six-Lane Major roadway in the RPCP, in the Rancho Peñasquitos Public Facilities Financing Plan, Project No. T-12 indicates that funding for this improvement is currently unidentified. Therefore, the Horizon Year analyses of study area intersections and street segments in the TIA did not assume any street segment or intersection improvements in addition to existing on-the-ground conditions. Similar to the Existing and Near-Term scenarios, the proposed traffic signal and roundabout are not included in the Horizon Year analyses in order to illustrate the magnitude of traffic impacts without traffic controls along Peñasquitos Drive, and to identify and require that the traffic signal and roundabout are constructed as mitigation as part of the project.

A summary of trip generation and distribution is provided below, followed by evaluations of the Existing, Near-Term, and Horizon Year impact scenarios with and without the project.

#### Trip Generation/Distribution

#### Trip Generation

The project is forecasted to generate a total of 2,144 average daily traffic (ADT) with 107 trips during the AM peak hour (43 inbound/64 outbound) and 150 trips during the PM peak hour (90 inbound/60 outbound). Table 5.2-4, *Project Trip Generation*, summarizes the project traffic generation.

	Table 5.2-4 PROJECT TRIP GENERATION												
Landling	<b>C</b> :	Daily T (A	ily Trip Ends AM Peak Hour (ADT)					PM Pe	eak Hour				
Land Use	Size	Size		% of In : Out Volume		e	% of	In : Out		Volun	ne		
		Rate	volume	ADT	Split	In	Out	Total	ADT	Split	In	Out	Total
Age- Qualified (55+) Residential	536 DU	4/DU	2,144	5%	40:60	43	64	107	7%	60:40	90	60	150

Source: LLG 2019

a. Rates taken from City of San Diego Trip Generation Manual, May 2003 and SANDAG (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002

ADT = Average Daily Traffic; DU = dwelling units

#### Trip Distribution

Trip distribution was based on the existing travel patterns in the area, the proximity of the project land uses to complementary uses, proximity to I-15, the type of housing proposed, and general knowledge of the area. Residents of age-qualified housing include both retirees who would tend to avoid unnecessary peak hour trips and travel to a variety of local and regional destinations, and those still in the workforce whose travel patterns reflect that of a more typical commuter.

Using the above-mentioned assumptions, approximately 20 percent of the daily project trips were regionally distributed on I-15 to the north, with 25 percent to the south and 11 percent oriented to/from the west on SR-56. The remaining 44 percent were distributed to the local network. A small amount of project-related traffic may make use of Cuca Street and Janal Way to access destinations

further to the west via Carmel Mountain Road. The incentive to use either of these roadways as cut-through routes for destinations is low, given the good traffic operations along the main roadways (LOS C on Peñasquitos Drive, LOS A on Carmel Mountain Road between Cuca Street and Peñasquitos Drive, LOS C during AM/PM peak hours at Carmel Mountain Road/Peñasquitos Drive intersection). In general, Cuca Street is more direct, with fewer fronting land uses, and as such, 3 percent of project traffic was distributed via this roadway. Janal Way is less likely to be used because it is more steep and circuitous. This is borne out by the existing peak hour turning movement volumes, which show a total of 7 AM and 5 PM peak hour trips between Janal Way and the entirety of the development served by Peñasquitos Drive to the north.

As a conservative assumption, this study distributes zero trips north on Peñasquitos Drive. Realistically, there will be some project-related trips to this area. However, any reasonable distribution of trips to the north would not be sufficient to generate any impacts and would only reduce the number of project trips being studied at more congested intersections, such as along Carmel Mountain Road or at the freeway interchanges.

The distribution is illustrated on Figure 5.2-2a, *Project Daily Trip Distribution* and Figure 5.2-2b, *Project Peak Hour Trip Distribution*.

### **Existing Plus Project**

The Existing Plus Project condition represents the effect of project traffic on the existing street network at the time of traffic data collection (February 2018) without assuming either additional reasonably foreseeable development projects or additional road improvements in the baseline condition other than those proposed as part of the project (i.e., the fourth leg of the Peñasquitos Drive/Janal Way intersection and the right-turn in only access and frontage improvements on Carmel Mountain Road). Anticipated trips associated with buildout of the project were then distributed throughout the study area to determine the changes in operations for intersections and roadway segments.

Traffic generated by the project was added to the existing traffic volumes to develop the Existing Plus Project volumes (see Figure 5.2-3, *Existing Plus Project Traffic Volumes*). The resulting conditions at intersections and roadway segments are presented below.

#### Intersection Conditions

Intersection operations with the project are shown in Table 5.2-5, *Existing Plus Project Intersection Operations*. Without including reasonably foreseeable development, or installation of a traffic signal at the intersection of Peñasquitos Drive/Cuca Street/Hotel Karlan Driveway and a roundabout at Peñasquitos Drive/Janal Way/Future Project Access, all intersections are calculated to continue to operate at LOS D or better except for the following:

- Intersection #6: Peñasquitos Drive/Cuca Street/Hotel Karlan Driveway LOS F during the AM peak hour;
- Intersection #7: Peñasquitos Drive/Janal Way/Project Access LOS E during the AM peak hour; and

• Intersection #11: Rancho Peñasquitos Boulevard/SR-56 EB Ramps – LOS E during the PM peak hour.

	Table 5.2-5 EXISTING PLUS PROJECT INTERSECTION OPERATIONS												
	Intersection	Control	Peak Hour	Exist	ing	Existing Proje	Plus ct	Delay	Sig?				
		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	_					
1.	Carmel Mountain Rd/	Signal	AM	46.5	D	47.2	D	0.7	No				
	Rancho Carmel Dr	5161101	PM	44.8	D	46.1	D	1.3	NO				
2.	Carmel Mountain Rd/	Signal	AM	31.4	C	31.4	C	0.0	No				
	I-15 NB Ramps	Jighta	PM	45.3	D	47.6	D	2.3	NO				
3.	Carmel Mountain Rd/	Signal	AM	25.1	C	25.2	C	0.1	No				
	I-15 SB Ramps	Jigilai	PM	31.4	С	34.6	C	3.2	NU				
4.	Carmel Mountain Rd/	DNE/	AM	-	-	0.0	А	-					
	Future Right-In Only Project Access <sup>e</sup>	Uncontrolled	PM	-	-	0.0	А	-	No				
5.	Carmel Mountain Rd/		AM	20.1	С	20.7	С	0.6					
	Peñasquitos Dr	Signal	PM	23.1	С	25.1	С	2.0	No				
6.	Peñasquitos Dr/Cuca	Magad	AM	43.3	E	51.1	F	7.8	Vee				
	St/Hotel Karlan Driveway	MISSC <sup>a</sup>	PM	23.9	C	26.5	D	2.6	res				
7.	Peñasquitos Dr/Janal	Mcccd	AM	16.6	C	48.2	E	31.6	Vac				
	Way/Future Project Access <sup>f</sup>	IVISSC °	PM	11.5	В	31.9	D	20.4	res				
8.	Carmel Mountain Rd/	Cignal	AM	13.5	В	13.6	В	0.1	No				
	Cuca Street	Signal	PM	11.9	В	12.0	В	0.1	INO				
9.	Carmel Mountain Rd/	Cignal	AM	14.7	В	14.8	В	0.1	No				
	Paseo Cardiel	Signal	PM	17.4	В	17.7	В	0.3	INO				
10.	Rancho Peñasquitos		AM	51.7	D	51.8	D	0.1					
	Blvd/Carmel Mountain Rd/ SR-56 WB Ramps	Signal	PM	47.6	D	47.7	D	0.1	No				
11.	Rancho Peñasquitos Blvd/	Signal	AM	38.7	D	38.7	D	0.0	No				
	SR-56 EB Ramps	Signai	PM	60.5	E	60.8	E	0.3	INU				

Source: LLG 2019

a. Average delay expressed in seconds per vehicle

b. Level of Service

c.  $\Delta$  denotes the increase in delay due to project

d. MSSC = Minor Street Stop-Controlled intersection. Worst critical movement delay reported.

e. No delay is reported at this intersection as the only turn movement is a free right-turn into the site

f. With the completion of the fourth leg of this intersection to serve as the project access, the critical movement becomes the westbound left-turn

Sig = Significant impact, yes or no; **bold** text indicates a significant impact

DNE = Does Not Exist; EB = eastbound; WB = westbound; SB = southbound; NB = northbound

Based on City of San Diego significance criteria, project-related increases in delay at Intersection #6 and Intersection #7 would result in significant impacts because both intersections would be degraded from LOS E and B, respectively, to LOS F and E, respectively. Intersection #11 would not be significantly impacted by the project because the LOS grade would not change, and the allowable delay threshold of 2.0 seconds would not be exceeded.

#### Roadway Segment Conditions

Roadway segment operations with the project are shown in Table 5.2-6, *Existing Plus Project Street Segment Operations*. With the addition of project traffic, all study area segments are calculated to continue to operate at LOS C. Based on City of San Diego significance criteria, no significant direct impacts were calculated with the addition of project traffic on the street segments because the allowable thresholds would not be exceeded.

#### Near-Term and Near-Term Plus Project

This section addresses the Near-Term (Opening Day) condition with and without the project, so that the project contribution to traffic impacts by Year 2020, which is assumed to be the opening year for the project, can be assessed. To the extent that project completion extends beyond 2020, the projected baseline traffic growth rate in the project study area is less than one percent per year, which the TIA has considered and determined would not influence the results of the analyses in the TIA (LLG 2019). The Near-Term scenario adds traffic anticipated to be generated by three other nearby development projects in the near future, and then adds the traffic generated by the project to develop the Near-Term Plus Project volumes. This scenario assumes existing lane geometrics, except that the Near-Term Plus Project scenario includes additional road improvements as part of the project (i.e., the fourth leg of the Peñasquitos Drive/Janal Way intersection and the right-turn in only access and frontage improvements are outlined below. As mentioned previously, this scenario does not include the proposed traffic signal at the intersection of Peñasquitos Drive/Cuca Street/ Hotel Karlan Driveway and roundabout at Peñasquitos Drive/Janal Way/Future Project Access.

Traffic generated by the project was added to the Near-Term traffic volumes to develop the Near-Term Plus Project volumes (see Figure 5.2-4, *Near-Term Plus Project Traffic Volumes*). The resulting conditions at intersections and roadway segments are presented below.

#### Intersection Conditions

Without the project, the Near-Term scenario would result in all intersections operating at LOS D or better, except the following, as shown in Table 5.2-7, *Near-Term Intersection Operations*:

- Intersection #6: Peñasquitos Drive/Cuca Street/Hotel Karlan Driveway LOS E during the AM peak hour;
- Intersection #11: Rancho Peñasquitos Boulevard/SR-56 EB Ramps LOS E during the PM peak hour.

Table 5.2-6 EXISTING PLUS PROJECT STREET SEGMENT OPERATIONS											
Street Segment	Street Segment     Existing Capacity     Existing     Existing										
	(LOS E) <sup>a</sup>	ADT <sup>b</sup>	LOS <sup>c</sup>	V/C d	ADT	LOS	V/C				
Carmel Mountain Road											
1. Stoney Peak Drive to Rancho Carmel Drive	60,000	32,609	В	0.543	32,989	В	0.550	0.007	No		
2. Rancho Carmel Drive to I-15 NB Ramps	60,000	46,156	С	0.769	46,790	С	0.780	0.011	No		
3. I-15 SB Ramps to Future Right-In Only Access <sup>f</sup>	45,000	25,463	С	0.566	27,047	С	0.601	0.035	No		
4. Future Right-In Only Access to Peñasquitos Drive <sup>f</sup>	45,000	25,463	С	0.566	26,255	С	0.583	0.018	No		
5. Peñasquitos Drive to Cuca Street	40,000	12,824	А	0.321	13,246	А	0.331	0.010	No		
6. Cuca Street to Paseo Cardiel	40,000	13,565	А	0.339	14,051	А	0.351	0.012	No		
<ol> <li>Paseo Cardiel to Rancho Peñasquitos Blvd/ SR-56 WB Ramps</li> </ol>	40,000	16,617	В	0.415	16,997	В	0.425	0.010	No		
Peñasquitos Drive <sup>g</sup>											
8. Carmel Mountain Road to Cuca Street	30,000	14,504	С	0.485	15,771	С	0.527	0.042	No		
9. Cuca Street to Janal Way	22,500	11,393	C	0.506	12,724	C	0.566	0.060	No		

Source: LLG 2019

a. Capacities based on City of San Diego Roadway Classification & LOS table (see Appendix C of the TIA)

b. Average Daily Traffic

- c. Level of Service
- d. Volume to Capacity ratio
- e.  $\Delta$  denotes a project-induced increase in the Volume to Capacity ratio

f. Carmel Mountain Road from I-15 SB to Peñasquitos Drive currently provides three lanes in the NB direction and two lanes SB for an increased capacity of 45,000 ADT

g. Per the Rancho Peñasquitos PFFP, Peñasquitos Drive has been improved to Modified Four-Lane Collector and Modified Four-Lane Major Road standards capable of accommodating the forecasted buildout traffic volumes per the Community Plan and no future improvements are planned; therefore, the modified capacities used are consistent with those improvements.

Sig = Significant impact, yes or no

EB = eastbound; WB = westbound; SB = southbound; NB = northbound

Intersection operations for the Near-Term Plus Project scenario are also shown in Table 5.2-7. With the addition of the identified near-term projects and project traffic and installation of the fourth leg of the Peñasquitos Drive/Janal Way intersection (but without construction of the proposed traffic signal at the intersection of Peñasquitos Drive/Cuca Street/Hotel Karlan Driveway and roundabout at Peñasquitos Drive/Janal Way/Future Project Access), all intersections are calculated to continue to operate at LOS D or better except for the following:

- Intersection #6: Peñasquitos Drive/Cuca Street/Hotel Karlan Driveway LOS F during the AM peak hour;
- Intersection #7: Peñasquitos Drive/Janal Way/Project Access LOS E during the AM peak hour; and
- Intersection #11: Rancho Peñasquitos Boulevard/SR-56 EB Ramps LOS E during the PM peak hour.

Based on City of San Diego significance criteria, project-related increases in delay at Intersection #6 and Intersection #7 would result in significant impacts because both intersections would be degraded from LOS E and C, respectively, to LOS F and E, respectively. Intersection #11 is not significantly impacted by the project because the allowable threshold for added delay (2.0 seconds) would not be exceeded; this intersection would remain at LOS E with the project.

	NEAR-TERM INTERSECTION OPERATIONS												
	Intersection	Control	Peak	Near-T	ſerm	Near-Terr Proje	n Plus ct	Delay	Sig?				
		туре	Hour	Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Δ					
1.	Carmel Mountain Rd/	Signal	AM	46.6	D	47.2	D	0.6	No				
	Rancho Carmel Dr	Signal	PM	45.1	D	46.4	D	1.3	NO				
2.	Carmel Mountain Rd/	Cignal	AM	31.4	С	31.4	C	0.0	No				
	I-15 NB Ramps	Signal	PM	46.4	D	48.7	D	2.3	NO				
3.	Carmel Mountain Rd/	Signal	AM	25.8	С	26.1	С	0.3	No				
	I-15 SB Ramps	Signal	PM	34.8	С	35.0	С	0.2	NO				
4.	Carmel Mountain Rd/		AM	-	-	-	-	-					
	Future Right-In Only Project Access <sup>e</sup>	Uncontrolled	PM	-	-	-	-	-	No				
5.	Carmel Mountain Rd/	Signal	AM	20.6	С	21.1	C	0.5	No				
	Peñasquitos Dr	Signal	PM	23.4	С	25.6	С	2.2	INO				
6.	Peñasquitos Dr/Cuca St/	MSSCd	AM	44.1	E	52.3	F	8.2	Vos				
	Hotel Karlan Driveway	IVISSC*	PM	24.3	С	27.0	D	2.7	165				
7.	Peñasquitos Dr/Janal	MSSCd	AM	17.5	С	49.8	E	32.3	Vos				
	Way/Future Project Access <sup>f</sup>	IVISSC*	PM	12.0	В	32.7	D	20.7	165				
8.	Carmel Mountain Rd/	Signal	AM	13.7	В	13.8	В	0.1	No				
	Cuca St	Signai	PM	12.4	В	12.4	В	0.0	INU				

#### Table 5.2-7 NEAR-TERM INTERSECTION OPERATIONS

NEAR-TERM INTERSECTION OPERATIONS												
Intersection	Control	Peak	Peak Near-Term		Near-Terr Proje	n Plus ct	Delay	Sig?				
	туре	HOUI	Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Δ.	5				
9. Carmel Mountain Rd/	Cignal	AM	15.0	В	15.2	В	0.2	Na				
Paseo Cardiel	Signai	PM	17.9	В	18.3	В	0.4	NO				
10. Rancho Peñasquitos		AM	53.4	D	53.6	D	0.2					
Blvd/Carmel Mountain Rd/ SR-56 WB Ramps	Signal	PM	48.0	D	48.0	D	0.0	No				
11. Rancho Peñasquitos Blvd/	Cignal	AM	39.3	D	39.4	D	0.1	Na				
SR-56 EB Ramps	Signal	PM	65.8	E	66.3	E	0.5	NO				

Source: LLG 2019

a. Average delay expressed in seconds per vehicle

b. Level of Service

c.  $\Delta$  denotes the increase in delay (in seconds) due to project

d. MSSC = Minor Street Stop-Controlled intersection. Minor street approach critical movement delay reported (in seconds)

e. No delay is reported at this intersection as the only turn movement is a free right-turn into the site

f. With the completion of the fourth leg of this intersection to serve as the project access, the critical movement becomes the westbound left-turn

Sig = Significant impact, yes or no; **bold** text indicates a significant impact

DNE = Does Not Exist; EB = eastbound; WB = westbound; SB = southbound; NB = northbound

#### **Roadway Segment Conditions**

Table 5.2-8, *Near-Term Street Segment Operations*, summarizes the key segment operations in the study area for the Near-Term condition and Near-Term Plus Project condition. With the addition of cumulative projects and project traffic, all study area segments are calculated to continue to operate at LOS C or better.

Based on City of San Diego significance criteria, no significant direct impacts were calculated with the addition of project traffic because the allowable thresholds would not be exceeded.

#### Horizon Year and Horizon Year Plus Project

The Horizon Year volumes were obtained from the SANDAG Series 12 Year 2050 forecast traffic model to forecast the roadway segment baseline traffic volumes representing the Horizon Year without project conditions. The analysis conservatively assumes that no improvements to the study area street segments and intersections would occur by the Year 2050 and that the existing on-the-ground conditions would remain.

The peak hour turning movement volumes at each intersection were estimated from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes. This same relationship can be assumed to generally continue in the future. The net increase in traffic with the project was added to the baseline Horizon Year traffic volumes to arrive at Horizon Year Plus Project conditions, along with the proposed street and intersection improvements associated with the project. Associated traffic volumes are shown on Figure 5.2-5, *Horizon Year With Project Traffic Volumes*. The resulting conditions at intersections and roadway segments are presented below.

Table 5.2-8 NEAR-TERM STREET SEGMENT OPERATIONS											
	Existing	Ne	ear-Term	l	Near-T	erm Plus	Project				
Street Segment	Capacity (LOS E) <sup>a</sup>	ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C	Δe	Sig?		
Carmel Mountain Road											
1. Stoney Peak Drive to Rancho Carmel Drive	60,000	32,888	В	0.548	33,268	В	0.554	0.006	No		
2. Rancho Carmel Drive to I-15 NB Ramps	60,000	46,435	С	0.774	47,069	С	0.784	0.010	No		
<ol> <li>I-15 SB Ramps to Future Right-In Only Project Access <sup>f</sup></li> </ol>	45,000	26,640	С	0.592	28,224	С	0.627	0.035	No		
<ol> <li>Future Right-In Only Project Access to Peñasquitos Drive <sup>f</sup></li> </ol>	45,000	26,640	С	0.592	27,432	С	0.610	0.018	No		
5. Peñasquitos Drive to Cuca Street	40,000	14,223	А	0.356	14,645	Α	0.366	0.010	No		
6. Cuca Street to Paseo Cardiel	40,000	14,406	Α	0.360	14,892	Α	0.372	0.012	No		
<ol> <li>Paseo Cardiel to Rancho Peñasquitos Boulevard/ SR-56 WB Ramps</li> </ol>	40,000	17,439	В	0.436	17,819	В	0.445	0.009	No		
Peñasquitos Drive <sup>g</sup>											
8. Carmel Mountain Road to Cuca Street	30,000	14,549	С	0.485	15,816	C	0.527	0.042	No		
9. Cuca Street to Janal Way	22,500	11,438	C	0.508	12,769	C	0.568	0.060	No		

Source: LLG 2019

a. Capacities based on City of San Diego Roadway Classification & LOS table (See Appendix C of the TIA)

b. Average Daily Traffic

c. Level of Service

d. Volume to Capacity ratio

e.  $\Delta$  denotes a project-induced increase in the Volume to Capacity ratio

f. Carmel Mountain Road from I-15 SB to Peñasquitos Drive currently provides three lanes in the NB direction and two lanes SB for an increased capacity of 45,000 ADT

g. Per the Rancho Peñasquitos PFFP, Peñasquitos Drive has been improved to Modified Four-Lane Collector and Modified Four-Lane Major Road standards capable of accommodating the forecasted buildout traffic volumes per the Community Plan and no future improvements are planned; therefore, the modified capacities used are consistent with those improvements

Sig = Significant impact, yes or no

EB = eastbound; WB = westbound; SB = southbound; NB = northbound

#### Intersection Conditions

Intersection operations for the Horizon Year without the project are shown in Table 5.2-9, *Horizon Year Intersection Operations*. All intersections are calculated to continue to operate at LOS D or better except for the following:

- Intersection #1: Carmel Mountain Road/Rancho Carmel Drive LOS E during the AM/PM peak hours;
- Intersection #6: Peñasquitos Drive/Cuca Street/Hotel Karlan Driveway LOS F during the AM peak hour
- Intersection #10: Rancho Peñasquitos Boulevard/Carmel Mountain Road/SR-56 WB Ramps – LOS E during the AM peak hour; and
- Intersection #11: Rancho Peñasquitos Boulevard/SR-56 EB Ramps LOS E/F during the AM/PM peak hours.

	Table 5.2-9 HORIZON YEAR INTERSECTION OPERATIONS												
	Intersection	Control	Peak	Horizon Without l	Year Project	Horizor With Pr	Year oject	Delay	Sig?				
		туре	пош	Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Δ					
1.	Carmel Mountain Rd/	Signal	AM	58.1	E	58.8	E	0.7	No				
	Rancho Carmel Dr	Jigilai	PM	69.7	E	71.4	E	1.7	NO				
2.	Carmel Mountain Rd/	Signal	AM	40.2	D	40.9	D	0.7	No				
	I-15 NB Ramps	Jigilai	PM	51.5	D	53.4	D	1.9	NO				
3.	Carmel Mountain Rd/	Signal	AM	33.9	C	35.3	D	1.4	No				
	I-15 SB Ramps	Jighai	PM	31.6	С	32.7	С	1.1	NU				
4.	Carmel Mountain Rd/	DNE/	AM	-	-	_	-	-					
	Future Right-In Only Project Access <sup>e</sup>	Uncontrolled	PM	-	-	-	-	-	No				
5.	Carmel Mountain Rd/	Signal	AM	24.3	С	25.5	С	1.2	No				
	Peñasquitos Dr	Signal	PM	26.2	С	28.3	С	2.1	NO				
6.	Peñasquitos Dr/Cuca St/	MSSC d	AM	51.0	F	67.0	F	16.0	Ves				
	Hotel Karlan Driveway	MISSE	PM	27.3	D	30.5	D	3.2	105				
7.	Peñasquitos Dr/Janal Way/	MSSC d	AM	21.1	С	66.9	F	45.8	Ves				
	Future Project Access <sup>f</sup>	MISSE	PM	15.5	С	42.2	E	26.7	105				
8.	Carmel Mountain Rd/	Signal	AM	16.0	В	16.1	В	0.1	No				
	Cuca St	Signal	PM	13.1	В	13.1	В	0.0	INU				
9.	Carmel Mountain Rd/	Signal	AM	20.8	С	21.1	С	0.3	No				
	Paseo Cardiel	Jighan	PM	21.6	C	22.1	C	0.5	INU				

Table 5.2-9 (cont.) HORIZON YEAR INTERSECTION OPERATIONS											
Intersection	Control	Peak	Horizon Without l	Horizon With Pr	Year oject	Delay	Sig?				
	туре	pe noui	Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Δ.				
10. Rancho Peñasquitos Blvd/		AM	74.2	E	74.2	E	0.0				
Carmel Mountain Rd/SR-56 WB Ramps	Signal	PM	50.8	D	50.9	D	0.1	No			
11. Rancho Peñasquitos Blvd/	Cignal	AM	55.5	E	55.7	E	0.2	No			
SR-56 EB Ramps	Siglial	PM	102.6	F	103.4	F	0.8	INU			

Source: LLG 2019

a. Average delay expressed in seconds per vehicle

b. Level of Service

c.  $\Delta$  denotes the increase in delay (in seconds) due to the project

d. MSSC = Minor Street Stop-Controlled intersection; minor street approach critical movement delay reported (in seconds)

e. No delay is reported at this intersection as the only turn movement is a free right-turn into the site

f. With the completion of the fourth leg of this intersection to serve as the project access, the critical movement becomes the westbound left-turn

Sig = Significant impact, yes or no; **bold** text indicates a significant impact

DNE = Does Not Exist; EB = eastbound; WB = westbound; SB = southbound; NB = northbound

Intersection operations for the Horizon Year Plus Project Scenario are also shown in Table 5.2-9. With the addition of project traffic and the installation of the fourth leg of the Peñasquitos Drive/ Janal Way intersection (but without construction of the proposed traffic signal at the intersection of Peñasquitos Drive/Cuca Street/Hotel Karlan Driveway and roundabout at Peñasquitos Drive/Janal Way/Future Project Access), all intersections are calculated to continue to operate at LOS D or better except for the following:

- Intersection #1: Carmel Mountain Road/Rancho Carmel Drive LOS E during the AM/PM peak hours;
- Intersection #6: Peñasquitos Drive/Cuca Street/Hotel Karlan Driveway LOS F during the AM peak hour;
- Intersection #7: Peñasquitos Drive/Janal Way/Future Project Access LOS F and E during the AM and PM peak hours, respectively;
- Intersection #10: Rancho Peñasquitos Boulevard/Carmel Mountain Road/SR-56 WB Ramps – LOS E during the AM peak hour; and
- Intersection #11: Rancho Peñasquitos Boulevard/SR-56 EB Ramps LOS E/F during the AM/PM peak hours.

As shown, the unacceptable LOS for each of the intersections would remain the same; however, based on City of San Diego significance criteria, project-related increases in delay at Intersections #6 and #7 would be greater than the allowable threshold for delay increases. For Intersections #1, #10, and #11 listed above, the project-related increase in delay is within the allowable threshold of 2.0 seconds for an LOS E-operating intersection and 1.0 second for an LOS F-operating intersection. Therefore, no significant cumulative impacts are identified at these three locations.

#### Roadway Segment Conditions

Table 5.2-10, *Horizon Year Street Segment Operations,* summarizes the key segment operations in the study area in 2050 with and without the addition of the project. All study area segments are calculated to operate at acceptable LOS under both with and without project conditions. Based on City of San Diego significance criteria, no significant cumulative impacts were calculated with the addition of project traffic because the allowable thresholds would not be exceeded.

#### **Project Construction Impacts**

Construction is expected to take over three years to complete. Building construction would be the final and longest phase (approximately 600 working days), and would be expected to generate the most vehicle/truck trips. Construction activity is expected to occur between 7:00 AM and 4:00 PM and consist of worker vehicles and heavy vehicles. It is estimated that up to 50 workers could be on site on any given day, and that those workers could each leave and return to the site once during the day. This results in a "worst case" estimate of 4 vehicle trips per worker per day, or a total of 200 vehicle trips per day. It is conservatively assumed that all workers would arrive and depart during the morning and evening peak hours, although some workers would likely arrive at the site before the AM peak hour and leave before the PM peak hour. The site grading would be very nearly balanced, with little or no excavated material expected to be imported or exported from the site. Heavy vehicle trips to the site would therefore include primarily deliveries of construction equipment and materials, and hauling away of debris and recycled/waste materials. The number of daily truck trips would vary over the course of construction, but is conservatively estimated to be about 20 trucks per day during initial demolition/grading (peak phase for truck trips), for a total of 40 truck trips per day. It is expected that about 20 percent of these would occur during the AM peak hour and 20 percent during the PM peak hour, and a passenger car equivalent of 2.5 is applied to each truck trip to account for the additional delay that trucks can cause at intersections. Thus, the total number of vehicle trips generated by project construction is conservatively estimated at 300 trips per day, with 70 trips occurring during the AM peak hour and 70 trips occurring during the PM peak hour. These calculations are summarized in Table 5.2-11, Construction Trip Generation Estimate.

Construction traffic is expected to use Circulation Element roadways, including Peñasquitos Drive and Carmel Mountain Road, and would not need to use residential streets. Construction traffic occurring during the morning peak hour would have the potential to exacerbate the existing LOS E condition at the intersection of Peñasquitos\_Drive and Cuca Street. Construction traffic control plans would be prepared to identify truck routes, the hours of construction activity, work zones, staging areas, and other traffic controls as necessary. Construction traffic control plans would be reviewed and determined to be satisfactory to the City Engineer prior to construction activities for the project.

	Table 5.2-10         HORIZON YEAR STREET SEGMENT OPERATIONS											
	Street Segment	Existing	Horizon Year			Ho	orizon Ye	Λe	Sig?			
	Street Segment	(LOS E) <sup>a</sup>	ADT b	LOS C	V/C <sup>d</sup>	ADT	LOS	V/C		Jig.		
Са	armel Mountain Road											
1.	Stoney Peak Drive to Rancho Carmel Drive	60,000	44,700	C	0.745	45,080	С	0.751	0.006	No		
2.	Rancho Carmel Drive to I-15 NB Ramps	60,000	51,200	D	0.853	51,834	D	0.844	0.011	No		
3.	I-15 SB Ramps to Future Right-In Only Project Access <sup>f</sup>	45,000	33,700	С	0.749	35,284	D	0.784	0.035	No		
4.	Future Right-In Only Project Access to Peñasquitos Drive <sup>f</sup>	45,000	33,700	С	0.749	34,492	С	0.766	0.017	No		
5.	Peñasquitos Drive to Cuca Street	40,000	15,700	В	0.393	16,12	В	0.403	0.010	No		
6.	Cuca Street to Paseo Cardiel	40,000	18,800	В	0.470	19,286	В	0.482	0.012	No		
7.	Paseo Cardiel to Rancho Peñasquitos Boulevard/ SR-56 WB Ramps	40,000	19,300	В	0.483	19,680	В	0.492	0.009	No		
Pe	ñasquitos Drive <sup>g</sup>											
8.	Carmel Mountain Road to Cuca Street	30,000	15,900	С	0.530	17,167	С	0.572	0.042	No		
9.	Cuca Street to Janal Way	22,500	12,600	С	0.560	13,931	С	0.619	0.059	No		

Source: LLG 2019

a. Capacities based on City of San Diego Roadway Classification & LOS table (See Appendix C of the TIA)

b. Average Daily Traffic

c. Level of Service

d. Volume to Capacity ratio

e.  $\Delta$  denotes a project-induced increase in the Volume to Capacity ratio

f. Carmel Mountain Road from I-15 SB to Peñasquitos Drive currently provides three lanes in the NB direction and two lanes SB for an increased capacity of 45,000 ADT

g. Per the Rancho Peñasquitos PFFP, Peñasquitos Drive has been improved to Modified Four-Lane Collector and Modified Four-Lane Major Road standards capable of accommodating the forecasted buildout traffic volumes per the Community Plan and no future improvements are planned; therefore, the modified capacities used are consistent with those improvements.

Sig = Significant impact, yes or no

EB = eastbound; WB = westbound; SB = southbound; NB = northbound

Table 5.2-11 CONSTRUCTION TRIP GENERATION ESTIMATE											
	Quantity	PCE <sup>a</sup>	Average Dai	AM Peal	k Hour (7 A	M – 9 AM)	PM Peak Hour (4 PM – 6 PM)				
			(ADT		Volume		Volume				
			Rate <sup>b</sup>	Volume	In	Out	Total	In	Out	Total	
Truck Trips	20	2.5	2.0/round trip	100	10	10	20	10	10	20	
Worker Trips	50	1.0	4.0/employee	200	50	0	50	0	50	50	
	TOTAL 300 60 10 70 10 60 70										

Source: LLG 2019

a. Passenger car equivalent

b. Estimated weekday vehicle trip generation rate per project-specific construction schedule

Peak construction period expected to take 600 working days.

# 5.2.2.3 Significance of Impact

Based on the City significance criteria contained in Table 5.2-3 and the analysis methodologies described in this evaluation (and discussed in more detail in the project TIA, LLG 2019), the project would result in significant direct and cumulative impacts at two study area intersections, including Intersection #6, Peñasquitos Drive/Cuca Street/Hotel Karlan Driveway, and Intersection #7, Peñasquitos Drive/Janal Way/Future Project Access. All other impacts would be less than significant and would not require mitigation measures.

#### **Direct Impacts**

#### Existing Plus Project and Near-Term Plus Project Scenarios

As discussed above, project-related increases in delay at Intersection #6, Peñasquitos Drive/Cuca Street/Hotel Karlan Driveway, and Intersection #7, Peñasquitos Drive/Janal Way/Future Project Access, would exceed City thresholds and two significant direct impacts would occur for both the Existing Plus Project and Near-Term Plus Project scenarios. Mitigation would be required and is proposed to consist of the construction of a traffic signal at Intersection #6 and a roundabout at Intersection #7, as described in Section 3.3.1.6 and identified below as mitigation measures TRA-1 and TRA-2. Two options for addressing this impact were studied for the two intersections as discussed below in Section 5.2.2.4: (1) incorporation of roundabouts and (2) implementation of traffic signals, either of which would fully mitigate the impact. Incorporation of a traffic signal is the applicant's preferred option for Intersection #6, because a roundabout would impact a portion of the Hotel Karlan property. A roundabout is the preferred option for Intersection #7, as it is feasible to implement within the boundaries of the project and the existing public road right-of-way. These improvements are identified in mitigation measures TRA-1 and TRA-2 below, and incorporated into the project design.

#### **Cumulative Impacts**

#### Horizon Year Plus Project

The project contribution to Horizon Year Plus Project conditions would result in significant impacts to the same two intersections as would the two Direct Impact scenarios. As discussed above, project-related increases in delay under cumulative horizon year conditions at Intersection #6, Peñasquitos Drive/Cuca Street/Hotel Karlan Driveway, and Intersection #7, Peñasquitos Drive/Janal Way/Future Project Access, would exceed City thresholds and would be fully mitigated with the implementation of the proposed traffic signal and roundabout (identified below as mitigation measures TRA-1 and TRA-2, respectively).

# 5.2.2.4 Mitigation, Monitoring, and Reporting

#### **Direct and Cumulative Impacts**

Mitigation for direct and cumulative impacts under the Existing plus Project, Near-Term Plus Project, and Horizon Year Plus Project scenarios are provided below as mitigation measures TRA-1 and TRA-2. These improvements are also included as part of the project and illustrated on Figures 3-11d and 3-11e. As shown on Table 5.2-12, *Near-Term Intersection Operations with Mitigation*, and

Table 5.2-13, *Horizon Year Intersection Operations with Mitigation*, the direct and cumulative impacts to the intersections of Peñasquitos Drive/Cuca Street/Hotel Karlan Driveway and Peñasquitos Drive/Janal Way/Future Project Access would be reduced to less than significant with the incorporation of a traffic signal and a roundabout per TRA-1 and TRA-2, respectively, prior to project occupancy. Tables 5.2-12 and 5.2-13 also show the 95<sup>th</sup> percentile queueing on Peñasquitos Drive under mitigated conditions. As shown in the tables, the longest projected queue is 425 feet at Cuca Street under Horizon Year 2050 conditions, which is shorter than the distance between Janal Way and Cuca Street (approximately 550 feet) and between Cuca Street and Carmel Mountain Road (approximately 780 feet); therefore, queueing at these intersections is not expected to affect the operations of any upstream intersection.

#### TRA-1: Traffic Signal at Peñasquitos Drive/Cuca Street/Hotel Karlan Driveway Intersection

Prior to issuance of the first building permit, Owner/Permitee shall assure by permit and bond the construction of a traffic signal. The traffic signal will provide dedicated left-turn lanes with protected phasing on Peñasquitos Drive, and permissive phasing on the minor street (Cuca Street/Hotel Karlan Driveway) approaches, satisfactory to the City Engineer. Improvements shall be completed and operational prior to the project's first occupancy.

#### TRA-2: Roundabout at Peñasquitos Drive/Janal Way/Project Access Intersection

Prior to issuance of the first building permit, Owner/Permitee shall assure by permit and bond the construction of a single-lane roundabout, at Peñasquitos Drive/Janal Way/Future Project Access, satisfactory to the City Engineer. Improvements shall be completed and operational prior to the project's first occupancy.

Table 5.2-12 NEAR-TERM INTERSECTION OPERATIONS WITH MITIGATION											
Intersection	Control Type	Peak	Near-Term		Near-Term Plus Project		Near-Term Plus Project Plus Mitigation				Less Than
intersection		Hour	Delay	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Quei NB	ie (ft) SB	Significant?
6. Peñasquitos Dr/	MSSC ª/ Signal	AM	44.1	E	52.3	F	8.3	A	170	210	Yes
Karlan Driveway		PM	24.3	С	27.0	D	8.1	A	372	97	
7. Peñasquitos Dr/ Janal Way/Future Project Access <sup>c</sup>	MSSC ª/ Round- about	AM	17.5	С	49.8	E	8.5	A	25	125	Yes
		PM	12.0	В	32.7	D	7.0	A	75	25	

Source: LLG 2019

a. MSSC = Minor Street Stop-Controlled intersection. Minor street approach critical movement delay reported (in seconds)

b. LOS = Level of service

c. 95<sup>th</sup> percentile queue lengths on major street (Peñasquitos Drive) shown. Where the analysis output is given in vehicles, results are converted to feet assuming 25 feet per vehicle.

With the completion of the fourth leg of this intersection to serve as the project access, the critical movement becomes the westbound left-turn lane.

Table 5.2-13         HORIZON YEAR INTERSECTION OPERATIONS WITH MITIGATION											
Intersection	Control Type	Peak Hour	Horizon Year		Horizon Year Plus Project		Horizon Year Plus Project Plus Mitigation				Less Than
mersection			Dolay		Delay	1.05	Delay	1.05	Queue		Significant?
			Delay	103 ~	Delay	103		103	NB	SB	
6. Peñasquitos Dr/ Cuca St/Hotel Karlan Driveway	MSSC ª/ Signal	AM	51.0	F	67.0	F	9.2	А	191	226	Yes
		PM	27.3	D	30.5	D	8.9	А	425	107	
7. Peñasquitos Dr/ Janal Way/Future Project Access <sup>c</sup>	MSSC ª/ Round- about	AM	21.1	С	66.9	F	9.5	А	25	150	Yes
		PM	15.5	С	42.2	E	7.7	A	100	25	

Source: LLG 2019

a. MSSC = Minor Street Stop-Controlled intersection. Minor street approach critical movement delay reported (in seconds)

b. LOS = Level of service

c. 95<sup>th</sup> percentile queue lengths on major street (Peñasquitos Drive) shown. Where the analysis output is given in vehicles, results are converted to feet assuming 25 feet per vehicle.

With the completion of the fourth leg of this intersection to serve as the project access, the critical movement becomes the westbound left-turn lane.

# 5.2.3 Impact 2: Potential for Traffic Hazards

*Issue 4:* Would the project result in an increase in traffic hazards for motor vehicles, bicyclists, or pedestrians due to a proposed, non-standard design feature (e.g., poor sight distance or driveway onto an access-restricted roadway)?

# 5.2.3.1 Impact Thresholds

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

# 5.2.3.2 Impact Analysis

#### **Proposed Site Access Circulation Improvements**

Site access is proposed via two locations: (1) completing the fourth leg of the Peñasquitos Drive/ Janal Way intersection and (2) a right-turn in only driveway on Carmel Mountain Road, northeast of Peñasquitos Drive. This driveway would also serve as an egress route during emergencies, under the direction of official emergency personnel.

**Peñasquitos Drive/Janal Way/Future Project Access.** This location would serve as the only regular egress point for residents of the project. It is also expected to serve about 35 percent of the ingress trips. At Peñasquitos Drive, Private Driveway "A" would be the fourth leg of the intersection. It is proposed to be a new private drive with 48 feet curb-to-curb, consisting of two 12-foot wide travel lanes, buffered bike lanes and an eight-foot wide raised median. Stabilized decomposed granite
paths are proposed on both sides of the private drive separated from the travel way by 6.5-foot wide landscaped buffers. Where parking is permitted on one side of the road, the landscape buffer on that side would be eliminated and the curb-to-curb width of Private Driveway "A" would be 8.5 feet wider (56.5 feet total).

#### Carmel Mountain Road/Future Right-In Only Project Access at Private Driveway V, and Deceleration

*Lane.* This location would serve as a primary ingress point for residents because it is in close proximity to I-15 and the majority of trips are destined to/from the east (75 percent). The purpose of this driveway is to capture the majority of the trips from the east and to minimize additional project trips on Peñasquitos Drive. In order to separate the 28 AM/59 PM inbound project trips from the through flow of traffic on Carmel Mountain Road, a dedicated right-turn lane, with a deceleration lane, is proposed. According to City records, the 85<sup>th</sup> percentile speed on Carmel Mountain Road is 47 mph. Using a design speed of 50 mph, the deceleration lane would be 435 feet in length. However, the Highway Demand Design Manual (HDM 2018) allows for 10 to 20 mph of deceleration in the through lane. Using a 10 mph speed reduction from 50 to 40 mph design speed, a deceleration lane length of 315 feet is recommended and within the standards of the HDM. At a minimum, the HDM recommends that space for two vehicles should be provided for queue storage (50 feet total). However, given this is a right-turn lane with no conflicting traffic movements and no traffic control device, there is no need for storage. Therefore, it is proposed that the 50-foot storage pocket be included in the 315-foot deceleration lane and that the project be served by a 315-footlong right-turn lane plus a 90-foot bay taper. This would require widening within Caltrans' right-of-way.

The Private Driveway "V" entrance would allow inbound-only movements from Carmel Mountain Road. The right-turn lane and deceleration lane on Carmel Mountain Road that are included as part of the project would allow a refuge for turning vehicles to exit the main flow of traffic, thus reducing the conflict between through vehicles and slowing vehicles turning into the project's 30-foot wide driveway. A radio-controlled gate would be placed at the first internal intersection (a roundabout) along Driveway V to allow for emergency egress but prohibit every day usage. To prohibit normal daily trips from turning left from Driveway V onto Carmel Mountain Road, but still allow egressing vehicles to head east on Carmel Mountain Road toward I-15 during emergency evacuations, a mountable median segment would be implemented with rolled curb and bollards directly across from the intersection with Private Driveway V, on Carmel Mountain Road. Additionally, Class II bike lanes would be provided on both sides of the driveway, connecting with the Class II bike lanes along Carmel Mountain Road.

A Wildland Fire Evacuation Plan was prepared for the Glens Community (see Appendix K4), which shows that despite increasing the number of vehicles evacuating the community, the project is expected to substantially reduce the overall evacuation time for the greater Glens community (refer to Section 5.14, *Health and Safety* for additional information), due to the additional exit provided to Carmel Mountain Road and provision of an enhanced northerly emergency evacuation route.

The project plans include notes that vegetation and monuments for project entrances cannot block line-of-sight for drivers entering and exiting the site. Similarly, the plans for the proposed roundabout at Peñasquitos Drive/Janal Way/Future Project Access indicate that no vegetation would be permitted in the center of the median that could interrupt line-of-sight for drivers negotiating the roundabout. Pedestrian paths would be clearly marked. Bicyclists would leave the bike lane and mix with vehicles within the roundabout and then return to the bike lane as they leave the roundabout. The design accommodates emergency vehicles.

#### **Proposed Internal Circulation Improvements**

The project's internal connector driveway, Private Driveway "A," is proposed to be a new roadway, 48 feet curb-to-curb, consisting of two 12-foot travel lanes, buffered bike lanes, and an 8-foot raised median. Five-foot sidewalks are proposed on both sides of the driveway, separated from the travel way by a 6.5-foot landscaped buffer.

Pedestrian circulation routes would be provided throughout the site to create enhanced pedestrian circulation and connectivity both within the site and to the surrounding streets. Pedestrian routes would be well illuminated, with benches provided at intervals for rest stops. The project also proposes a "social loop" trail that provides a 2.75-mile route through the site. The social loop is proposed as a multi-use trail within and around the project site for use by the neighboring community and project residents. The social loop and additional designated recreation and green space areas would be publicly accessible to the existing community residents. In addition, Class II bike lanes would be provided throughout much of the project, connecting to existing Class II bike lanes on Carmel Mountain Road and Peñasquitos Drive. These facilities would provide pedestrian and cyclist access through the site, and facilitate safe connections to the adjacent circulation system, as demonstrated in the site, local and regional connectivity maps (Figures 3-9a to 3-9c).

The project plans include emergency turning radii analyses that demonstrate that the proposed internal circulation system would meet or exceed the minimum required 50-foot turning radius to accommodate emergency vehicles and standard delivery vehicles, moving vans, refuse collection vehicles, etc.

#### 5.2.3.3 Significance of Impact

The project would include improvements to facilitate the safe movement of motor vehicles, bicyclists, and pedestrians within the site and with connections to the surrounding area.

The proposed circulation improvements would not increase traffic hazards to motor vehicles, bicyclists, or pedestrians, and would enhance emergency access and evacuations for the project site and the Glens community. As a result, impacts related to the increase of traffic hazards as a result of the project would be less than significant.

#### 5.2.3.4 Mitigation, Monitoring, and Reporting

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

### 5.2.4 Impact 3: Alternative Transportation

*Issue 5:* Would the project result in a conflict with adopted policies, plans, or programs supporting alternative transportation modes (e.g., bus turnouts, bicycle racks)?

### 5.2.4.1 Impact Thresholds

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

#### 5.2.4.2 Impact Analysis

As described above in Section 5.2.1, a network of alternative transportation facilities and programs is currently in place in the project vicinity. While operation of the project would result in additional vehicle trips in the project vicinity, it would also include improvements to expand the local alternative transportation network, improve connections for pedestrians and cyclists to the surrounding area and to transit, and encourage residents and visitors to increase their use of alternative transportation options (refer to Connectivity Maps in Figures 3-9a through 3-9c). This includes multiple pathways through the site, which is currently inaccessible to surrounding residents, and in particular provision of a 2.75-mile long social loop trail along the site perimeter. Pedestrian routes would be well illuminated, with benches provided at intervals for rest stops. Additional pedestrian amenities provided in both private and public/publicly accessible parks include shade structures with seating and dog parks.

Class II bike lanes would be provided along Private Driveways A, B, C and P, connecting to existing Class II bike lanes on Carmel Mountain Road and Peñasquitos Drive. The new access to Carmel Mountain Road would reduce the distance that pedestrians and bicyclists from The Junipers and adjacent existing housing developments would need to travel to reach the transit stops along Carmel Mountain Road, particularly the stop at the Peñasquitos Drive/Carmel Mountain Road intersection. Bicycles would be accommodated within residential garage spaces for on-site for-sale units, and within common area for the affordable for-rent units. Bicycle parking/racks would be located at the public park, the various public/privately accessible parks and the private pool and spa area locales, to accommodate residents and project neighbors who choose to access these facilities by bike.

The proximity of the project to MTS Bus Route 20, with stops at the Carmel Mountain Road and Peñasquitos Drive intersection (approximately 0.15 to 0.2 mile from the site), would be expected to facilitate transit use. Pedestrian crossings providing protected access to bus stops on both sides of the street are striped at the signalized intersection on Carmel Mountain Road at Peñasquitos Drive. Route 20 travels between the Rancho Bernardo Transit Station and Downtown San Diego. Monday through Friday it travels with 15-minute frequencies in the morning and 15 to 30-minute frequencies in the evening, between 4:55 AM and 11:26 PM. On Saturdays, it travels between 5:07 AM and 9:17 PM with 30-minute frequencies. Sundays it travels between 6:07 AM and 8:36 PM with hour long frequencies. The project site is also approximately 2.0 miles south of the Rancho Bernardo Transit Station and 1.0 mile north of the Sabre Springs/Peñasquitos Transit Station (within an approximately 15-minute bike ride or a 5-minute drive). Each of these stations provides access to all three major Bus Rapid Transit (BRT) services currently operating from North County, with connections to primary destinations in Kearny Mesa, Downtown San Diego and other destinations throughout the San Diego region.

A mobility zone and bicycle hub are proposed within the publicly accessible, privately owned park in Lot F, within the southeastern corner of the project site, to promote alternative transportation. The mobility zone is proposed to include a drop-off/pickup area for rideshare, carpool and similar purposes; signage regarding transit options and schedule; and shaded seating areas. The bicycle hub is proposed to include bicycle racks (14 spaces), pneumatic air pressure facilities, bike stands with tethered repair tools, outdoor day use lockers and two bike vending kiosks, a staging area for shared scooters and ebikes with posted user information, and posted information regarding local and regional streets and trails showing bike routes. A shade structure would also be provided to create an environment conducive to waiting for on-demand services.

The project would not adversely affect alternative transportation modes. The project would be consistent with the City's General Plan Mobility Element goal of supporting multi-modal transportation, as well as Urban Design Element goals to improve walkability and bicycling and facilitate transit accessibility. Refer also to Section 5.1, *Land Use*. The provision of additional bicycle and pedestrian facilities to enhance and expand connections with existing facilities and to public transit would be a project benefit and would be consistent with adopted plans supporting alternative transportation modes.

### 5.2.4.3 Significance of Impact

The project would enhance existing bicycle and pedestrian transportation modes on the site, and facilitate access to and use of public transit and electric vehicles. As a result, the project would be consistent with the City's alternative transportation policies and no impacts would occur.

#### 5.2.4.4 Mitigation, Monitoring, and Reporting

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



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HELIX Environmental Plan

### **Existing Traffic Volumes**





Source: Linscott Law & Greenspan Engineers 2019

## **Project Daily Trip Distribution**



Source: Linscott Law & Greenspan Engineers 2019

## Project Peak Hour Trip Distribution



Source: Linscott Law & Greenspan Engineers 2019

### **Existing Plus Project Traffic Volumes**



The Junipers Final Environmental Impact Report

Near-Term Plus Project Traffic Volumes



Source: Linscott Law & Greenspan Engineers 2019

# Horizon Year with Project Traffic Volumes