City of San Diego
Development Services

Land Development Review Division
(619) 446-5460

ENVIRONMENTAL IMPACT REPORT

Project No. 366139
SCH No. 2014081097

SUBJECT: **MISSION BEACH RESIDENCES PROJECT**: GENERAL PLAN AMENDMENT (GPA), COMMUNITY PLAN AMENDMENT (CPA), LOCAL COASTAL PLAN AMENDMENT (LCPA), SITE DEVELOPMENT PLAN (SDP), COASTAL DEVELOPMENT PERMIT (CDP), and a VESTING TENTATIVE MAP (VTM) for the demolition of the abandoned school facility structures (former Mission Beach Elementary School) including existing surface improvements and subsequent construction of 18 three-story residential buildings comprised of 51 units with a total gross floor area of approximately 74,362 square feet, 102 parking spaces, and a pocket park. The project would also construct associated site improvements (e.g. hardscape, site walls, and landscaping). The project would pursue Leadership in Energy and Environmental Design (LEED) Silver Certification, or equivalent as well as provide a roof-mounted photovoltaic system consisting of solar panels sufficient to generate at least 50 percent of the projects projected energy consumption in conformance with the criteria of the Affordable/In-Fill Housing and Sustainable Building Expedite Program. The developed 1.88-acre parcel is located at 818 Santa Barbara Place. The parcel is designated Schools within the Mission Beach Precise Plan. The site is zoned Mission Beach Planned District-Residential Subdistrict–Southern (MBPD-R-S), and is within the Coastal Height Limitation Overlay Zone, the Coastal Overlay Zone (Appealable Area), the Parking Impact Overlay Zone (Coastal and Beach Impact Areas), the Residential Tandem Parking Overlay Zone, the Transit Area Overlay Zone, Federal Aviation Administration (FAA) Part 77 Notification Area, and the Mission Beach Community Plan and Local Coastal Program Area and the Mission Beach Community Plan and Local Coastal Program Area. (LEGAL DESCRIPTION: Lots A, B, C, D, E, F, G, H, I, J, K, L, M, N, and O in Block 112 and Lots A, B, C, D, E, F, G, H, I, J, K, and L in Block 135 of Map No. 1651). Applicant: MB9 Owner, LLC.

SANTA BARBARA PLACE RESIDENCES PROJECT: COASTAL DEVELOPMENT PERMIT (CDP) and a VESTING TENTATIVE MAP (VTM) for the demolition of the existing administrative buildings associated with the former Mission Beach Elementary School, including existing surface improvements and subsequent construction of three (3) three-story residential buildings comprised of 12 units with a total gross floor area of

approximately 15,780 square feet, and 24 parking spaces. The project would also construct associated site improvements (i.e. hardscape, site walls, utilities, and landscaping). The project would pursue Leadership in Energy and Environmental Design (LEED) Silver Certification, or equivalent as well as provide a roof-mounted photovoltaic system consisting of solar panels sufficient to generate at least 50 percent of the projects projected energy consumption in conformance with the criteria of the Affordable/In-Fill Housing and Sustainable Building Expedite Program. The developed 0.34-acre parcel is located at 825 Santa Barbara Place. The parcel is designated Residential Development within the Mission Beach Precise Plan. The site is zoned Mission Beach Planned District-Residential Subdistrict–Southern (MBPD-R-S) zone, and is within the Coastal Height Limitation Overlay Zone, the Coastal Overlay Zone (Appealable Area), the Parking Impact Overlay Zone (Coastal and Beach Impact Areas), the Residential Tandem Parking Overlay Zone, the Transit Area Overlay Zone, Federal Aviation Administration (FAA) Part 77 Notification Area, and the Mission Beach Community Plan and Local Coastal Program Area. (LEGAL DESCRIPTION: Lots D, E, F, G, H, and I in Block 107 of Mission Beach, Map No. 1651). Applicant: Santa Barbara Place MB9, LLC.

UPDATE: **December 18, 2015. Revisions and/or minor corrections have been made to this document, in response to comments submitted, when compared to the draft Environmental Impact Report. In accordance with the California Environmental Quality Act, Section 15088.5, the addition of new information that clarifies, amplifies, or makes insignificant modifications does not require recirculation as there are no new impacts and no new mitigation identified. An environmental document need only be recirculated when there is the identification of new significant environmental impacts or the addition of a new mitigation measure required to avoid a significant environmental impact. The modifications within the final environmental document do not affect the analysis or conclusions of the Environmental Impact Report. All revisions are shown in a ~~strikethrough~~ and/or underline format.**

CONCLUSIONS:

Based on the analysis conducted for the project described above, the City has prepared the following Master Environmental Impact Report (MEIR) in accordance with the California Environmental Quality Act (CEQA) to inform public agency decision-makers and the public of the significant environmental effects that could result if the project is approved and implemented, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (State CEQA Guidelines Section 15121).

As further described in the attached MEIR, the City has determined that the Mission Beach Residences Project would have a significant environmental effect in the following areas: **Noise, Health and Safety, and Historical Resources.**

As further described in the attached MEIR, the City has determined that the Santa Barbara Place Residences Project would have a significant environmental effect in the following areas: **Noise, Health and Safety, and Historical Resources.**

As further described in the attached MEIR, the City has determined that the combined project would have a significant environmental effect in the following areas: **Noise, Health and Safety, Historical Resources, Transportation/Circulation and Parking and Land Use.**

It is further demonstrated in the attached MEIR that the Mission Beach Residences Project, the Santa Barbara Place Residences Project, and the combined project would not result in a significant environmental effect in the following areas: **Agricultural Resources, Air Quality and Odor, Biological Resources, Energy, Geologic Conditions, Greenhouse Gas Emissions, Hydrology and Water Quality, Mineral Resources, Paleontological Resources, Population and Housing, Public Services and Facilities, Public Utilities, and Visual Effects and Neighborhood Character.**

Mitigation measures are proposed to reduce impacts related to **Noise, Health and Safety, Historical Resources, Transportation/Circulation and Parking, and Land Use** to below a level of significance. The attached MEIR and Technical Appendices document the basis for the above Determination.

SIGNIFICANT UNMITIGATED IMPACTS:

Implementation of the Mission Beach Residences Project and Santa Barbara Place Residences Project with the associated Mitigation Monitoring and Reporting Programs would result in temporary significant unmitigated impacts related to construction noise. The Mission Beach Residences Project and the Santa Barbara Place Residences Project shall be required to limit construction hours, place mufflers on equipment engines, erect temporary noise barriers, and orient stationary sources to direct noise away from sensitive uses. However, even following the implementation of these mitigation measures, it is likely that noise from construction activities would still exceed the City's noise standard for construction. Therefore, construction noise would result in a significant increase in existing ambient noise levels, and would result in a temporary significant and unavoidable impact.

MITIGATION MONITORING AND REPORTING PROGRAM:

Mitigation measures relative to **Land Use, Noise, Health and Safety, Transportation/Circulation and Parking, and Historical Resources** are identified within Section 5.1, Land Use, Section 5.2, Noise, Section 5.3, Health and Safety, Section 5.4, Transportation/Circulation and Parking, and Section 5.5, Historical Resources, of the MEIR to reduce environmental impacts to below a level of significance.

Mitigation measures relative to **Noise** as identified in Section 5.2, of the MEIR, would reduce significant interior noise impacts to below a level of significance, but would not reduce temporary significant construction noise impacts to a below a level of significance. The mitigation measures are also fully contained in Section 10.0, Mitigation Monitoring and Reporting Program, of the MEIR.

RECOMMENDED ALTERNATIVES FOR REDUCING SIGNIFICANT IMPACTS

Based on the requirement that alternatives be considered that may reduce significant impacts associated with the proposed project, the EIR considers the following alternatives for each project which are further detailed in the Executive Summary and Section 9.0 of the EIR:

Mission Beach Residences Project:

1. No Project/No Development Alternative
2. Development Under Existing Plans Alternative
3. Reduced Development Alternative

Santa Barbara Place Residences Project:

1. No Project/No Development Alternative
2. Reduced Development Alternative

Combined Project:

1. No Project/No Development Alternative
2. Development Under Existing Plans Alternative
3. Reduced Development Alternative
4. Expanded Park Alternative

CEQA Guidelines Section 15126.6(e)(2) requires an EIR to identify the environmentally superior alternative. If the No Project Alternative is the environmentally superior alternative, the EIR must identify an environmentally superior alternative from among the alternatives. Because the EIR identifies each No Project Alternative as environmentally superior to the Mission Beach Residences Project, Santa Barbara Place Residences Project, and combined project, each Reduced Development Alternative is selected as the environmentally superior alternative for each respective project. Each Reduced Development Alternative would be considered environmentally superior, because it would incrementally reduce impacts associated with Noise and Transportation/Circulation and Parking when compared to each respective project. However, temporary significant construction noise impacts would remain significant and unavoidable.

RESULTS OF PUBLIC REVIEW:

( ) No comments were received during the public input period.

( ) Comments were received but did not address the accuracy or completeness of the draft Master Environmental Impact Report (MEIR). No response is necessary and the letters are attached at the end of the MEIR.

(X) Comments addressing the accuracy or completeness of the draft Master Environmental Impact Report (MEIR) were received during the public input period. The letters and responses are located immediately after the Conclusions.

Individuals, organizations, and agencies that received a copy or notice of the draft MEIR and were invited to comment on its accuracy and sufficiency is provided below. Copies of the draft MEIR, the Mitigation Monitoring and Reporting Program and any technical appendices may be reviewed in the office of the Development Services Department, or purchased for the cost of reproduction.

for Kerry Santoro
Deputy Director
Development Services Department

June 12, 2015
Date of Draft Report

December 18, 2015
Date of Final Report

Analyst: E. Shearer-Nguyen

DISTRIBUTION OF DRAFT ENVIRONMENTAL IMPACT REPORT:

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

STATE OF CALIFORNIA
Caltrans District 11 (31)
California Regional Water Quality Control Board, Region 9 (44)
State Clearinghouse (46A)
California Coastal Commission (47)
California Coastal Commission (48)
California Department of Transportation (51)
California Transportation Commission (51A)
California Transportation Commission (51B)
California State Coastal Conservancy (54)
Native American Heritage Commission (56)

COUNTY OF SAN DIEGO
Department of Environmental Health (75)

CITY OF SAN DIEGO
Mayor's Office (91)
Councilmember Lightner, District 1 (MS 10A)
Councilmember Zapf, District 2 (MS 10A)
Councilmember Gloria, District 3 (MS 10A)
Councilmember Cole, District 4 (MS 10A)
Councilmember Kersey, District 5 (MS 10A)
Councilmember Cate, District 6 (MS 10A)
Councilmember Sherman, District 7 (MS 10A)
Councilmember Alvarez, District 8 (MS 10A)
Councilmember Emerald, District 9 (MS 10A)
Development Services Department
- EAS
- Transportation
- Planning Review
- Landscaping
- Engineering
- Geology
- Fire-Plan Review
- Map Check
- PUD – Water and Sewer
- Project Manager

Planning Department
- Plan-Long Range Planning
- Facilities Financing
- Park and Recreation

Environmental Services Department
Economic Department (MS 56D)
Transportation Development - DSD (78)
Development Coordination (78A)
Fire and Life Safety Services (79)
Library Department - Government Documents (81)
Central Library (81A)
Pacific Beach/Taylor Branch Library (81X)
San Diego Police Department (MS776)
San Diego Fire-Rescue (MS603)
City Attorney (93C)

OTHER ORGANIZATIONS AND INTERESTED INDIVIDUALS

San Diego Association of Governments (108)
San Diego County Regional Airport Authority (110)
San Diego Transit Corporation (112)
San Diego Unified School District (125)
Citizens Coordinate for Century 3 (179)
Mission Beach Precise Planning Board (325)
Susan and Steven Garfin
Debbie Scherrer
Brian Winston McCarthy
Cherisse Brantz
Stacey Oborne, Lozeau Drury, LLP
Richard Drury, Lozeau Drury, LLP
Bruce and Michelle Rawdin-Baron
Jenine and Jon Whittecar
Mike Meyer
Marilee McLean
Steve Springer, Ocean Pacific Realty, Inc.
Mary Willmont
Andy Chotiner
John Ready
Marshall Foreman
Christa Starr
Dennis Lynch
Donna McCarthy
Karl Rand
Steve Norman
Susan Norman
Dennis Turbes
Bob Burne
Edward Brantz
Harry V. McGahey, McGahey and McGahey APLC
Karl Rand, Wolds Law Group
Ann Whitman
Gary Warinner, Gary Warinner Gardening and Tree Service
Michael Duckor
Marc B. Geller
Kent R. Weaver, MSW Group
Steve Cairncross, RE/MAX Costal Properties
Gina Champion-Gain, Beautiful MB
Matt Gardner
Mary and David Bradstreet
Carole Sharpe
Richard H. Sharpe

Greg Edwards
Justin Parsons
MB9 Owner, LLC, Applicant
Leppert Engineering Corporation, Agent
Shawn Shamlou, DUDEK Consultant

LETTERS OF COMMENT AND RESPONSES

This section of the MEIR presents copies of comments on the MEIR (MEIR) received in written form during the public review period, and it provides the City of San Diego's responses to those comments. Each comment letter is lettered and the issues within each comment letter are bracketed and numbered. Comment letters are numbered to correspond with the bracketed comment letters.

The City's responses to comments on the MEIR represent a good-faith, reasoned effort to address the environmental issues identified by the comments. Under the California Environmental Quality Act (CEQA) Guidelines, the City is not required to respond to all comments on the MEIR, but only those comments that raise environmental issues. See CEQA Guidelines Section 15088, subd. (a). Case law under CEQA recognizes that the City need only provide responses to comments that are commensurate in detail with the comments themselves. In the case of specific comments, the City has responded with specific analysis and detail; in the case of a general comment, the reader is referred to a related response to a specific comment, if applicable.

LIST OF AGENCIES AND INDIVIDUALS THAT COMMENTED ON THE DEIR

This section contains all written comments received during the public comment period as well as responses to these comments. Table 1 provides an index to commenters and comment letters.

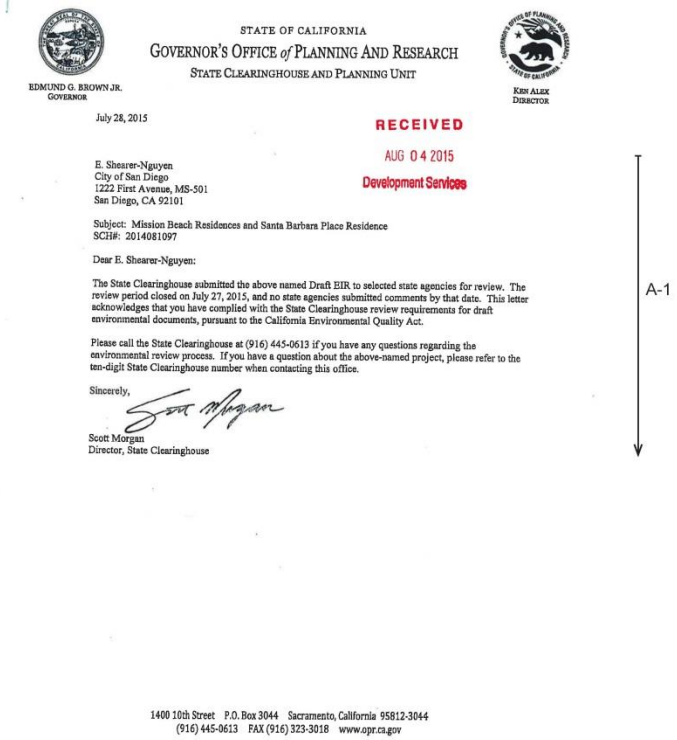
Table 1
Commenters and Comment Letters

Document Letter	Organization/Commenter
Comment Letter A	State of California Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, Scott Morgan
Comment Letter B	Mission Beach Precise Planning Board, Debbie Watkins
Comment Letter C	Cherisse Brantz
Comment Letter D	McGahey and McGahey, APLC, Harry V. McGahey
Comment Letter E	Wolds Law Group, Karl Rand
Comment Letter F	Ann Whitman
Comment Letter G	Mike Meyer
Comment Letter H	Jenine and Jon Whittecar, Michelle and Bruce Rawdin-Baron
Comment Letter I	Christina Starr
Comment Letter J	Gary Warinner Gardening and Tree Services, Gary Warinner
Comment Letter K	Michael Duckor
Comment Letter L	Marc B. Geller
Comment Letter M	MSW Group, Kent R. Weaver
Comment Letter N	RE/MAX Coastal Properties, Steve Cairncross

Table 1
Commenters and Comment Letters

Document Letter	Organization/Commenter
Comment Letter O	Beautiful MB, Gina Champion-Cain
Comment Letter P	Matt Gardner
Comment Letter Q	Mary and David Bradstreet
Comment Letter R	Carol Sharpe
Comment Letter S	Richard H. Sharpe
Comment Letter T	Greg Edwards
Comment Letter U	Justin Parsons

Comment Letter A



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

KEN ALEX
DIRECTOR

July 28, 2015

RECEIVED
AUG 04 2015
Development Services

E. Shearer-Nguyen
City of San Diego
1222 First Avenue, MS-501
San Diego, CA 92101

Subject: Mission Beach Residences and Santa Barbara Place Residence
SCH#: 2014081097

Dear E. Shearer-Nguyen:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on July 27, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

A-1

RESPONSE TO COMMENT LETTER A

State of California Governor's Office of Planning and Research
State Clearinghouse and Planning Unit
Scott Morgan
August 4, 2015

A-1 The City acknowledges receipt of the State Clearinghouse's input and comment. This letter indicates that the City has complied with the State Clearinghouse review requirements for draft environmental documents pursuant to CEQA. The City notes that while the 45-day public review was originally scheduled to close on July 27, 2015, the City extended the public review period to August 10, 2015 based on a request made by the Mission Beach Precise Planning Board

Document Details Report
State Clearinghouse Data Base

SCH#	2014081097
Project Title	Mission Beach Residences and Santa Barbara Place Residence
Lead Agency	San Diego, City of
Type	EIR Draft EIR
Description	The Mission Beach Residences Project includes 18 three-story residential buildings creating a total 51 residential condominium units on approximately 1.88 acres comprised of 27 existing legal lots. In addition, the project includes 102 on-grade enclosed garage tandem parking spaces, an approximately 0.201-acre pocket park, and an extension of Jersey Court from Mission Boulevard to Bayside Lane. Construction of the project would involve the demolition of the existing school facility structures and other ancillary improvements on site.

Lead Agency Contact

Name	E. Shearer-Nguyen
Agency	City of San Diego
Phone	(619) 446-5369 Fax
email	
Address	1222 First Avenue, MS-501
City	San Diego State CA Zip 92101

Project Location

County	San Diego
City	San Diego
Region	
Lat / Long	
Cross Streets	Santa Barbara Place/Mission Beach Blvd.
Parcel No.	
Township	Range Section Base

Proximity to:

Highways	Hwy 18
Airports	
Railways	
Waterways	
Schools	
Land Use	Mission Beach Planned District-Residential Subdistrict-Southern (MBPD-R-S) with a recommended density of 36 dwelling units per acre. Primarily multi-family with scattered single-dwelling residential units.
Project Issues	Coastal Zone; Drainage/Absorption; Geologic/Seismic; Noise; Soil Erosion/Compaction/Grading; Solid Waste; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects; Public Services; Air Quality
Reviewing Agencies	Resources Agency; California Coastal Commission; Department of Parks and Recreation; Department of Water Resources; Resources, Recycling and Recovery; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 11; Air Resources Board; Regional Water Quality Control Board, Region 9; Native American Heritage Commission; San Diego River Conservancy
Date Received	06/12/2015 Start of Review 06/12/2015 End of Review 07/27/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.

A-1
Cont.

Comment Letter B

Mission Beach Precise Planning Board
c/o 713 Isthmus Court • San Diego, CA 92109

August 9, 2015 HAND-DELIVERED

RECEIVED
AUG 10 2015
Development Services

E. Shearer-Nguyen, Environmental Planner
City of San Diego, Development Services Dept.
1222 First Avenue, MS501
San Diego, CA 92109

Re: Concerning the Mission Beach Residences and Santa Barbara Place Residences Projects; Draft Master Environmental Impact Report, Project No. 366139/SCH No. 2014081097; Community Plan Area: Mission Beach; Council District 2

Dear Ms. Shearer-Nguyen:

The Mission Beach Precise Planning Board (MBPPB) is submitting this letter in response to the City's request for public comments on the Mission Beach Residences and Santa Barbara Place Residences Projects Draft Master Environmental Impact Report (DMEIR). This letter has been reviewed and approved by our Board. We very much appreciate the opportunity to comment on the DMEIR. B-1

The MBPPB consists of elected community representatives and is the City of San Diego's recognized advisory community planning group for Mission Beach, which focuses on land use, zoning, transportation, among other issues, relevant to the Mission Beach community.

Issues Related to the CEQA Guidelines.

The DMEIR incorrectly asserts in the "Executive Summary – Areas of Controversy" that the comments and concerns of the MBPPB have been addressed. Further, the DMEIR incorrectly asserts in Chapter 4 "History of Project Changes" that the pocket park that is proposed as part of the Mission Beach Residences Project was developed with design considerations offered by the MBPPB. In doing so, the DMEIR misrepresents the position of the MBPPB and misleads the public as to the nature and extent of controversy. Specifically, the DMEIR lists issues raised by the MBPPB without providing details about how the issues were addressed or even referencing where in the DMEIR this information can be found. The statement that the MBPPB issues have been addressed is therefore conclusionary and is in fact incorrect. The following issues remain an active concern for the MBPPB: land use, preservation of a landmark Ficus tree, traffic, lack of adequate park space unallowable reconfiguration of lot size, type of residential product being proposed, and parking. B-2 B-3 B-4

LAND USE AND COMMUNITY CHARACTER

The DMEIR (Section 5.1, Land Use, and Section 7.12, Visual Effects and Neighborhood Character, and elsewhere) does not adequately analyze the environmental impacts on the planning design of the Mission Beach community or the changed community land use pattern or community character that would result from: (1) increasing the community's basic lot size; (2) positioning larger structures in the interior of Places, Courts and walks; and (3) providing a sub-standard park. B-5

RESPONSE TO COMMENT LETTER B

Mission Beach Precise Planning Board
Debbie Watkins
August 9, 2015

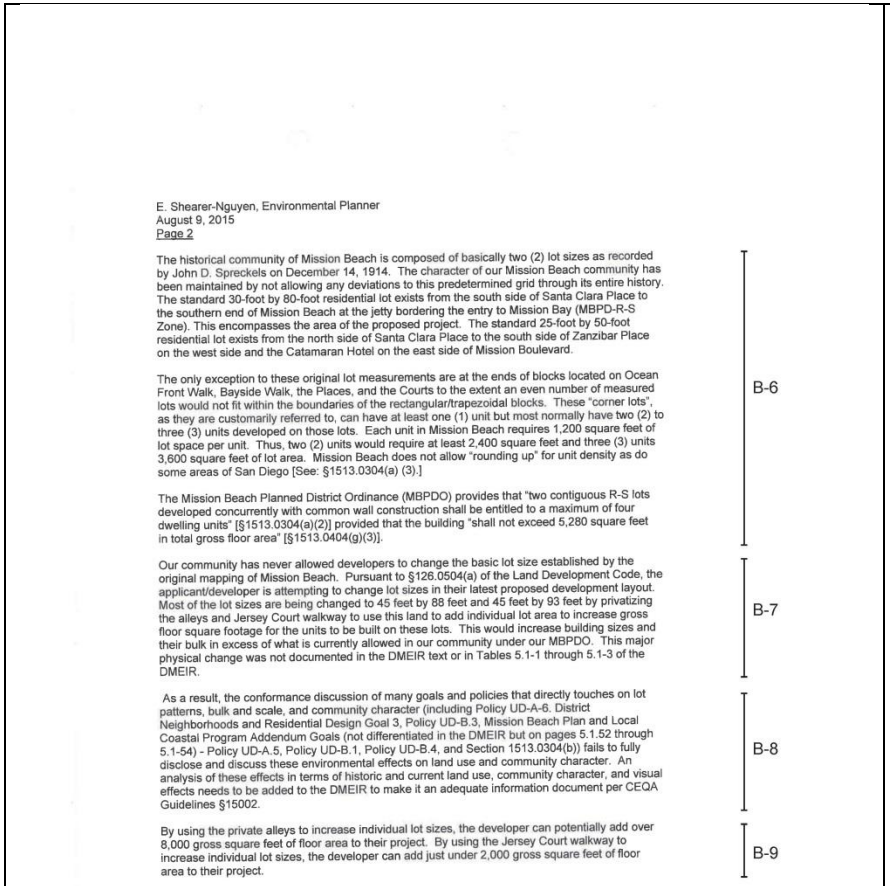
B-1 Comment regarding the submittal of this commenter letter from the Mission Beach Precise Planning Board (MBPPB) is noted.

B-2 Section ES-5 of the MEIR states the following regarding areas of known controversy about the projects: "Comments received during this meeting and the Notice of Preparation (NOP) public scoping period were considered during the preparation of this MEIR. Additionally, comments received from the Mission Beach Precise Planning Board (MBPPB) were incorporated into the analysis presented in the MEIR." (MEIR pages ES-30 and ES-31).

The comments provided by Debbie Watkins of the MBPPB during the June 17, 2014 board meeting are included within Appendix A of the MEIR. These comments raised specific issues regarding housing density, people, traffic, air quality, airflow, stormwater, lack of open space, tree removal, and the park.

		The MEIR contains analysis regarding specific environmental issues raised by the MBPPB during the public scoping period for the MEIR. Section 5.1, Land Use, (specifically Section 5.1.3 and Table 5.1-1) of the MEIR discusses the potential environmental effects related to density; Section 7.9, Population and Housing, and Section 8.3, Growth Inducing Impacts, of the MEIR discuss the potential environmental effects related to people; Section 5.4, Transportation/Circulation and Parking, of the MEIR discusses the potential environmental effects related to traffic; Section 7.2, Air Quality, of the MEIR discusses the potential environmental effects related to air quality and air flow/movement; Section 7.6, Hydrology and Water Quality, and Section 7.11, Public Utilities, of the MEIR discuss the potential environmental effects related to stormwater; Section 7.10, Public Services and Facilities, of the MEIR discusses the potential environmental effects related to parks, recreational facilities, and open space; and Section 7.12, Visual Effects and Neighborhood Character, and Section 7.13, Biological Resources, of the MEIR discuss the potential environmental effects related to tree removal.
	B-3	In light of this comment, the sentence in Chapter 4 (first paragraph on page 4-1) regarding MBPPB input

		to the park design has been deleted from the MEIR. The applicant presented the park design to the MBPPB on July 15, 2014. As noted in the Executive Summary on page ES-31, comment letters received during the NOP public scoping period and from the MBPPB expressed concern about parking, tree removal, traffic, lack of population-based park space, recreation, flooding, density, type of development product and land use. The MEIR table of contents provides details on where information can be found for all topics, including those raised by the MBPPB. Also refer to response to comment B-2.
	B-4	Detailed responses to the stated issues including land use, tree removal, traffic, park space, lot sizing, residential product type, and parking are provided below in Responses to Comments B-5 through B-115.
	B-5	Detailed responses to the three stated issue topics are provided as follows: Responses to Comments B-6 through B-22 discuss issues related to lot sizes; Responses to Comments B-23 through B-44 discuss issues related to alleyways and proposed structures; and Responses to Comments B-45 through B-69 discuss issues related to the proposed park.



E. Shearer-Nguyen, Environmental Planner
August 9, 2015
Page 2

The historical community of Mission Beach is composed of basically two (2) lot sizes as recorded by John D. Spreckels on December 14, 1914. The character of our Mission Beach community has been maintained by not allowing any deviations to this predetermined grid through its entire history. The standard 30-foot by 80-foot residential lot exists from the south side of Santa Clara Place to the southern end of Mission Beach at the jetty bordering the entry to Mission Bay (MBPD-R-S Zone). This encompasses the area of the proposed project. The standard 25-foot by 50-foot residential lot exists from the north side of Santa Clara Place to the south side of Zanzibar Place on the west side and the Catamaran Hotel on the east side of Mission Boulevard.

The only exception to these original lot measurements are at the ends of blocks located on Ocean Front Walk, Bayside Walk, the Places, and the Courts to the extent an even number of measured lots would not fit within the boundaries of the rectangular/trapezoidal blocks. These "corner lots", as they are customarily referred to, can have at least one (1) unit but most normally have two (2) to three (3) units developed on those lots. Each unit in Mission Beach requires 1,200 square feet of lot space per unit. Thus, two (2) units would require at least 2,400 square feet and three (3) units 3,600 square feet of lot area. Mission Beach does not allow "rounding up" for unit density as do some areas of San Diego [See: §1513.0304(a) (3).]

The Mission Beach Planned District Ordinance (MBPDO) provides that "two contiguous R-S lots developed concurrently with common wall construction shall be entitled to a maximum of four dwelling units" [§1513.0304(a)(2)] provided that the building "shall not exceed 5,280 square feet in total gross floor area" [§1513.0404(g)(3)].

Our community has never allowed developers to change the basic lot size established by the original mapping of Mission Beach. Pursuant to §126.0504(a) of the Land Development Code, the applicant/developer is attempting to change lot sizes in their latest proposed development layout. Most of the lot sizes are being changed to 45 feet by 88 feet and 45 feet by 93 feet by privatizing the alleys and Jersey Court walkway to use this land to add individual lot area to increase gross floor square footage for the units to be built on these lots. This would increase building sizes and their bulk in excess of what is currently allowed in our community under our MBPDO. This major physical change was not documented in the DMEIR text or in Tables 5.1-1 through 5.1-3 of the DMEIR.

As a result, the conformance discussion of many goals and policies that directly touches on lot patterns, bulk and scale, and community character (including Policy UD-A-6. District Neighborhoods and Residential Design Goal 3, Policy UD-B.3, Mission Beach Plan and Local Coastal Program Addendum Goals (not differentiated in the DMEIR but on pages 5.1.52 through 5.1-54) - Policy UD-A.5, Policy UD-B.1, Policy UD-B.4, and Section 1513.0304(b)) fails to fully disclose and discuss these environmental effects on land use and community character. An analysis of these effects in terms of historic and current land use, community character, and visual effects needs to be added to the DMEIR to make it an adequate information document per CEQA Guidelines §15002.

By using the private alleys to increase individual lot sizes, the developer can potentially add over 8,000 gross square feet of floor area to their project. By using the Jersey Court walkway to increase individual lot sizes, the developer can add just under 2,000 gross square feet of floor area to their project.

B-6

B-7

B-8

B-9

The projects in their entirety were analyzed as it relates to the issues raised by the comment throughout the MEIR, including discussion related to parks as found in Section 7.10, Public Services and Facilities, of the MEIR.

B-6 Section 1513.0304(g) of the San Diego Municipal Code regulation referenced in the comment precludes large buildings in excess of perceived bulk and scale because the 5,280-square-foot cap is the maximum allowable gross floor area when calculated with a maximum floor area ratio (FAR) of 1:1. Additionally, section 1513.0304(c)(3)(B)(iv) identifies that lots can be greater than 30 feet in width.

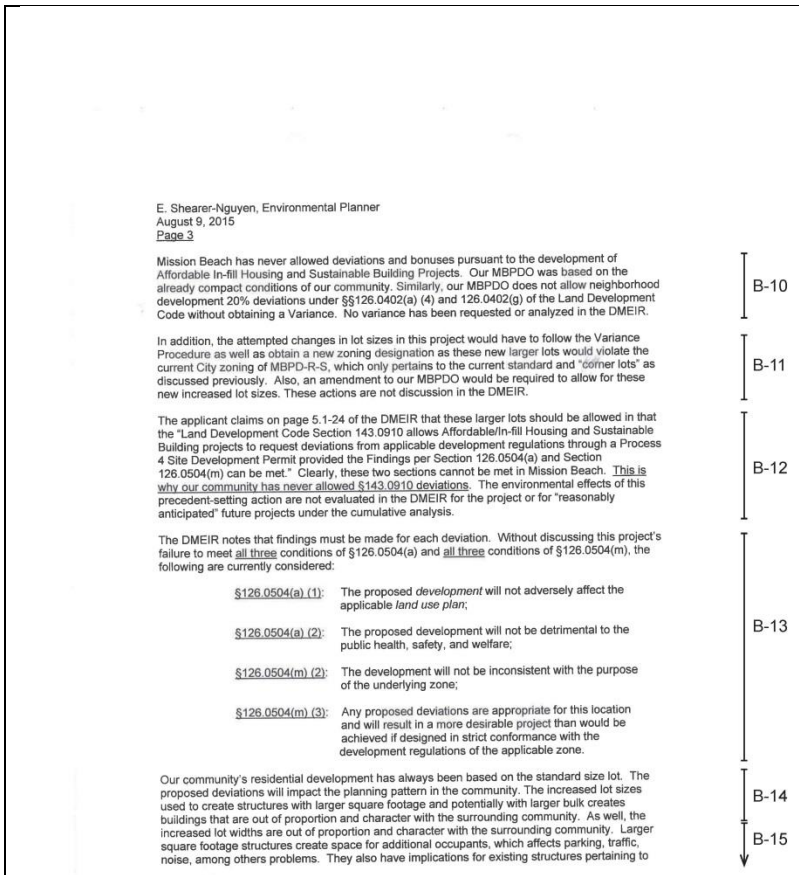
As noted in the Mission Beach Precise Plan, the community is characterized by low-profile, compact, medium-density residential structures. The Mission Beach Precise Plan includes the following general recommendations for new residential development within the community planning area in order to retain its overall character: density limitation of 36 dwelling units per acre; yards/setbacks that are increased for structures over two stories; a FAR of about 1.0, with variations up to 1.2; a height limit of 35 feet; and a requirement that 20% of the lot area within residential development should be landscaped. These design

	recommendations were further refined and implemented in the form of the Mission Beach Planned Development Ordinance (MBPDO). The MBPDO provides for more specific design measures based on the Mission Beach Precise Plan. For example, the MBPDO specifies a maximum FAR of 1.1, maximum lot coverage of 65%, and a building height restriction of 30 feet above grade (which is in accordance with the City's Coastal Height Limit Overlay Zone). The character of Mission Beach is defined and maintained by the regulations of the MBPDO, which govern setbacks, density, bulk, and other development characteristics. Many different lot sizes can be found throughout Mission Beach, but all properties are regulated by the MBPDO, including the proposed projects. Lot sizes of 30 feet by 80 feet are the minimum dimensions required by the MBPDO, and there are no restrictions prohibiting larger lots. Larger lots currently exist throughout Mission Beach, and the MBPDO does not define any areas within Mission Beach where lots exceeding 30 feet by 80 feet are specifically prohibited. The MBPDO limits structures to a total of 5,280 square feet of floor area. No building in either project is proposed to exceed that limit.

	B-7	The MBPDO does not define a "basic lot," it only defines minimum lot dimensions. The projects propose to increase lot sizes. However, the increased lot size will not result in excess building sizes and bulk because the projects are in compliance with the MBPDO with allowable deviations, including limiting any single building to 5,280 square feet. The proposed vehicular drives and pedestrian walk are considered private because the applicants would be maintaining these improvements. The project respects the same building setback requirements as if the alleys and walkway were public rights of way, thereby limiting the size of the buildings. City Municipal Code Section 113.0103 defines FAR as the numerical value obtained by dividing the gross floor area of all buildings on a premises by the total area of the premises on which the buildings are located. Utilizing this definition of FAR, and as stated in Sections 3.1.4 and 3.2.4 of the MEIR, the Mission Beach Residences Project would have an FAR of 0.89 and the Santa Barbara Place Residences Project would have an FAR of 1.07, respectively. Neither project would exceed the MBPDO requirement of a maximum FAR of 1.1.

		The MEIR analyzes the potential physical impacts of buildout of the projects. The bulk and scale of the proposed projects are analyzed in the Visual Effects and Neighborhood Character section of the MEIR (Section 7.12) which shows that the projects are consistent with the development requirements for structures pursuant to the MBPDO with allowable deviations. Other applicable sections of the MEIR also address the issue, such as Air Quality and Odor (Section 7.2) which discusses how the bulk and scale of the projects would not substantially affect air flow, and Visual Effects and Neighborhood Character (Section 7.12) which discusses how the projects' bulk and scale would not be incompatible with the community character of the surrounding area and concludes the projects would not exceed the bulk and scale requirements of the MBPDO with allowable deviations, and would remain consistent with the City's General Plan Policy CE-C.8 and the Mission Beach Precise Plan policy.
	B-8	Refer to responses to comments B-6 and B-7. Consistency with the goals, policies, and regulations identified in the comment is shown in Tables 5.1-1 through 5.1-3 of the MEIR. The wide variety of lot sizes, building sizes, building types, and building character in the immediate vicinity of the project site

		is documented in the MEIR, in the Surrounding Land Uses (Section 2.3), and Land Use (Section 5.1). Broad diversity of lot sizes, building sizes, and building types, within the bounds of the MBPDO, are important factors contributing to the character of Mission Beach. The proposed projects conform to the scale, bulk, and character requirements in the MBPDO with allowable deviations and Precise Plan. The proposed projects would not exceed the limits of the MBPDO with allowable deviations, hence the MEIR, within Tables 5.1-1 through 5.1-3, accurately discloses land use impacts of the projects in compliance with CEQA. Furthermore, the MEIR concluded that neither project, nor the combined project, would result in any potential impacts to community character.
	B-9	Refer to response to comments B-6 and B-7. The alleys and Jersey Court walkway are not being "privatized" as part of the proposed projects. Driveways and walkways are permitted to exist on private property, and there is no code or regulation excluding these areas from the FAR calculation. The allowable FAR is based on the total lot area.



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Mission Beach has never allowed deviations and bonuses pursuant to the development of Affordable In-fill Housing and Sustainable Building Projects. Our MBPDO was based on the already compact conditions of our community. Similarly, our MBPDO does not allow neighborhood development 20% deviations under §§126.0402(a) (4) and 126.0402(g) of the Land Development Code without obtaining a Variance. No variance has been requested or analyzed in the DMEIR. B-10

In addition, the attempted changes in lot sizes in this project would have to follow the Variance Procedure as well as obtain a new zoning designation as these new larger lots would violate the current City zoning of MBPD-R-S, which only pertains to the current standard and "corner lots" as discussed previously. Also, an amendment to our MBPDO would be required to allow for these new increased lot sizes. These actions are not discussion in the DMEIR. B-11

The applicant claims on page 5.1-24 of the DMEIR that these larger lots should be allowed in that the "Land Development Code Section 143.0910 allows Affordable/In-fill Housing and Sustainable Building projects to request deviations from applicable development regulations through a Process 4 Site Development Permit provided the Findings per Section 126.0504(a) and Section 126.0504(m) can be met." Clearly, these two sections cannot be met in Mission Beach. This is why our community has never allowed §143.0910 deviations. The environmental effects of this precedent-setting action are not evaluated in the DMEIR for the project or for "reasonably anticipated" future projects under the cumulative analysis. B-12

The DMEIR notes that findings must be made for each deviation. Without discussing this project's failure to meet all three conditions of §126.0504(a) and all three conditions of §126.0504(m), the following are currently considered: B-13

§126.0504(a) (1): The proposed *development* will not adversely affect the applicable *land use plan*;

§126.0504(a) (2): The proposed development will not be detrimental to the public health, safety, and welfare;

§126.0504(m) (2): The development will not be inconsistent with the purpose of the underlying zone;

§126.0504(m) (3): Any proposed deviations 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.

Our community's residential development has always been based on the standard size lot. The proposed deviations will impact the planning pattern in the community. The increased lot sizes used to create structures with larger square footage and potentially with larger bulk creates buildings that are out of proportion and character with the surrounding community. As well, the increased lot widths are out of proportion and character with the surrounding community. Larger square footage structures create space for additional occupants, which affects parking, traffic, noise, among others problems. They also have implications for existing structures pertaining to B-14 B-15

B-10 City Municipal Code Sections 126.0402(a) and 126.0402(g) identified in the comment do not apply to the proposed projects as neither the Mission Beach Residences Project nor the Santa Barbara Place Residences Project requires a Neighborhood Development Permit. Further, as described on pages 5.1-24 and 5.1-25 of the MEIR, the Mission Beach Residences Project requests deviations through a Process 4 Site Development Permit provided the Findings per Section 126.0504(a) and Section 126.0504(m) (described below); neither project requires a variance.

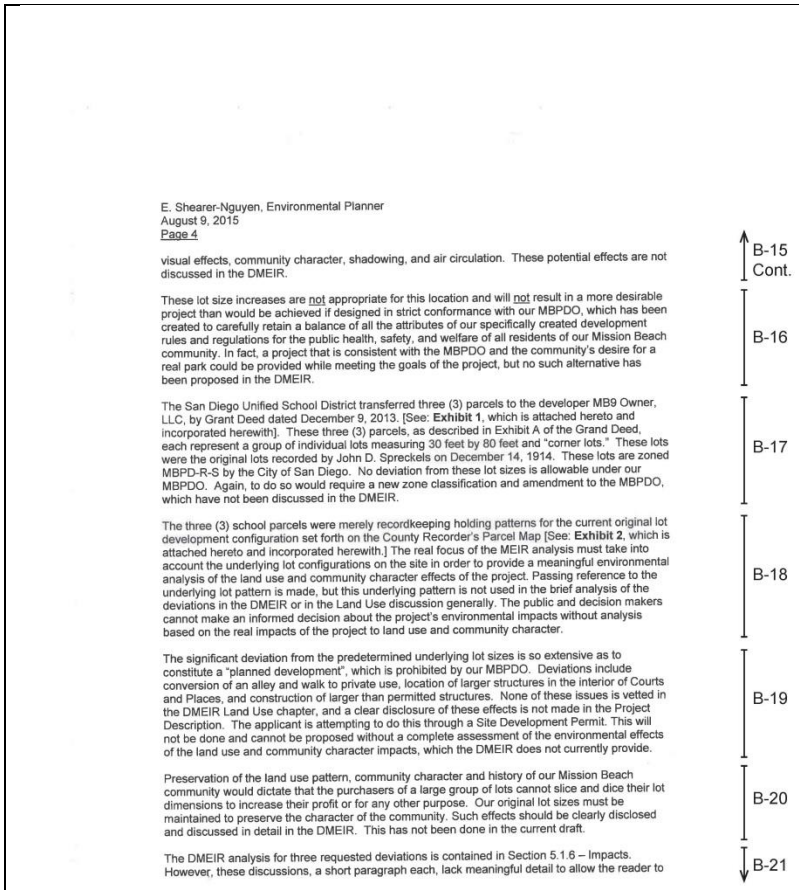
The applicants are not requesting any development bonuses. The projects conform to the requirements set forth in the MBPDO with allowable deviations, including standards for density and floor area, as disclosed in Section 5.1 of the MEIR. The Mission Beach Residences Project proposes deviations from the San Diego Municipal Code Section 1513.0304, Section 144.0211(a), and Section 113.0273 per Land Development Code Section 143.0910 et seq. for Affordable/In-fill Housing and Sustainable Building projects for street frontage and visibility triangle area requirements.

		The MBPDO (SDMC Section 1513.0103) does not preclude deviations through a Site Development Permit for an Affordable/Infill Housing and Sustainable Building project. The Santa Barbara Place Residences Project does not propose any deviations.
	B-11	Refer to response to comment B-10; neither project would require a variance. Lots larger than the minimum dimensions do not violate the MBPDO. As discussed in response to comment B-6, the MBPDO does not prohibit larger lots. The Mission Beach Residences Project and the Santa Barbara Place Residences Project conform to the requirements set forth in the MBPDO with allowable deviations, including standards for density, lot size, and floor area, and an amendment to the MBPDO is not required. Therefore, the MEIR would not require a discussion. Section 5.1 lists the associated actions for each project.
	B-12	Refer to response to comment B-10. Findings for the Site Development Permits pursuant to Land Development Code Section 143.0910 et seq. will be drafted for review by City decision makers prior to their consideration of the projects. Land Development Code Section 143.0910 allows Affordable/In-fill Housing and Sustainable Building projects to request deviations

	from applicable development regulations through a Process 4 Site Development Permit provided the findings in Section 126.0504(a) and Section 126.0504(m) can be made by the decision maker. The MBPDO establishes minimum lot standards, and does not prohibit lots in excess of the minimum. The project analysis in Chapter 5 and cumulative analysis in Chapter 6 of the MEIR evaluate the proposed projects as well as reasonably foreseeably projects.
	B-13 This comment does not raise an environmental issue pertaining to the MEIR.
	B-14 Discussion of each project's potential effect on the character of the surrounding community, specifically related to bulk and scale of proposed development, is found in Section 5.1, Land Use, Tables 5.1-1 through 5.1-3, and Section 7.12, Visual Effects and Neighborhood Character, pages 7-154 through 7-161 of the MEIR. As stated in Sections 5.1 and 7.12 of the MEIR, the Mission Beach Residences Project and the Santa Barbara Place Residences Project, as well as both projects combined conform to the development requirements identified within the MBPDO with allowable deviations. As such, neither project exceeds the applicable bulk, scale, or design requirements of the City Municipal Code. Conformance would ensure that

		the Mission Beach Residences and the Santa Barbara Place Residences projects would not result in the substantial alteration of the existing or planned character of the Mission Beach community. Therefore, the MEIR concluded that neither project, nor the combined project, would result in any potential impacts to community character. Refer to Responses to Comments B-6 through B-13.
	B-15	Refer to Responses to Comments B-6, B-10, and B-11. Discussion of population growth is found in Section 7.9, Population and Housing, of the MEIR; additional discussion of the potential effects related to growth is found in Section 8.3, Growth Inducing Impacts, of the MEIR. Section 7.9 of the MEIR provides an estimated projected population that would be introduced to the area by the Mission Beach Residences Project and the Santa Barbara Place Residences Project (96 and 23 people, respectively). The MEIR utilizes SANDAG's 2050 Regional Growth Forecast, which provides population and housing information specific to the Mission Beach Community within the City based on historic trends and planned growth. Section 7.12.3 of the MEIR has been updated to clarify that potential impacts resulting from shadowing would be less than significant. The projects are consistent with

	the height, bulk, and scale requirements in the MBPDO with allowable deviations. The potential environmental effects that may occur as a result of this new population introduced to the area are analyzed throughout the MEIR; parking/traffic and noise issues, which are specifically identified in the comment, are analyzed in Section 5.4, Transportation/Circulation and Parking, and Section 5.2, Noise, of the MEIR, respectively. Furthermore, the MEIR concluded that neither project, nor the combined project, would result in any potential impacts to transportation with the implementation of CP-TRA-1. Potential noise impacts associated with implementation of the two projects would be mitigated to less than significant through implementation of CP-LU-1. Refer to Response to Comment B-14 regarding analysis of visual effects and community character within the MEIR. Refer to Section 7.2, Air Quality, of the MEIR which discusses the potential environmental effects related to air flow/movement.



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visual effects, community character, shadowing, and air circulation. These potential effects are not discussed in the DMEIR. B-15 Cont.

These lot size increases are not appropriate for this location and will not result in a more desirable project than would be achieved if designed in strict conformance with our MBPDO, which has been created to carefully retain a balance of all the attributes of our specifically created development rules and regulations for the public health, safety, and welfare of all residents of our Mission Beach community. In fact, a project that is consistent with the MBPDO and the community's desire for a real park could be provided while meeting the goals of the project, but no such alternative has been proposed in the DMEIR. B-16

The San Diego Unified School District transferred three (3) parcels to the developer MB9 Owner, LLC, by Grant Deed dated December 9, 2013. [See: **Exhibit 1**, which is attached hereto and incorporated herewith]. These three (3) parcels, as described in Exhibit A of the Grand Deed, each represent a group of individual lots measuring 30 feet by 80 feet and "corner lots." These lots were the original lots recorded by John D. Spreckels on December 14, 1914. These lots are zoned MBPD-R-S by the City of San Diego. No deviation from these lot sizes is allowable under our MBPDO. Again, to do so would require a new zone classification and amendment to the MBPDO, which have not been discussed in the DMEIR. B-17

The three (3) school parcels were merely recordkeeping holding patterns for the current original lot development configuration set forth on the County Recorder's Parcel Map [See: **Exhibit 2**, which is attached hereto and incorporated herewith.] The real focus of the MEIR analysis must take into account the underlying lot configurations on the site in order to provide a meaningful environmental analysis of the land use and community character effects of the project. Passing reference to the underlying lot pattern is made, but this underlying pattern is not used in the brief analysis of the deviations in the DMEIR or in the Land Use discussion generally. The public and decision makers cannot make an informed decision about the project's environmental impacts without analysis based on the real impacts of the project to land use and community character. B-18

The significant deviation from the predetermined underlying lot sizes is so extensive as to constitute a "planned development", which is prohibited by our MBPDO. Deviations include conversion of an alley and walk to private use, location of larger structures in the interior of Courts and Places, and construction of larger than permitted structures. None of these issues is vetted in the DMEIR Land Use chapter, and a clear disclosure of these effects is not made in the Project Description. The applicant is attempting to do this through a Site Development Permit. This will not be done and cannot be proposed without a complete assessment of the environmental effects of the land use and community character impacts, which the DMEIR does not currently provide. B-19

Preservation of the land use pattern, community character and history of our Mission Beach community would dictate that the purchasers of a large group of lots cannot slice and dice their lot dimensions to increase their profit or for any other purpose. Our original lot sizes must be maintained to preserve the character of the community. Such effects should be clearly disclosed and discussed in detail in the DMEIR. This has not been done in the current draft. B-20

The DMEIR analysis for three requested deviations is contained in Section 5.1.6 – Impacts. However, these discussions, a short paragraph each, lack meaningful detail to allow the reader to B-21

B-16 As described in Section 5.1.6 of the Land Use Section and Table 5.1-3 of the MEIR, both the Mission Beach Residences Project and the Santa Barbara Place Residences Project would be consistent with the development requirements of the MBPDO with allowable deviations. While deviations from San Diego Municipal Code Section 1513.0304 and 113.0273 are proposed as part of the Mission Beach Residences Project, all proposed lots meet the minimum lot standards provided in the MBPDO except for street frontage. Both the Mission Beach Residences Project and the Santa Barbara Place Residences Project would meet the development requirements provided by the MBPDO with allowable deviations. Refer also to responses to comments B-6, B-7, and B-10.

According to the CEQA Guidelines, an EIR "shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (14 CCR 15126.6(a)). Per CEQA Guidelines, Section 15126.6(c), the alternatives were chosen by considering whether they can meet the basic project

	objectives, their feasibility, and their ability to avoid the project's significant environmental effects. Refer to Combined Project Alternative 4: Expanded Park Alternative in Section 9.5.3 of the MEIR.
	B-17 The comment regarding the deed to the parcels is noted. Refer to responses to comments B-6 and B-7. Refer also to response to comment B-10 regarding deviations. The MBPDO does not prohibit lot line adjustments or deviations from the 30 foot by 80 foot minimum module. Lots exceeding the minimum dimensions do not require a new zone classification or an amendment to the MBPDO. In fact, larger lots currently exist throughout Mission Beach and they are still classified by the standard MBPD-R-S zone. A few examples of mid-block lots include: 741 Santa Barbara Place, 733 Santa Barbara Place, 829 Santa Barbara Place, and 807 Coronado. The proposed Mission Beach Residences Project and Santa Barbara Place Residences Project are consistent with these rules with allowable deviations and would not result in a land use impact, as disclosed in Section 5.1 of the MEIR.
	B-18 Refer to responses to comments B-6, B-7, B-11, and B-17. The proposed projects meet MBPDO standards with allowable deviations, including the lot size standards.

	B-19	Refer to response to comments B-6, B-7, and B-11. The proposed projects meet MBPDO standards with allowable deviations, including the lot size standards. The alleys on the project site currently are privately owned and would continue to remain in private ownership, but would be made available for public use via a public access easement. The Mission Beach Residences Project is requesting three deviations, and the deviation process exists within the framework of the Site Development Permit process, which is the procedure used when a proposed project conforms to the applicable zoning regulations. The projects will establish individual residential lots, each governed by the development regulations of the base zone per the MBPDO. The MBPDO limits structures to a total of 5,280 square feet of floor area. No building is proposed to exceed that limit. The projects otherwise conform to the requirements set forth in the MBPDO with allowable deviations, including standards for density, lot size, and floor area. The vehicular drives and pedestrian walk are not being converted to private use, rather they already exist as private property and there is no option to convert them to public land. Refer to responses to comments B-8 and B-14.

	B-20	Refer to responses to comments B-6, B-7, B-8, and B-17. The proposed projects meet MBPDO standards with allowable deviations, including the lot size standards.
	B-21	Refer to responses to comments B-6, B-7, B-8, B-10, and B-17. The proposed projects meet MBPDO standards with allowable deviations. The requested deviations for the Mission Beach Residences Project are described in full on pages 5.1-24 and 5.1-25. A deviation from San Diego Municipal Code Section 1513.0304 for street frontage is proposed for lots 7 through 15. The proposed lots would front a private driveway with a public access easement that connects to public streets, rather than directly fronting a public street. The private driveway would provide access to the public streets. A deviation from San Diego Municipal Code Section 1513.0304 for street frontage is proposed for lot 6, where a frontage of 25.04 feet would be provided instead of the required 30 feet due to the unique geometry. Deviations have historically been permitted throughout Mission Beach where Bayside Lane runs diagonally and creates other irregular shaped lots. A deviation is proposed from San Diego Land Development Code Section 113.0273 for visibility triangles. In lieu of the visibility triangles, stop signs are proposed on Bayside Lane to enhance safety at the private drives. As stated in Section 5.1 and Section 7.12 of the MEIR, neither project, nor

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properly assess the environmental impacts of granting these deviations. For example, the discussion about Section 1513.0304 does not provide the scope of the physical deviation that is being requested. The existing frontage requirement is provided but the requested frontage is not discussed. As noted above, Tables 5.1-1 through 5.1-3 are also lacking in substantial detail as to the complete nature and effects of the requested deviations. Environmental effects that could result from granting these deviations include disruption of the historic and current land use pattern in Mission Beach, a change in the community character of the area, and visual impacts from increased bulk, scale, and massing of the larger building surfaces. This analysis is absent from the DMEIR as currently written. B-21 Cont.

The discussion is imbalanced and therefore misleading. The DMEIR on Page 5-1.24, second bullet notes that deviations have been made throughout Mission Beach where Bayside Lane creates irregular shaped lots. This gives the impression that deviations for reduced frontage on regular shaped lots are also a common occurrence. A more balanced approach would be to disclose that the requested deviations for reduced frontage on regular shaped lots is not a common occurrence and has never been endorsed by the MBPPB. B-22

Private Alleys and Courts. The DMEIR fails to analyze the impact of converting public alleys to private use. The document states that the alleys and courts will be private property open to the public. The abandonment of these public assets puts public access to the Bay at risk, as there could be a revocation of permitting for public access later if the developer convinces the San Diego City Council to make the alleys and courts non-accessible to the public. This is not disclosed or discussed in the DMEIR.

The abandonment of this public asset is without precedent in the Mission Beach community. There is not another private alley or court in Mission Beach. Therefore, this effect of the land use and character of the community needs to be disclosed and vetted in the DMEIR. It is not. B-23

Additionally, the applicant contends this will relieve the City of maintenance. With all the undergrounding of utilities being done, the concrete driveway should last at least 50 years so little or no maintenance will reasonably be required. The claim of relief from maintenance activities is not a valid justification for this abandonment of these public resources. B-24

Further, the alleys are proposed to be private so that a reduced development standard can be used. Specifically, it would allow enlargement of the proposed lots fronting these alleys. Abandoning these public assets to a private party amounts to a gift of public resources without due compensation. B-25

The applicant takes credit for including alleys where none exist today. However, the character and land use pattern of Mission Beach dictate the continuation of the pattern of Places and Courts regardless of the type of residential proposal that is brought forward. To make these private alleys is a further deviation from the character of the community that needs to be addressed in the DMEIR. B-26

5.1-12 Policy LU-C 2a-1 MISSION BEACH RESIDENCES PROJECT ***Include a variety of residential densities including mixed use, to increase the amount of housing types and sizes and provide affordable housing opportunities.*** Applicant has not provided enough B-27

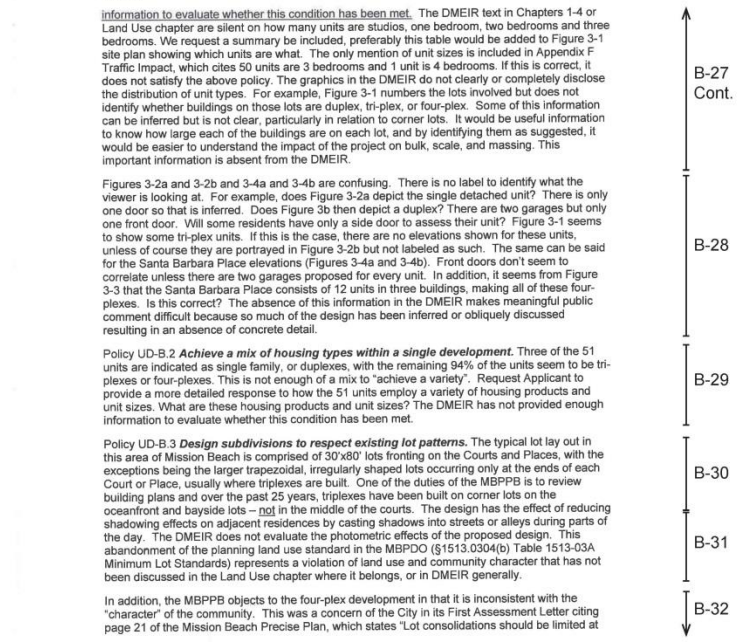
the combined project, would result in impacts to visual environment or community character, bulk and scale, or massing.

B-22 Refer to response to comment B-17. The proposed projects meet MBPDO standards with allowable deviations.

B-23 The alleys on the project site currently are privately owned and would continue to remain in private ownership, but would be made available for public use via a public access easement. In order to meet City stormwater requirements, the vehicular drives will remain in private ownership. To remove the easement would require a discretionary action. It is speculative to presume that the property owner at some future time might desire to change this. Per CEQA Guidelines Section 15064(d), an EIR should consider reasonably foreseeable physical changes in the environment; a change which is speculative is not considered reasonably foreseeable.

The applicant would grant the public access to the alleys by an irrevocable instrument (public access easement) and thus the public will acquire rights to these easements that are not currently available. The public will have access to these alleys as they do to all alleys in Mission Beach in the existing condition.

	B-24 Refer to response to comment B-23. The private alley would be maintained by the project applicant because they would continue to be held in private ownership.
	B-25 When the property was sold to private ownership, the land areas identified as alleys were included in the purchase price, so the public has been duly compensated. There is no option to convert the vehicular drives back into public right-of-ways, as the City of San Diego will not assume ownership of this private land. The alleys do not currently exist on the project site, so they are not public assets. Even when the property was publicly owned, the alleys were abandoned and vacated in 1938 and 1941 by the City, and were not accessible for use by the general public. However, the proposed development would grant the public access to the vehicular drives by an irrevocable instrument (public access easement) and thus the public would acquire rights that are not currently available. No development standards for the alleys are proposed to be reduced. This project would conform to the requirements of the MBPDO with allowable deviations.
	B-26 Refer to responses to comments B-7, B-23, and B-25. The proposed projects meet MBPDO standards with allowable deviations



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information to evaluate whether this condition has been met. The DMEIR text in Chapters 1-4 or Land Use chapter are silent on how many units are studios, one bedroom, two bedrooms and three bedrooms. We request a summary be included, preferably this table would be added to Figure 3-1 site plan showing which units are what. The only mention of unit sizes is included in Appendix F Traffic Impact, which cites 50 units are 3 bedrooms and 1 unit is 4 bedrooms. If this is correct, it does not satisfy the above policy. The graphics in the DMEIR do not clearly or completely disclose the distribution of unit types. For example, Figure 3-1 numbers the lots involved but does not identify whether buildings on those lots are duplex, tri-plex, or four-plex. Some of this information can be inferred but is not clear, particularly in relation to corner lots. It would be useful information to know how large each of the buildings are on each lot, and by identifying them as suggested, it would be easier to understand the impact of the project on bulk, scale, and massing. This important information is absent from the DMEIR.

Figures 3-2a and 3-2b and 3-4a and 3-4b are confusing. There is no label to identify what the viewer is looking at. For example, does Figure 3-2a depict the single detached unit? There is only one door so that is inferred. Does Figure 3b then depict a duplex? There are two garages but only one front door. Will some residents have only a side door to assess their unit? Figure 3-1 seems to show some tri-plex units. If this is the case, there are no elevations shown for these units, unless of course they are portrayed in Figure 3-2b but not labeled as such. The same can be said for the Santa Barbara Place elevations (Figures 3-4a and 3-4b). Front doors don't seem to correlate unless there are two garages proposed for every unit. In addition, it seems from Figure 3-3 that the Santa Barbara Place consists of 12 units in three buildings, making all of these four-plexes. Is this correct? The absence of this information in the DMEIR makes meaningful public comment difficult because so much of the design has been inferred or obliquely discussed resulting in an absence of concrete detail.

Policy UD-B.2 ***Achieve a mix of housing types within a single development.*** Three of the 51 units are indicated as single family, or duplexes, with the remaining 94% of the units seem to be tri-plexes or four-plexes. This is not enough of a mix to "achieve a variety". Request Applicant to provide a more detailed response to how the 51 units employ a variety of housing products and unit sizes. What are these housing products and unit sizes? The DMEIR has not provided enough information to evaluate whether this condition has been met.

Policy UD-B.3 ***Design subdivisions to respect existing lot patterns.*** The typical lot lay out in this area of Mission Beach is comprised of 30'x80' lots fronting on the Courts and Places, with the exceptions being the larger trapezoidal, irregularly shaped lots occurring only at the ends of each Court or Place, usually where triplexes are built. One of the duties of the MBPPB is to review building plans and over the past 25 years, triplexes have been built on corner lots on the oceanfront and bayside lots – not in the middle of the courts. The design has the effect of reducing shadowing effects on adjacent residences by casting shadows into streets or alleys during parts of the day. The DMEIR does not evaluate the photometric effects of the proposed design. This abandonment of the planning land use standard in the MBPDO (§1513.0304(b) Table 1513-03A Minimum Lot Standards) represents a violation of land use and community character that has not been discussed in the Land Use chapter where it belongs, or in DMEIR generally.

In addition, the MBPPB objects to the four-plex development in that it is inconsistent with the "character" of the community. This was a concern of the City in its First Assessment Letter citing page 21 of the Mission Beach Precise Plan, which states "Lot consolidations should be limited at

B-27 Cont.

B-28

B-29

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B-27 The building tabulations and unit tabulations have been added to Section 3.1.4 of the MEIR to further clarify the project description. The Mission Beach Residences project proposes a wide variety of housing types and unit types. There are a total of 17 buildings, comprised of 1 single family house, 2 duplexes, 10 triplexes, and 4 fourplexes. There are a total of 51 units, ranging from 1,221 sf to 2,313 sf. Of the 51 units, one is a four-bedroom unit, 10 are two bedrooms, and 40 are three bedrooms.

B-28 Figure 3-2a of the MEIR depicts the single family house on lot 1. Figure 3-2 depicts the duplex building that occurs on lots 12 and 14. Figure 3-4a depicts the fourplex building that occurs on lots G/F south of Santa Barbara Place. Figure 3-4b depicts the fourplex building that occurs on lots 4/5 north of Santa Barbara, and Lots D/E south of Santa Barbara Place. The Santa Barbara Place Residences Project includes a total of three buildings designed as fourplexes with three bedrooms per unit.

B-29 Discussion of the Mission Beach Residences Project and the Santa Barbara Place Residences Project consistency with the City's General Plan is found in Section 5.1.3 and Table 5.1-1 of the MEIR. Refer to Response to Comment B-27.

	Policy UD-B.2 states: Achieve a mix of housing types within single developments a. Incorporate a variety of unit types in multifamily projects b. Incorporate a variety of single-family housing types in a single-family projects/subdivisions c. Provide transitions of scale between higher-density development and lower - density neighborhoods. d. Identify sites for revitalization and additional housing opportunities in neighborhoods As stated in Table 5.1-1, the projects would develop condominium units with a variety of configurations, floor plans, and spatial allocations. The surrounding area is comprised of predominantly multifamily unit developments. As such the proposed projects are consistent with the character of the surrounding neighborhood.
	B-30 The proposed projects conform to the requirements of the MBPDO with respect to lot size. It should also be noted that Mission Beach currently has varying lot sizes.

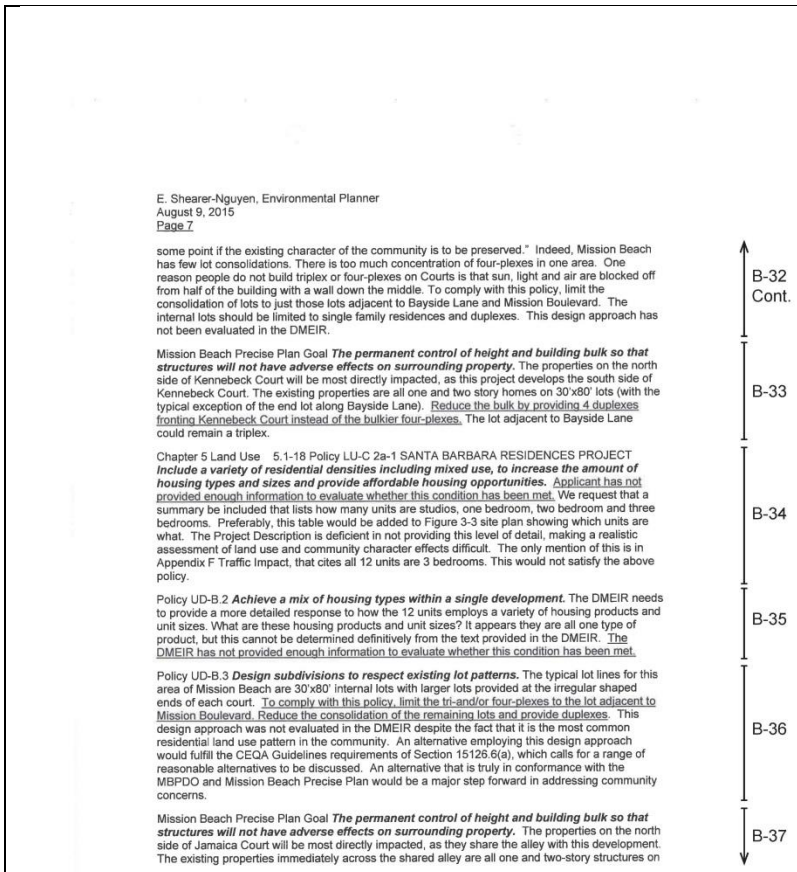
B-31 The land use standards in the MBPDO have not been abandoned or altered, rather the project is in conformance with the MBPDO section 1513.0304(b), which describes minimum lot dimensions, states:

> The minimum lot standards as shown in Table 1513-03A apply except that any lot as defined in the Land Development Code Section 113.0103 that meets the criteria for being a legal lot under Section 113.0237 and which does not comply in all respects with the minimum lot dimensions specified in Table 1513-03A, may be used in accordance with the regulations of the applicable zone.

The title of this section is "Minimum Lot Standards," and these minimums are described by Table 1513-03A. The MBPDO does not prohibit lots larger than the minimum. Deviations from SDMC 1513.0304 and 113.0273 are proposed for the Mission Beach Residences Project, as outlined in detail within Section 5.1.6 of the MEIR. No deviations are requested for the Santa Barbara Place Residences Project. The projects are consistent with this regulation. All proposed standard lots meet the applicable criteria. The projects conform to the permitted land uses described in 1513.0303.

		A complete analysis of lighting regulations, light, and glare is presented in Section 7.12 of the MEIR. Section 7.12.3 of the MEIR has been updated to clarify that potential impacts resulting from shadowing would be less than significant. Impacts were determined to be less than significant as presented therein. Shadows cast on public streets and walks are regulated and limited by the angled setbacks described by MBPDO section 1513.0304(c). The proposed projects meet these requirements for all public streets and courts abutting the site, i.e., Santa Barbara Place to the south and Kennebeck Court to the north. The project adopts the same setbacks for the private pedestrian court. Please refer to response to comment B-14. Overall, the projects are consistent with land use plans, policies, and underlying zone regulations, and therefore no impact is anticipated to occur.
	B-32	The City acknowledges this comment regarding the first assessment letter for the proposed projects. The projects would adhere to the regulations provided in the MBPDO with allowable deviations. Refer to response to comment B-31 regarding light and comments B-56 and B-67 regarding air quality. The Mission Beach Residences Project involves a subdivision, not a lot consolidation. An alternative design that would limit the consolidation of lots to those adjacent to Bayside Lane and Mission Boulevard has not

	been evaluated in the MEIR since significant impacts resulting from the proposed lot design have not been identified. Alternatives to the proposed projects are analyzed in Chapter 9 of the MEIR. According to the CEQA Guidelines, an EIR "shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (14 CCR 15126.6(a)). The CEQA Guidelines also require a discussion of why other alternatives were rejected if they were considered in developing the project and still would meet the project objectives. Although an exhaustive analysis is not necessary, an EIR "must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation" (14 CCR 15126.6(a)). Pursuant to the CEQA Guidelines, a range of alternatives to the projects are considered and evaluated in the MEIR. These alternatives were developed in the course of project planning, environmental review, and public scoping. Per CEQA Guidelines Section 15126.6(c), the alternatives were chosen by considering whether they can meet the basic project objectives, their feasibility, and their ability to avoid the project's significant environmental effects.



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some point if the existing character of the community is to be preserved." Indeed, Mission Beach has few lot consolidations. There is too much concentration of four-plexes in one area. One reason people do not build triplex or four-plexes on Courts is that sun, light and air are blocked off from half of the building with a wall down the middle. To comply with this policy, limit the consolidation of lots to just those lots adjacent to Bayside Lane and Mission Boulevard. The internal lots should be limited to single family residences and duplexes. This design approach has not been evaluated in the DMEIR.

Mission Beach Precise Plan Goal ***The permanent control of height and building bulk so that structures will not have adverse effects on surrounding property.*** The properties on the north side of Kennebeck Court will be most directly impacted, as this project develops the south side of Kennebeck Court. The existing properties are all one and two story homes on 30'x80' lots (with the typical exception of the end lot along Bayside Lane). Reduce the bulk by providing 4 duplexes fronting Kennebeck Court instead of the bulkier four-plexes. The lot adjacent to Bayside Lane could remain a triplex.

Chapter 5 Land Use 5.1-18 Policy LU-C 2a-1 SANTA BARBARA RESIDENCES PROJECT ***Include a variety of residential densities including mixed use, to increase the amount of housing types and sizes and provide affordable housing opportunities.*** Applicant has not provided enough information to evaluate whether this condition has been met. We request that a summary be included that lists how many units are studios, one bedroom, two bedroom and three bedrooms. Preferably, this table would be added to Figure 3-3 site plan showing which units are what. The Project Description is deficient in not providing this level of detail, making a realistic assessment of land use and community character effects difficult. The only mention of this is in Appendix F Traffic Impact, that cites all 12 units are 3 bedrooms. This would not satisfy the above policy.

Policy UD-B.2 ***Achieve a mix of housing types within a single development.*** The DMEIR needs to provide a more detailed response to how the 12 units employs a variety of housing products and unit sizes. What are these housing products and unit sizes? It appears they are all one type of product, but this cannot be determined definitively from the text provided in the DMEIR. The DMEIR has not provided enough information to evaluate whether this condition has been met.

Policy UD-B.3 ***Design subdivisions to respect existing lot patterns.*** The typical lot lines for this area of Mission Beach are 30'x80' internal lots with larger lots provided at the irregular shaped ends of each court. To comply with this policy, limit the tri-and/or four-plexes to the lot adjacent to Mission Boulevard. Reduce the consolidation of the remaining lots and provide duplexes. This design approach was not evaluated in the DMEIR despite the fact that it is the most common residential land use pattern in the community. An alternative employing this design approach would fulfill the CEQA Guidelines requirements of Section 15126.6(a), which calls for a range of reasonable alternatives to be discussed. An alternative that is truly in conformance with the MBPDO and Mission Beach Precise Plan would be a major step forward in addressing community concerns.

Mission Beach Precise Plan Goal ***The permanent control of height and building bulk so that structures will not have adverse effects on surrounding property.*** The properties on the north side of Jamaica Court will be most directly impacted, as they share the alley with this development. The existing properties immediately across the shared alley are all one and two-story structures on

B-32 Cont.
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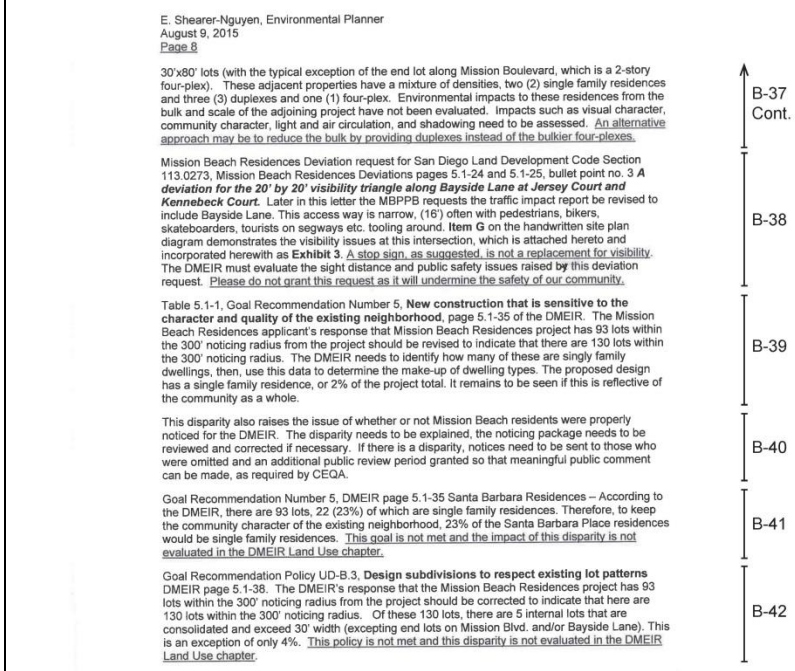
The commenter's objection to the proposed fourplex developments is noted. This comment does not raise an environmental issue pertaining to the MEIR.

B-33 Refer to response to comment B-32. Refer also to responses to comments B-7, B-8, and B-14 regarding the projects' effects related to bulk and scale. The projects' consistency with the Mission Beach Precise Plan Goal identified in the comment is found in Table 5.1-2 of the MEIR. As discussed in Table 5.1-2, both projects comply with the MBPDO with allowable deviations, including those regulations limiting size, bulk, and height. As such, no significant impacts have been identified in the MEIR (including the potential for impacts to the existing residences north of Kennebeck Court) related to the height or bulk of proposed fourplexes. Refer to response to comment B-27.

B-34 Refer to response to comment B-27. The building tabulations and unit tabulations have been added to Section 3.1.4 of the MEIR to further clarify the project description. The Santa Barbara Place Residences project proposes a total of three buildings and each would be a fourplex. There are a total of 12 units in different configurations, ranging from 1,265 sf to 1,345 sf. Of the 12 units, all contain three bedrooms.



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30'x80' lots (with the typical exception of the end lot along Mission Boulevard, which is a 2-story four-plex). These adjacent properties have a mixture of densities, two (2) single family residences and three (3) duplexes and one (1) four-plex. Environmental impacts to these residences from the bulk and scale of the adjoining project have not been evaluated. Impacts such as visual character, community character, light and air circulation, and shadowing need to be assessed. An alternative approach may be to reduce the bulk by providing duplexes instead of the bulkier four-plexes.

Mission Beach Residences Deviation request for San Diego Land Development Code Section 113.0273, Mission Beach Residences Deviations pages 5.1-24 and 5.1-25, bullet point no. 3 ***A deviation for the 20' by 20' visibility triangle along Bayside Lane at Jersey Court and Kennebeck Court.*** Later in this letter the MBPPB requests the traffic impact report be revised to include Bayside Lane. This access way is narrow, (16') often with pedestrians, bikers, skateboarders, tourists on segways etc. tooling around. **Item G** on the handwritten site plan diagram demonstrates the visibility issues at this intersection, which is attached hereto and incorporated herewith as **Exhibit 3**. A stop sign, as suggested, is not a replacement for visibility. The DMEIR must evaluate the sight distance and public safety issues raised by this deviation request. Please do not grant this request as it will undermine the safety of our community.

Table 5.1-1, Goal Recommendation Number 5, **New construction that is sensitive to the character and quality of the existing neighborhood**, page 5.1-35 of the DMEIR. The Mission Beach Residences applicant's response that Mission Beach Residences project has 93 lots within the 300' noticing radius from the project should be revised to indicate that there are 130 lots within the 300' noticing radius. The DMEIR needs to identify how many of these are singly family dwellings, then, use this data to determine the make-up of dwelling types. The proposed design has a single family residence, or 2% of the project total. It remains to be seen if this is reflective of the community as a whole.

This disparity also raises the issue of whether or not Mission Beach residents were properly noticed for the DMEIR. The disparity needs to be explained, the noticing package needs to be reviewed and corrected if necessary. If there is a disparity, notices need to be sent to those who were omitted and an additional public review period granted so that meaningful public comment can be made, as required by CEQA.

Goal Recommendation Number 5, DMEIR page 5.1-35 Santa Barbara Residences – According to the DMEIR, there are 93 lots, 22 (23%) of which are single family residences. Therefore, to keep the community character of the existing neighborhood, 23% of the Santa Barbara Place residences would be single family residences. This goal is not met and the impact of this disparity is not evaluated in the DMEIR Land Use chapter.

Goal Recommendation Policy UD-B.3, **Design subdivisions to respect existing lot patterns** DMEIR page 5.1-38. The DMEIR's response that the Mission Beach Residences project has 93 lots within the 300' noticing radius from the project should be corrected to indicate that here are 130 lots within the 300' noticing radius. Of these 130 lots, there are 5 internal lots that are consolidated and exceed 30' width (excepting end lots on Mission Blvd. and/or Bayside Lane). This is an exception of only 4%. This policy is not met and this disparity is not evaluated in the DMEIR Land Use chapter.

B-37 Cont.
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B-41
B-42

B-35 Refer to responses to comments B-27, B-29, and B-34, which discuss Policy UD-B.2. The projects would be consistent with Policy UD-B.2.

B-36 Refer to responses to comments B-30, B-31, and B-32. The projects' consistency with Policy UD-B.3 is discussed in Table 5.1-1 of the MEIR. As described in Table 5.1-1, both projects would be consistent with the MBPDO with allowable deviations.

B-37 Refer to response to comment B-33, which discusses the identified Mission Beach Precise Plan Goal. Additionally, responses to comments B-7, B-14, B-31, and B-41 address the impacts outlined in this comment. The proposed projects meet MBPDO standards with allowable deviations.

B-38 There is no deviation requested for a visibility triangle at the intersection of Bayside Lane and Kennebeck Court. A 15-foot by 15-foot triangle is being provided in accordance with the Municipal Code. A deviation has been requested by the Mission Beach Residences Project to replace the visibility triangle requirement with stop signs at the intersection of Bayside Lane and the two unnamed private driveways.

The Mission Beach Residences Project is required to provide 20-foot-wide private drives, which is four feet

	wider than the 16-foot-widealleys in the Mission Beach Community area. A deviation from the SDMC Section 113.0273(d) to provide no visibility triangle area along the property line on both sides of the private drives that intersect with Bayside Lane, where the regulation requires 20 feet by 20 feet visibility triangle areas. The project will provide two stop signs facing northbound traffic on Bayside Lane, one at the southern private drive and one at the northern private drive to enhance safety at these two private drives.
	B-39 Table 5.1-1 of the MEIR discusses the projects' consistency with Distinctive Neighborhoods and Residential Design Goal 5; as described in Table 5.1-1, the Mission Beach Residences Project is consistent with standards contained in the MBPDO with allowable deviations. The commenter is correct in that there are 130 lots within the 300-foot survey radius for the Mission Beach Residences Project. Of those 130 lots, there are 42 single family homes, 80 buildings with 2 to 4 units, and 8 buildings with 5 or more units. It should be noted that all 130 lots were notified of the Mission Beach Residences Project and that the stated "93 lots" in Table 5.1-1 of the MEIR is a typographical error. Table 5.1-1 of the MEIR has been revised accordingly.

	B-40 The City has prepared the MEIR to comply with all criteria, standards, and procedures of the CEQA Guidelines and the Municipal Code, including those that relate to proper noticing for public comment for the MEIR for the Mission Beach Residences Project and the Santa Barbara Place Residences Project. The City posted a Notice of Availability of the MEIR pursuant to CEQA Guidelines Section 15087 and City requirements. The MEIR was circulated for 60 days for public review and comment from June 12, 2015 to August 10, 2015. That timeframe includes a two week extension of the initial 45-day review period, based on a request from the MBPPB. **B-41** The Santa Barbara Place Residences Project's consistency with the City's General Plan is found in Table 5.1-1 of Section 5.1 of the MEIR. The commenter is correct in noting that a survey of the 300-foot area surrounding the project indicated that 22 of the surrounding 93 lots are developed as single family homes. As also noted in Table 5.1-1, on page 5.1-35 of the MEIR, the remaining lots in the 300-foot survey radius of the project are comprised of 61 buildings with 2-4 units and 10 buildings with 5 or more units. Refer to response to comment B-40.

	23% of the 300-foot survey area is comprised of single family homes, the Santa Barbara Place Residences Project is not required to include 23% of its development as single family homes in order to maintain existing community character. While land use is a component of community character, analyzed in Section 7.12, Visual Effects and Neighborhood Character of the MEIR, community character involves more than just existing land use types. Community character is a descriptive concept that considers the visual attributes (such as pattern, style, texture, color, etc.) of features within a community, including, but not limited to, land use, building types, and vegetation. As the Santa Barbara Place Residences Project would be designed and developed in compliance with the MBPDO with allowable deviations, including those regulations limiting size, bulk, floor area, maximum number of units, and lot consolidations, the City determined that the project would be consistent with the existing community character of Mission Beach. Refer to Table 5.1-3 in Section 5.1, Land Use, as well as Section 7.12.5 of the MEIR for further discussion regarding consistency with the MBPDO with allowable deviations and existing community character.

	B-42	Refer to response to comment B-39 regarding the correction to the lot count within the survey radius for the Mission Beach Residences Project. The commenter is correct in that there are 130 lots within the 300-foot survey radius for the Mission Beach Residences Project. The City has revised Table 5.1-1 of the MEIR accordingly. The project follows existing lot patterns and urban layout of Mission Beach. These patterns dictate that two vehicular alleys should be provided in the east to west direction, aligning with the alleys on the west side of Mission Boulevard. The existing lot patterns also dictate that a pedestrian court should be provided in the east to west direction, aligning with Jersey Court. That is how the project has been designed. The remaining parcels of land are subdivided into residential lots in a manner that respects the building size and floor area limits of the MBPDO. Refer to response to comment B-41 regarding community character. Refer to response to comment B-6. The MBPDO does not distinguish areas where larger lots can and cannot exist. As disclosed by the commenter in comment B-43, mid-block lots have been found to exceed 30 feet by 80 feet. Furthermore, lots on Mission Boulevard and Bayside Lane exceed 30 feet by 80 feet in many instances.

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Santa Barbara Residences: Of the 93 lots, 7 internal lots are consolidated and exceed 30' width (excepting end lots on Mission Blvd. and/or Bayside Lane). This is an exception of only 8%. The Santa Barbara Place residences proposes 100% of the lots be four-plexes. This policy is not met and this disparity is not evaluated in the DMEIR Land Use chapter. B-43

As a general comment, there are no 2nd floor, 3rd floor or roof plans of the units included, which it makes it difficult to evaluate the sizes, variety and bulk each footprint represents. The exterior elevations shown for the Mission Beach Residences Site includes only 3 of 51 units. (The 1 single family unit and the 2 duplex units). There is a lack of detail in almost every respect related to unit design. For example, the elevations are incomplete, are not labeled accurately, and are confusing. No unit breakdown has been provided. No floor plans have been provided. Bulk and scale, as well as the issue of massing have not been illustrated or discussed. This deficiency in information is an impediment to a clear public understanding of the physical impacts of this project, in contravention of basic CEQA requirements, as provided for example in CEQA Guidelines Sections 15002 and 15121. B-44

POCKET PARK ISSUES

The DMEIR (in Section 5.11, "Public Services and Facilities," or elsewhere) does not analyze the environmental impacts of providing a smaller park than the General Plan allows, or the effects of creating a shallow unprotected space adjacent to Mission Boulevard. Among the environmental effects that have not been analyzed in relation to the park are: B-45

1. Providing a park that is below the standard minimum park size for a development of this scale;
2. Health, noise, visual, community character, land use impacts of the park design that is shallow and exposed along its entire length to a busy street.

Sub-standard Park Size. The DMEIR states that a 0.201-acre area will be provided for constitutes adequate park space for a development of this size. The appropriate park size for this project is 0.35 acres. The DMEIR states that the Santa Barbara Residential Project piece does not require a population-based park allocation (page 7-120) because no Community Plan Amendment (CPA) is requested. This is incorrect, as discussed in detail below. CEQA §Section 15003(h) is clear that it is not permissible to bifurcate a project in order to avoid an environmental effect. The applicant is attempting to do this by separating the project into two parts, and treating one part differently than the other when in reality they are one project. B-46

In Appendix A2, the applicant maintains that the 825 Santa Barbara Place parcel does not represent "school" use for determination of the size of a public benefit population-based park for this project and that it is "a separate 0.34 parcel of land consisting of 6 legal lots that was not consolidated with the formal school site (north of Santa Barbara). . . ." The developer also contends this assumption is supported by Mission Beach Precise Plan, the deeds or the tax assessor records. B-47

This is not true. The applicant represented to the City its October 23, 2013 letter regarding their Initiation of an Amendment to the Mission Beach Community Plan and Mission Beach Precise Plan

B-43 Although 8% of the 300-foot survey area is comprised of consolidated lots exceeding 30 feet in width, the Santa Barbara Place Residences Project is not required to limit consolidated lots to just 8% of the proposed project. While land use is a component of community character, which is analyzed as part of Section 7.12, Visual Effects and Neighborhood Character, it involves more than just existing land use types. Community character is a descriptive concept that considers the visual attributes (such as pattern, style, texture, and color) of features within a community, including, but not limited to, land use, building types, and vegetation. Also refer to Response to Comment B-41.

B-44 Refer to responses to comments B-27 and B-34. As shown in strikeout underline, the City has made revisions and clarifications to Chapter 3 (page 3-8) of the MEIR adding more details and figures showing the proposed units.

As discussed in response to comment B-7, building size and bulk do not exceed the limits set forth in the MBPDO with allowable deviations.

B-45 This comment is a summary of more detailed comments that occur later in the comment letter. Regarding the size of the proposed park, refer to responses to comments B-46 through B-53. Refer to

		responses to comments B-54 through B-63 regarding potential health, noise, visual, community character, and land use impacts.
	B-46	The City has provided input and direction to the applicant regarding the size requirements of the population-based park. The park is to be 0.201 acre, based on the General Plan Standard of 2.8 acres per 1,000 people and SANDAG's 2050 Regional Growth Forecast of the Mission Beach community planning area. The proposed population-based park would meet these requirements as disclosed in the MEIR, Section 7.10.3. Refer to Appendix N to the MEIR. The commenter's claim that the appropriate park size is 0.35 acre is based on the incorrect assumption that both projects trigger a population-based park. No CPA is required for the Santa Barbara Place Residences Project site. No bifurcation of the project in order to avoid an environmental effect has occurred as the projects are two separate projects with independent utility. The MEIR evaluates the whole of the action per CEQA Guidelines Section 15003(h), both projects were analyzed separately and a combined analysis of the potential effects of the whole of the projects was also completed. Cumulative effects were disclosed in Chapter 6 of the

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LCP Addendum that the property consists of three Tax Assessor Parcels that contain 33 legal lots pursuant to Subdivision Map No. 1651. The total site area is approximately 2.23 acres. Further, the developer correctly maintains the property is already residentially zoned MBPD-R-S, which allows 36 dwelling units per acre. Further, the City represented to the San Diego Planning Commission on Dec 12, 2013 that this project was part of the entire school purchase, which would provide a 0.35-acre population based park. [See: Grant Deed dated December 9, 2013, which is attached hereto as **Exhibit 1**.] Further, the DMEIR itself repeatedly refers to the 0.34 acre parcel as a school site, for example on pages 3-8 and 7-151.

B-47 Cont.

The applicant subsequently noticed in the Mission Beach Precise Plan on page 13 that the Legend Map did not depict the 825 Santa Barbara Place site as "school" property. It is clear the graphics department made an error when it included an old map or improperly failed to designate all the property that was being used for school purposes. To rely on this error is disingenuous, particularly when the DMEIR itself readily refers to the entire property (both sites) as a school site.

B-48

The applicant has tried to capitalize on this technical graphics mistake depicted on the legend map in the Mission Beach community plan that was written in 1974, and their contention that tax assessor records failed to identify this parcel as being used for "school" to fragment the land deeded to the developer and reduce the population-based park acreage. However, it is clear that the county tax assessor had designated this parcel as being used for "school" purposes prior to being transferred to the developers. [See: Tax Assessors Property Information dated 7/24/14 regarding 825 Santa Barbara, which is attached hereto and incorporated herewith as **Exhibit 4**, and Tax Assessors Property Information dated 7/24/14 regarding 818 Santa Barbara Place, which is attached hereto and incorporated herewith as **Exhibit 5**.]

B-49

Accordingly, all three parcels as originally presented to the Planning Commission totaling 2.23 acres would warrant the creation of a 0.35-acare population-based park. This 2.23-acre site is the last and largest plot of land left in Mission Beach. Once it is developed, it will be the largest land use change in Mission Beach in over 50 years and it will change the character of the community. A useable community park is essential to our community for open space, with particular interest in saving the beautiful landmark 50+ year-old Ficus tree that brings back happy memories for many locals who attended kindergarten and elementary school there, offers shade and breezes to the area and is home to wildlife for the community to cherish and enjoy for many years to come.

B-50

City's Initial Population-based Park Calculation. The developer bought the former Mission Beach Elementary School site located at 818 and 825 Santa Barbara Place consisting of three (3) parcels of land totaling 2.23 acres. In the City of San Diego's Initial Report to the Planning Commission dated December 3, 2013, City staff recommended a "0.35 acre, or 15,250 square feet of population-based park land to fulfill the population-based park requirements on site. The calculations to derive this recommendation are based on SANDAG 2012 Demographic and Socio Economic Estimates for the Mission Beach Community, and the General Plan standard of 2.8 acres of population-based park land per one thousand population. The calculation is based on the proposal of 66 dwelling units multiplied by the SANDAG person-per-household density factor of 1.88 for Mission Beach, to equal a population of 124 for the proposed project, which would require 0.35 acres or park land to meet the General Plan standard."

B-51

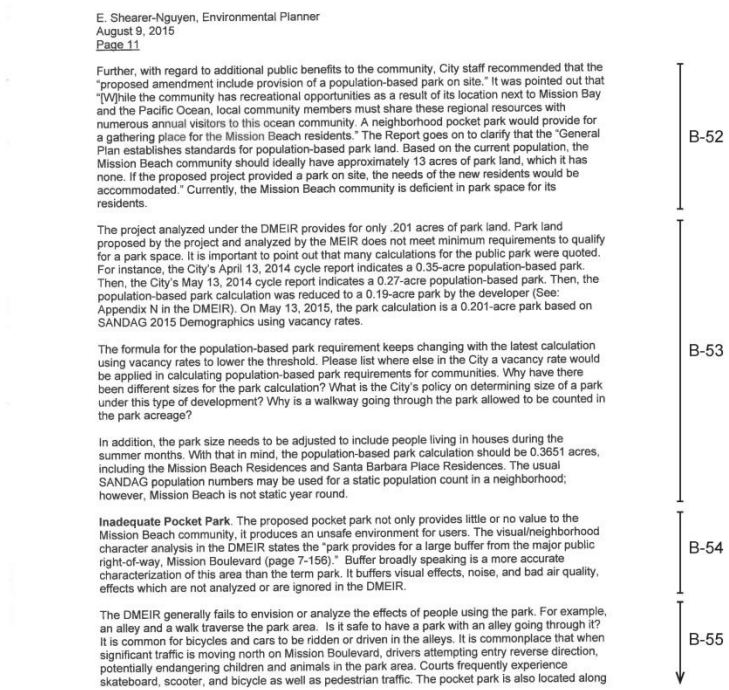
MEIR, which considered the effects of both projects being constructed and operating simultaneously.

B-47 Refer to response to comment B-46. As identified in Section 5.1.2 of the MEIR, the Mission Beach Residences Project is designated for "Institutional & Public and Semi-Public Facilities" land use, while the Santa Barbara Place Residences Project site is designated for "Residential" land use. While the MEIR acknowledges that the Santa Barbara Place Residences Project Site was formerly used as a school, the existing land use designation and zoning for the site is for residential uses. The comment regarding the site use, deeds, and tax assessor records is noted. This comment does not raise an environmental issue pertaining to the MEIR.

B-48 Refer to response to comment B-47. The comment regarding the Mission Beach Precise Plan graphics is noted. This comment does not raise an environmental issue pertaining to the MEIR.

B-49 Refer to response to comment B-47. The comment regarding the Mission Beach Precise Plan graphics and the designation of the parcel is noted. This comment does not raise an environmental issue pertaining to the MEIR.

	B-50	Refer to response to comment B-46 and Appendix N of the MEIR. As the projects would be designed and developed in compliance with the MBPDO with allowable deviations, including those regulations limiting size, bulk, floor area, maximum number of units, and lot consolidations, the City determined that the project would be consistent with the existing community character of Mission Beach. Refer to Table 5.1-3 in Section 5.1, Land Use, as well as Section 7.12.5 of the MEIR for further discussion regarding consistency with the Mission Beach PDO and existing community character. The City has considered the option of retaining the identified ficus tree within the Santa Barbara Place Residences Project site and acknowledges the commenter's statements to that effect. This comment does not raise an environmental issue pertaining to the MEIR. As stated in the Section 7.12, Visual Effects and Neighborhood Character, on page 7-160 of the MEIR, the existing ficus tree was nominated by a member of the community to be designated as a landmark tree for consideration by the City's Community Forest Advisory Board in July 2014; however, the City did not designate the tree as landmark.



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Further, with regard to additional public benefits to the community, City staff recommended that the "proposed amendment include provision of a population-based park on site." It was pointed out that "[W]hile the community has recreational opportunities as a result of its location next to Mission Bay and the Pacific Ocean, local community members must share these regional resources with numerous annual visitors to this ocean community. A neighborhood pocket park would provide for a gathering place for the Mission Beach residents." The Report goes on to clarify that the "General Plan establishes standards for population-based park land. Based on the current population, the Mission Beach community should ideally have approximately 13 acres of park land, which it has none. If the proposed project provided a park on site, the needs of the new residents would be accommodated." Currently, the Mission Beach community is deficient in park space for its residents.

The project analyzed under the DMEIR provides for only .201 acres of park land. Park land proposed by the project and analyzed by the MEIR does not meet minimum requirements to qualify for a park space. It is important to point out that many calculations for the public park were quoted. For instance, the City's April 13, 2014 cycle report indicates a 0.35-acre population-based park. Then, the City's May 13, 2014 cycle report indicates a 0.27-acre population-based park. Then, the population-based park calculation was reduced to a 0.19-acre park by the developer (See: Appendix N in the DMEIR). On May 13, 2015, the park calculation is a 0.201-acre park based on SANDAG 2015 Demographics using vacancy rates.

The formula for the population-based park requirement keeps changing with the latest calculation using vacancy rates to lower the threshold. Please list where else in the City a vacancy rate would be applied in calculating population-based park requirements for communities. Why have there been different sizes for the park calculation? What is the City's policy on determining size of a park under this type of development? Why is a walkway going through the park allowed to be counted in the park acreage?

In addition, the park size needs to be adjusted to include people living in houses during the summer months. With that in mind, the population-based park calculation should be 0.3651 acres, including the Mission Beach Residences and Santa Barbara Place Residences. The usual SANDAG population numbers may be used for a static population count in a neighborhood; however, Mission Beach is not static year round.

Inadequate Pocket Park. The proposed pocket park not only provides little or no value to the Mission Beach community, it produces an unsafe environment for users. The visual/neighborhood character analysis in the DMEIR states the "park provides for a large buffer from the major public right-of-way, Mission Boulevard (page 7-156)." Buffer broadly speaking is a more accurate characterization of this area than the term park. It buffers visual effects, noise, and bad air quality, effects which are not analyzed or are ignored in the DMEIR.

The DMEIR generally fails to envision or analyze the effects of people using the park. For example, an alley and a walk traverse the park area. Is it safe to have a park with an alley going through it? It is common for bicycles and cars to be ridden or driven in the alleys. It is commonplace that when significant traffic is moving north on Mission Boulevard, drivers attempting entry reverse direction, potentially endangering children and animals in the park area. Courts frequently experience skateboard, scooter, and bicycle as well as pedestrian traffic. The pocket park is also located along

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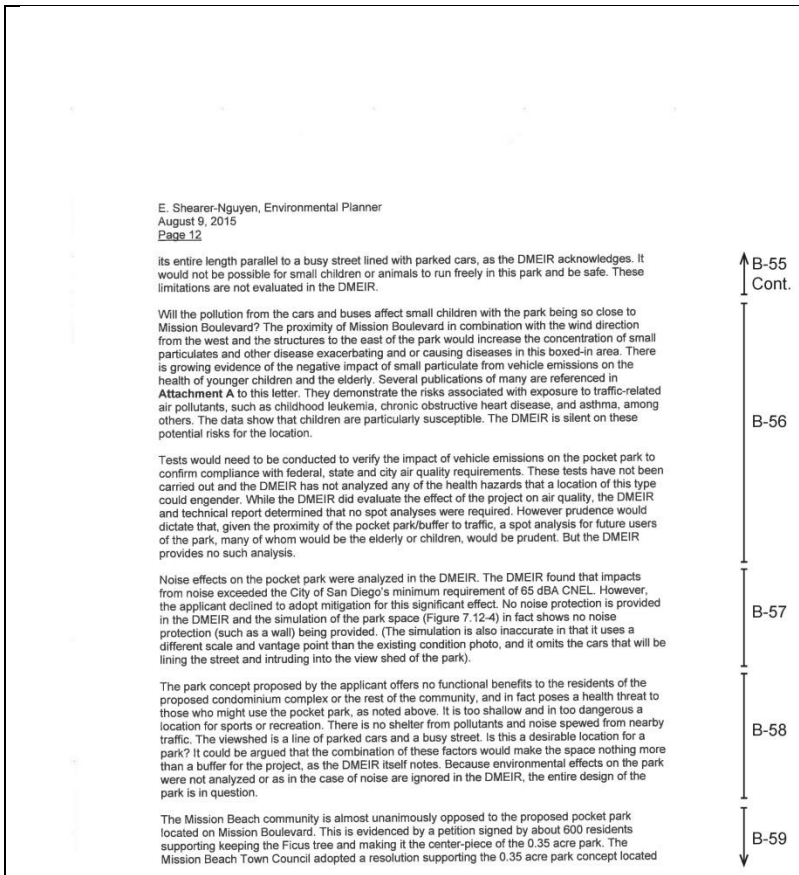
Additionally, a qualified arborist consulted during the environmental review process has determined that, due to the physical structure of the tree and previous method of pruning, the current state of the existing ficus tree presents a risk of failure and thus a hazard to people, cars, and structures in the future. These conclusions are included in a letter provided as Appendix E to the MEIR. Thus, as recommended by the arborist, the City would remove the ficus tree as part of the development of the Santa Barbara Place Residences Project site as a matter of public safety for future residences on site and surrounding land uses.

B-51 Refer to response to comment B-46. The park is to be 0.201 acre, based on the General Plan Standard of 2.8 acres per 1,000 people and SANDAG's 2050 Regional Growth Forecast of the Mission Beach community planning area. The proposed population-based park would meet these requirements as disclosed in the MEIR, Section 7.10.3. Refer to Appendix N to the MEIR.

B-52 Refer to responses to comments B-46 and B-51. The City acknowledges the commenter's reference to the "initiation letter" for the proposed projects dated December 3, 2013. The initiation letter states clearly on pages 2 and 3 that it is the first point of consideration in the community plan

		amendment process. The initiation letter is a limited decision that constitutes neither an approval nor a denial of the plan amendment and development proposal.
	B-53	Refer to responses to comments B-46 and B-52 and Appendix N of the MEIR. The proposed park space meets all applicable City requirements as disclosed in the MEIR, Section 7.10.3. The City Planning Commission approved the initiation of an amendment to the Mission Beach Precise Plan and Local Coastal Program to redesignate the Mission Beach Elementary School properties from "School" to "Residential" land use pursuant to Resolution No. 4576-PC. After the initiation, City staff realized that the 0.34-acre southern portion of the development is already designated for residential use within the Community Plan and that a Community Plan amendment would not be required for this portion of the property (Santa Barbara Place Residences Project site). In addition, the Santa Barbara Place Residences Project site is not included in the population-based park requirement that is necessary for the Mission Beach Residences project site as originally outlined within the CPA Initiation Report No. PC-12-140. Therefore, the 0.34-acre site (Santa Barbara Place Residences Project) is being developed independently from the Mission Beach Residences Project. The City has calculated that the 0.201-acre of population-based park is required only

		for the Mission Beach Residence Project. As outlined in the MEIR, this park acreage is based on the General Plan Standard of 2.8 acres per 1,000 people and SANDAG's 2050 Regional Growth Forecast for the Mission Beach community planning area.
	B-54	The proposed park, as discussed in Section 7.10, acts as a buffer between proposed residences and traffic along Mission Boulevard. Visual effects, noise, and air quality are fully analyzed in the MEIR in Sections 7.12, 5.2, and 7.2, respectively. Refer to responses to comments B-56 and B-67 regarding air quality at the proposed park. Refer to responses to comments B-57, B-68, B-103, and B-104 regarding noise issues related to the proposed park.
	B-55	The commenter is correct in stating that, as shown on Figure 3-1 of the MEIR, Jersey Court and the southern driveway is shown to intersect the proposed park at two locations. With regard to Jersey Court and as also shown on Figures 3-1, 7.12-4 and 7.12-5, the proposed easement travelling through the Mission Beach Residences Project site that aligns with Jersey Court would be a 10 foot wide pedestrian and non-motor vehicle walkway. As such, cars, scooters, and other motor vehicles would not be permitted within this walkway. While bicyclists and skateboarders may utilize this walkway, such uses would not present a significant hazard to park users; the speed at which bicyclists would travel along this walkway would likely



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its entire length parallel to a busy street lined with parked cars, as the DMEIR acknowledges. It would not be possible for small children or animals to run freely in this park and be safe. These limitations are not evaluated in the DMEIR.

Will the pollution from the cars and buses affect small children with the park being so close to Mission Boulevard? The proximity of Mission Boulevard in combination with the wind direction from the west and the structures to the east of the park would increase the concentration of small particulates and other disease exacerbating and or causing diseases in this boxed-in area. There is growing evidence of the negative impact of small particulate from vehicle emissions on the health of younger children and the elderly. Several publications of many are referenced in **Attachment A** to this letter. They demonstrate the risks associated with exposure to traffic-related air pollutants, such as childhood leukemia, chronic obstructive heart disease, and asthma, among others. The data show that children are particularly susceptible. The DMEIR is silent on these potential risks for the location.

Tests would need to be conducted to verify the impact of vehicle emissions on the pocket park to confirm compliance with federal, state and city air quality requirements. These tests have not been carried out and the DMEIR has not analyzed any of the health hazards that a location of this type could engender. While the DMEIR did evaluate the effect of the project on air quality, the DMEIR and technical report determined that no spot analyses were required. However prudence would dictate that, given the proximity of the pocket park/buffer to traffic, a spot analysis for future users of the park, many of whom would be the elderly or children, would be prudent. But the DMEIR provides no such analysis.

Noise effects on the pocket park were analyzed in the DMEIR. The DMEIR found that impacts from noise exceeded the City of San Diego's minimum requirement of 65 dBA CNEL. However, the applicant declined to adopt mitigation for this significant effect. No noise protection is provided in the DMEIR and the simulation of the park space (Figure 7.12-4) in fact shows no noise protection (such as a wall) being provided. (The simulation is also inaccurate in that it uses a different scale and vantage point than the existing condition photo, and it omits the cars that will be lining the street and intruding into the view shed of the park).

The park concept proposed by the applicant offers no functional benefits to the residents of the proposed condominium complex or the rest of the community, and in fact poses a health threat to those who might use the pocket park, as noted above. It is too shallow and in too dangerous a location for sports or recreation. There is no shelter from pollutants and noise spewed from nearby traffic. The viewshed is a line of parked cars and a busy street. Is this a desirable location for a park? It could be argued that the combination of these factors would make the space nothing more than a buffer for the project, as the DMEIR itself notes. Because environmental effects on the park were not analyzed or as in the case of noise are ignored in the DMEIR, the entire design of the park is in question.

The Mission Beach community is almost unanimously opposed to the proposed pocket park located on Mission Boulevard. This is evidenced by a petition signed by about 600 residents supporting keeping the Ficus tree and making it the center-piece of the 0.35 acre park. The Mission Beach Town Council adopted a resolution supporting the 0.35 acre park concept located

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be substantially lower than that of a roadway.

Motorized vehicles would be permitted on the southern driveway that intersects the park. Public safety for park users and motorists would be ensured through signage, improvements to the driveway, and other possible safety measures as required by City Parks and Recreation Staff. The proposed park would be set back from Mission Boulevard by approximately 10 feet. The project applicant and City Parks and Recreation Staff will work closely to develop a design of the proposed park consistent with standards found in the City's Consultant's Guide to Park Design and Development (last updated in February 2013) and the City's Municipal Code.

Note that it is illegal for animals to be let free (i.e., unleashed) within public parks outside of a designated leash free area or as otherwise identified in City of San Diego Municipal Code Section 63.0102.

B-56 Potential air quality impacts to sensitive receptors resulting from pollutant concentration are found in Section 7.2.8 of the MEIR. As demonstrated in Section 7.2 of the MEIR; the analysis determined emissions estimates were calculated for construction and operation of the proposed projects, and the proposed projects' criteria pollutant emissions would not exceed the SDAPCD's health-based thresholds.

	The City does not specifically designate park uses as sensitive receptors. Examples of sensitive receptors defined by the City include: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, medical patients in homes, schools, playgrounds, child care centers, and athletic facilities[1]. Additionally, the daily criteria pollutant thresholds established by the San Diego Air Pollution Control District (SDAPCD) and delineated in Rule 20.2, New Source Review[2], are used by the City to evaluate whether a project's construction and operational emissions would result in a significant impact to air quality under CEQA. SDAPCD Rules 20.1 through 20.8 were developed based on California Health and Safety Code Sections 41700, 41701 and 44300 (et seq.) to establish rules and regulations for the purpose of protecting public health and welfare as it relates to air quality. As such, the thresholds delineated in Rule 20.2 and used by the City to evaluate air quality impacts are health-based thresholds developed to protect public health and welfare. As demonstrated in Section 7.2 of the MEIR, the projects

1 City of San Diego. 2011. *California Environmental Quality Act, Significance Determination Thresholds*. City of San Diego, Development Services Department. January 2011. www.sandiego.gov/development-services/news/pdf/sdtceqa.pdf.

2 SDAPCD (San Diego Air Pollution Control District). 1998. Rule 20.2, New Source Review. Revised December 17, 1998. http://www.sdapcd.org/rules/Reg2pdf/R20-2.pdf

would not exceed these thresholds and would not expose sensitive receptors to significant pollutant concentrations.

Moreover, the California Air Resources Board (CARB) has published the Air Quality and Land Use Handbook: A Community Health Perspective, which identifies certain types of facilities or sources that may emit substantial quantities of toxic air contaminants, including diesel particulate matter, and therefore could conflict with sensitive land uses, such as "schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities."[3] The Air Quality and Land Use Handbook is a guide for siting new sensitive land uses, but it does not mandate specific separation distances to avoid potential health impacts.

The enumerated facilities or sources in the Air Quality and Land Use Handbook include the following: high-traffic freeways and roads, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and large gas dispensing facilities.

According to CARB, a high-traffic freeway or road is classified as a freeway, an urban road that can accommodate 100,000 vehicles per day, or a rural road that can accommodate 50,000 vehicles per day[5]. The

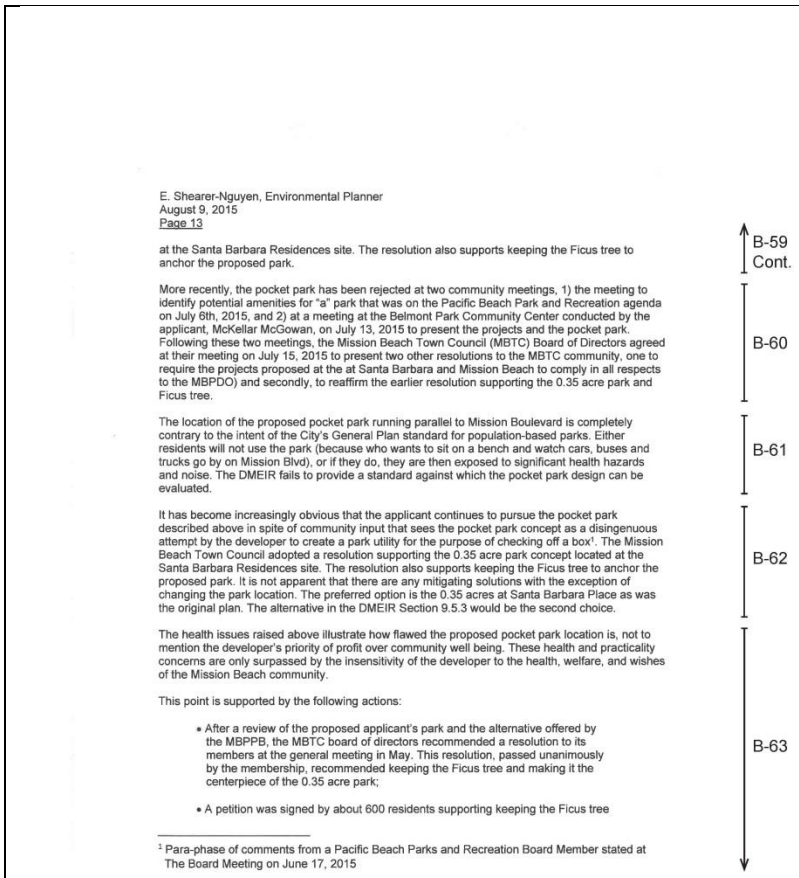
[3] CARB. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective.* April 2005. http://www.arb.ca.gov/ch/landuse.htm.

largest segment along Mission Boulevard is from Santa Barbara Place to Mission Bay Drive, which functions as a 3-lane road segment with a capacity of 30,000 average daily trips (see Appendix F of the MEIR); therefore, Mission Boulevard is not considered a "high volume road" that may result in substantial pollutant concentrations from mobile sources. CARB recommends that sensitive receptors not be located downwind or in proximity to the above-listed sources to avoid potential health hazards.

The proposed projects would not include these types of land uses and would not locate sensitive receptors near these types of emission sources. Accordingly, the proposed projects would not generate substantial toxic air contaminant emissions that would conflict with surrounding sensitive receptors nor expose the project's inhabitants to toxic air contaminant emissions from these sources. Therefore, because the projects would be below the SDAPCD health-based thresholds, and the projects would not be located in proximity to a stationary source or any of the sources listed previously, including a high-volume roadway, site-specific ambient air quality monitoring, and/or a site-specific health risk assessment is not warranted.

	B-57	Analysis regarding noise effects associated with the proposed park at the Mission Beach Residences Project site is found in Section 5.2, Noise, which summarizes the findings of Environmental Noise Assessment for the Mission Beach Residences Project and the Environmental Noise Assessment for the Santa Barbara Place Residences Project (Appendices C1 and C2, respectively) of the MEIR. As stated in on page 5.2-8 of the MEIR, noise modeling was conducted using the Federal Highway Administration's Traffic Noise Model 2.5 (refer to Appendices C1 and C2 for noise modeling data for both projects). The proposed park at the Mission Beach Residences Project site corresponds with Noise Receptor R5 on Figure 5.2-2. As disclosed on pages 5.2-11 and 5.2-12, as well as shown on Table 5.2-6 of the MEIR, buildout traffic noise levels at the proposed park is predicted to be approximately 66 A-weighted decibels (dBA) community noise level equivalent (CNEL), exceeding the 65 dBA CNEL threshold. However, as noted in the City's Significance Determination Thresholds, if the Mission Beach Residences Project site is currently at or exceeds 65 dBA CNEL, then a 3 dB increase resulting from project implementation becomes the threshold for determining significance. As stated in Appendix C1 of the MEIR, the induced traffic

	resulting from the Mission Beach Residences Project and Santa Barbara Place Residences Project would effectively result in a 0 dB noise increase (rounded to the nearest whole number). Therefore, the Mission Beach Residences Project would not cause traffic noise to increase by 3 dB and would be below the City's threshold. As impacts would be less than significant, no mitigation measures are required to attenuate noise at the proposed park. The commenter is correct in noting that Figure 7.12-4 does not show noise attenuation features and cars that would likely be parked parallel along Mission Boulevard. Noise attenuation is not required for the proposed park as impacts would be less than significant per the City's threshold, and therefore is not shown on any figures. The commenter is also correct in noting that the existing and proposed views shown on Figure 7.12-4 are different in scale and vantage point. The MEIR acknowledges on page 7-157 that the existing and proposed views presented on Figure 7.12-4 are of different viewing angles. The figure is intended to be representative of how the park would appear once developed. Despite the proposed view presented in Figure 7.12-4 not including parallel parked cars along Mission Avenue, the discussion found on page 7-157 remains accurate in its analysis of a proposed park.



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at the Santa Barbara Residences site. The resolution also supports keeping the Ficus tree to anchor the proposed park.

More recently, the pocket park has been rejected at two community meetings, 1) the meeting to identify potential amenities for "a" park that was on the Pacific Beach Park and Recreation agenda on July 6th, 2015, and 2) at a meeting at the Belmont Park Community Center conducted by the applicant, McKellar McGowan, on July 13, 2015 to present the projects and the pocket park. Following these two meetings, the Mission Beach Town Council (MBTC) Board of Directors agreed at their meeting on July 15, 2015 to present two other resolutions to the MBTC community, one to require the projects proposed at the at Santa Barbara and Mission Beach to comply in all respects to the MBPDO) and secondly, to reaffirm the earlier resolution supporting the 0.35 acre park and Ficus tree.

The location of the proposed pocket park running parallel to Mission Boulevard is completely contrary to the intent of the City's General Plan standard for population-based parks. Either residents will not use the park (because who wants to sit on a bench and watch cars, buses and trucks go by on Mission Blvd), or if they do, they are then exposed to significant health hazards and noise. The DMEIR fails to provide a standard against which the pocket park design can be evaluated.

It has become increasingly obvious that the applicant continues to pursue the pocket park described above in spite of community input that sees the pocket park concept as a disingenuous attempt by the developer to create a park utility for the purpose of checking off a box[1]. The Mission Beach Town Council adopted a resolution supporting the 0.35 acre park concept located at the Santa Barbara Residences site. The resolution also supports keeping the Ficus tree to anchor the proposed park. It is not apparent that there are any mitigating solutions with the exception of changing the park location. The preferred option is the 0.35 acres at Santa Barbara Place as was the original plan. The alternative in the DMEIR Section 9.5.3 would be the second choice.

The health issues raised above illustrate how flawed the proposed pocket park location is, not to mention the developer's priority of profit over community well being. These health and practicality concerns are only surpassed by the insensitivity of the developer to the health, welfare, and wishes of the Mission Beach community.

This point is supported by the following actions:

- After a review of the proposed applicant's park and the alternative offered by the MBPPB, the MBTC board of directors recommended a resolution to its members at the general meeting in May. This resolution, passed unanimously by the membership, recommended keeping the Ficus tree and making it the centerpiece of the 0.35 acre park;
- A petition was signed by about 600 residents supporting keeping the Ficus tree

[1] Para-phase of comments from a Pacific Beach Parks and Recreation Board Member stated at The Board Meeting on June 17, 2015

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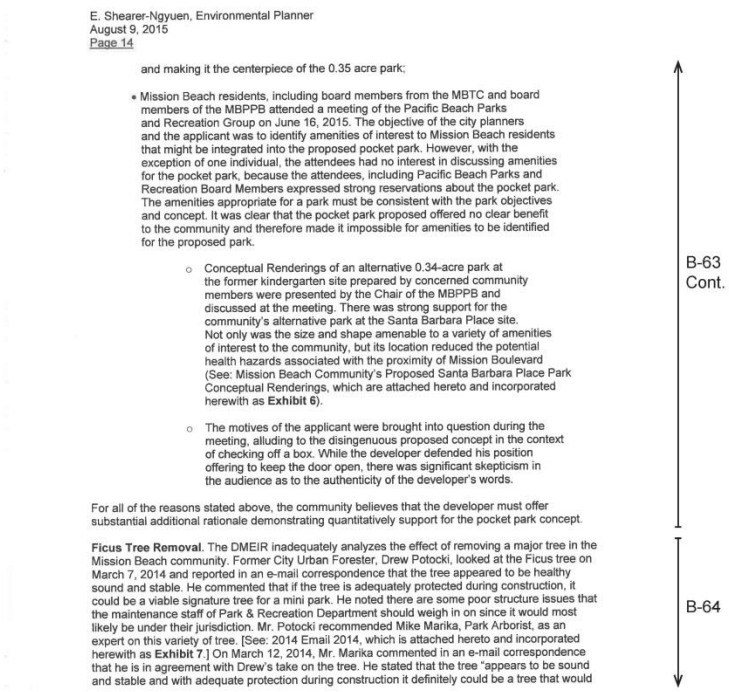
B-58 Regarding safety concerns within the proposed park, refer to response to comment B-55. Refer to responses to comments B-56 and B-67 regarding air quality issues related to the proposed park. Refer to responses to comments B-57, B-68, B-103, and B-104 regarding noise issues related to the proposed park. Potential air quality and noise issues related to the proposed park were analyzed in Sections 7.2 and 5.2 of the MEIR, respectively. The issues raised by the comment were adequately analyzed in the MEIR.

B-59 Comment regarding the proposed park location, the ficus tree, and the size of the park is noted. This comment does not raise specific environmental issues related to the adequacy of the MEIR.

B-60 Comment regarding the community meetings is noted. This comment does not raise specific environmental issues related to the adequacy of the MEIR.

B-61 Refer to responses to comments B-54 through B-58. The City's General Plan Recreation Element states that population-based parks "are intended to serve the daily needs of the neighborhood and community." The proposed pocket park would be designed consistent with applicable General Plan policies, the City's Consultant's Guide to Park Design and Development (last updated in February 2013, and the City's



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and making it the centerpiece of the 0.35 acre park;

- Mission Beach residents, including board members from the MBTC and board members of the MBPPB attended a meeting of the Pacific Beach Parks and Recreation Group on June 16, 2015. The objective of the city planners and the applicant was to identify amenities of interest to Mission Beach residents that might be integrated into the proposed pocket park. However, with the exception of one individual, the attendees had no interest in discussing amenities for the pocket park, because the attendees, including Pacific Beach Parks and Recreation Board Members expressed strong reservations about the pocket park. The amenities appropriate for a park must be consistent with the park objectives and concept. It was clear that the pocket park proposed offered no clear benefit to the community and therefore made it impossible for amenities to be identified for the proposed park.
    - Conceptual Renderings of an alternative 0.34-acre park at the former kindergarten site prepared by concerned community members were presented by the Chair of the MBPPB and discussed at the meeting. There was strong support for the community's alternative park at the Santa Barbara Place site. Not only was the size and shape amenable to a variety of amenities of interest to the community, but its location reduced the potential health hazards associated with the proximity of Mission Boulevard (See: Mission Beach Community's Proposed Santa Barbara Place Park Conceptual Renderings, which are attached hereto and incorporated herewith as **Exhibit 6**).
    - The motives of the applicant were brought into question during the meeting, alluding to the disingenuous proposed concept in the context of checking off a box. While the developer defended his position offering to keep the door open, there was significant skepticism in the audience as to the authenticity of the developer's words.

For all of the reasons stated above, the community believes that the developer must offer substantial additional rationale demonstrating quantitatively support for the pocket park concept.

Ficus Tree Removal. The DMEIR inadequately analyzes the effect of removing a major tree in the Mission Beach community. Former City Urban Forester, Drew Potocki, looked at the Ficus tree on March 7, 2014 and reported in an e-mail correspondence that the tree appeared to be healthy sound and stable. He commented that if the tree is adequately protected during construction, it could be a viable signature tree for a mini park. He noted there are some poor structure issues that the maintenance staff of Park & Recreation Department should weigh in on since it would most likely be under their jurisdiction. Mr. Potocki recommended Mike Marika, Park Arborist, as an expert on this variety of tree. [See: 2014 Email 2014, which is attached hereto and incorporated herewith as **Exhibit 7**.] On March 12, 2014, Mr. Marika commented in an e-mail correspondence that he is in agreement with Drew's take on the tree. He stated that the tree "appears to be sound and stable and with adequate protection during construction it definitely could be a tree that would

B-63 Cont.

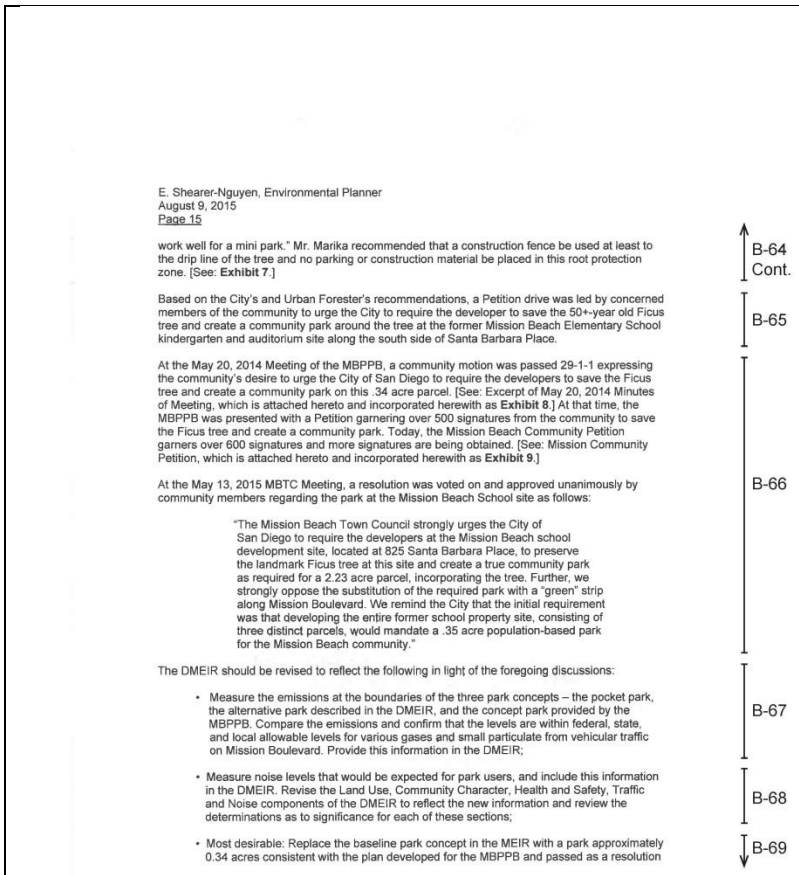
B-64

Municipal Code. This comment does not raise an environmental issue pertaining to the MEIR.

B-62 The City acknowledges the commenter's park preferences. This comment does not raise an environmental issue pertaining to the MEIR. Therefore, no further response is provided or required.

B-63 The City acknowledges the commenter's park comments. Refer to responses to comments B-46 through B-53 regarding the pocket park, and response to comment B-50 regarding removal of the existing ficus tree located at the Santa Barbara Place Residences Project site.

B-64 Refer to response to comment B-50. CEQA Guidelines Section 15151 states that "[d]isagreement among experts does not make an EIR inadequate." Chapter 7 of the MEIR identifies while removal of the tree would not result in impacts to visual resources, biological resources, or health and safety.



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work well for a mini park." Mr. Marika recommended that a construction fence be used at least to the drip line of the tree and no parking or construction material be placed in this root protection zone. [See: **Exhibit 7**.]

Based on the City's and Urban Forester's recommendations, a Petition drive was led by concerned members of the community to urge the City to require the developer to save the 50+-year old Ficus tree and create a community park around the tree at the former Mission Beach Elementary School kindergarten and auditorium site along the south side of Santa Barbara Place.

At the May 20, 2014 Meeting of the MBPPB, a community motion was passed 29-1-1 expressing the community's desire to urge the City of San Diego to require the developers to save the Ficus tree and create a community park on this .34 acre parcel. [See: Excerpt of May 20, 2014 Minutes of Meeting, which is attached hereto and incorporated herewith as **Exhibit 8**.] At that time, the MBPPB was presented with a Petition garnering over 500 signatures from the community to save the Ficus tree and create a community park. Today, the Mission Beach Community Petition garners over 600 signatures and more signatures are being obtained. [See: Mission Community Petition, which is attached hereto and incorporated herewith as **Exhibit 9**.]

At the May 13, 2015 MBTC Meeting, a resolution was voted on and approved unanimously by community members regarding the park at the Mission Beach School site as follows:

> "The Mission Beach Town Council strongly urges the City of San Diego to require the developers at the Mission Beach school development site, located at 825 Santa Barbara Place, to preserve the landmark Ficus tree at this site and create a true community park as required for a 2.23 acre parcel, incorporating the tree. Further, we strongly oppose the substitution of the required park with a "green" strip along Mission Boulevard. We remind the City that the initial requirement was that developing the entire former school property site, consisting of three distinct parcels, would mandate a .35 acre population-based park for the Mission Beach community."

The DMEIR should be revised to reflect the following in light of the foregoing discussions:

- Measure the emissions at the boundaries of the three park concepts – the pocket park, the alternative park described in the DMEIR, and the concept park provided by the MBPPB. Compare the emissions and confirm that the levels are within federal, state, and local allowable levels for various gases and small particulate from vehicular traffic on Mission Boulevard. Provide this information in the DMEIR;
- Measure noise levels that would be expected for park users, and include this information in the DMEIR. Revise the Land Use, Community Character, Health and Safety, Traffic and Noise components of the DMEIR to reflect the new information and review the determinations as to significance for each of these sections;
- Most desirable: Replace the baseline park concept in the MEIR with a park approximately 0.34 acres consistent with the plan developed for the MBPPB and passed as a resolution

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B-65 Comment noted. This comment does not raise an environmental issue pertaining to the MEIR.

B-66 The City acknowledges the commenter's park comments. This comment does not raise an environmental issue pertaining to the MEIR.

B-67 Refer to response to comment B-56. The projects would be below the SDAPCD health-based thresholds.

B-68 Refer to response to comment B-57. Future noise levels at the proposed park at the Mission Beach Residence Project site are analyzed in Section 5.2, Noise, of the MEIR (page 5.2-11) consistent with the City's Significance Determination Thresholds, Municipal Code, and General Plan. The noise analysis presented in Section 5.2 is also used for applicable analysis required in other sections of the MEIR, such as Section 5.1, Land Use, and Section 5.3, Health and Safety. Section 5.4 of the MEIR also identifies all impacts associated with transportation due to implementation of both projects.

As the projects would be designed and developed in compliance with the Mission Beach PDO with allowable deviations, including those regulations limiting size, bulk, floor area, maximum number of units, and lot consolidations, the City determined the

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by the MBTC – it would save the 50+-year old Ficus tree as a landmark, it would reduce the noise and traffic that would result from developing this project, and it would give the community open green space into perpetuity, among other benefits.

B-69 Cont.

TRAFFIC ANALYSIS ISSUES

The DMEIR, Section 5.4 Transportation/Circulation and Parking is so fundamentally and basically inadequate and conclusionary in nature predicting the existing traffic conditions in Mission Beach on Mission Boulevard in the area of the project that meaningful review, assessment, and comment of the impact of the projects on existing conditions was not possible. This lack of clarity and analysis contravenes CEQA Guidelines Sections 15002(a) and 15003, among others. The traffic analysis in the DMEIR Section 5.4 has been found to be flawed and requires substantial rework to ensure that the total impact on the community is adequately quantified. Following a description of the project taken from the DMEIR, there is a detailed discussion of the critical errors made in the Urban Systems analysis.

B-70

DMEIR STATEMENTS

5.4 TRANSPORTATION/CIRCULATION AND PARKING

5.4.1 INTRODUCTION

The following discussion summarizes the Traffic Impact Analysis for Santa Barbara Place Residences and Mission Beach Residences prepared by Urban Systems Associates Inc. dated March 20, 2015. The complete report, prepared for both the Santa Barbara Place Residences Project and the Mission Beach Residences Project is included as Appendix F of this DMEIR. The traffic study area consists of five intersections and six roadway segments, which were evaluated for the following scenarios: existing conditions, "Existing Plus Project," "Near Term Without and Plus Project," and "Horizon Year 2030 Without and With Project." Applicable mitigation measures are included in order to reduce significant impacts identified within Appendix F. This section also addresses the potential impacts on transit, bicycle, and pedestrian activity in the study area.

There are two access points in and out of Mission Beach: one at West Mission Bay Drive and the other at Mission Boulevard as it continues north toward Pacific Beach. Internal vehicular movement is served by alleys parallel to Mission Boulevard, Bayside Lane, and Strand Way. Perpendicular to Mission Boulevard are a series of east and west trending alleys, called "places" and "courts," which alternate over the length of Mission Beach.

Mission Boulevard functions as a two-lane roadway from Santa Barbara Place to Santa Rita Place. It currently provides one vehicular travel lane in each direction divided by a center raised median. From Santa Barbara Place to West Mission Bay Drive, Mission Boulevard functions as a 3 lane roadway, with one lane northbound and two lanes southbound.

To determine the existing traffic volumes at the study intersections, intersection movement counts were taken on a typical weekday during the morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 p.m. to 6:00 p.m.) peak periods on February 27, 2014. ADT volumes were also collected along the study roadway segments over a 24-hour period on March 27, 2014.

B-71

project would be consistent with the existing community character of Mission Beach. Refer to Table 5.1-3 in Section 5.1, Land Use, as well as Section 7.12.5 of the MEIR for further discussion regarding consistency with the Mission Beach PDO and existing community character.

B-69 The City acknowledges the commenter's park comments. Refer to responses to comments B-46 through B-53 regarding the pocket park, and response to comment B-50 regarding removal of the existing ficus tree located at the Santa Barbara Place Residences Project site.

B-70 This comment is introductory in nature and provides a summary of more detailed comments that occur later in the comment letter. As such, this comment is noted and detailed responses to the issues mentioned in this comment are provided below in responses to comments B-71 through B-93.

B-71 The commenter summarizes information presented in Section 5.4 and Table ES-3 of the MEIR. No further response necessary.

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The combined cumulative impact of the 51 units proposed for the Mission Beach Residences Project and the 12 units proposed for the Santa Barbara Place Residences Project would result in an increase in projected traffic that is substantial in relation to the existing traffic load and capacity of the street system. The project would add an average of an 8-second delay in the Horizon Year 2030 at the intersection of Mission Boulevard and Santa Barbara Place due to the addition of both the Mission Beach Residences Project and Santa Barbara Place Residences Project.[2]

B-71 Cont.

ASSESSMENT OF URBAN SYSTEMS TRAFFIC ANALYSIS

1) The Urban Systems (US) analysis fails to consider correct boundary conditions for the study.

In the analysis, it is assumed that there are two lanes south from Santa Barbara Place to W. Mission Bay Drive. This is an obviously flawed assumption. If you spend any time traveling south in a vehicle on Mission Boulevard, you would know that one of the lanes going south is for left turn and the other is for going straight. That intersection of Mission Boulevard is shown in the picture below.

All cars planning to turn left at W. Mission Bay Dive move immediately into the left lane, resulting in frequent substantial back-up in that lane, since the vast majority of cars are turning left rather than going straight. Approximately 100 feet before the signal at W. Mission Bay Drive, a turn lane is added resulting in two lanes turning left. There is only one lane going straight. A fourth lane for turning right is added a short distance from the intersection.

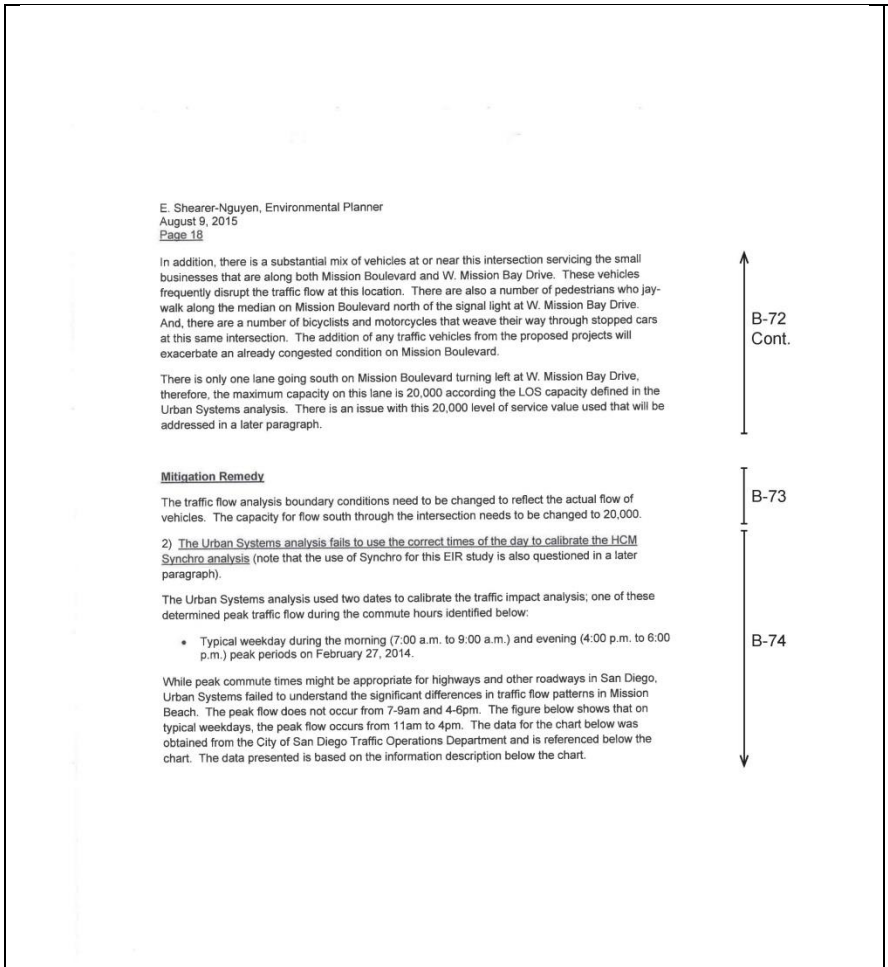
B-72

[2] Table ES-3, Summary of Significant Environmental Impacts - Combined Project

B-72 Existing conditions and lane configuration assumptions in the southbound direction at the intersection of Mission Boulevard at West Mission Bay Drive are correct and rely on the existing lane configurations as shown on the figure provided in the comment. The existing lane configuration at this intersection is used for traffic analysis as shown in Figure 7-2 of the TIA, included as Appendix F to the MEIR.

The intersection capacity analysis shows the intersection of Mission Boulevard at West Mission Bay Drive is projected to operate at level of service (LOS) C in the AM peak hour and LOS D in the PM peak hour in the Horizon Year 2030 Plus Project condition, which is considered acceptable by City traffic standards.

The LOS E capacity of 20,000 average daily traffic (ADT) volume assumed on Mission Boulevard is the functional roadway classification and capacity based on street segment analysis practices. While the Mission Beach Precise Plan mentions Mission Boulevard has a capacity of 24,000 ADT, this roadway is not functionally classified in the Mission Beach Precise Plan. Therefore, the assumed capacity of 20,000 ADT on Mission Boulevard is considered conservative.



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In addition, there is a substantial mix of vehicles at or near this intersection servicing the small businesses that are along both Mission Boulevard and W. Mission Bay Drive. These vehicles frequently disrupt the traffic flow at this location. There are also a number of pedestrians who jay-walk along the median on Mission Boulevard north of the signal light at W. Mission Bay Drive. And, there are a number of bicyclists and motorcycles that weave their way through stopped cars at this same intersection. The addition of any traffic vehicles from the proposed projects will exacerbate an already congested condition on Mission Boulevard.

There is only one lane going south on Mission Boulevard turning left at W. Mission Bay Drive, therefore, the maximum capacity on this lane is 20,000 according the LOS capacity defined in the Urban Systems analysis. There is an issue with this 20,000 level of service value used that will be addressed in a later paragraph.

B-72 Cont.

Mitigation Remedy

The traffic flow analysis boundary conditions need to be changed to reflect the actual flow of vehicles. The capacity for flow south through the intersection needs to be changed to 20,000.

B-73

2) The Urban Systems analysis fails to use the correct times of the day to calibrate the HCM Synchro analysis (note that the use of Synchro for this EIR study is also questioned in a later paragraph).

The Urban Systems analysis used two dates to calibrate the traffic impact analysis; one of these determined peak traffic flow during the commute hours identified below:

- Typical weekday during the morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 p.m. to 6:00 p.m.) peak periods on February 27, 2014.

While peak commute times might be appropriate for highways and other roadways in San Diego, Urban Systems failed to understand the significant differences in traffic flow patterns in Mission Beach. The peak flow does not occur from 7-9am and 4-6pm. The figure below shows that on typical weekdays, the peak flow occurs from 11am to 4pm. The data for the chart below was obtained from the City of San Diego Traffic Operations Department and is referenced below the chart. The data presented is based on the information description below the chart.

B-74

B-73 A volume of 20,000 ADT is not used for intersection capacity, but rather for street segments to determine the volume to capacity ratio and daily level of service. Refer to response to comment B-72 regarding the assumed capacity on Mission Boulevard.

B-74 The TIA complies with the City of San Diego Traffic Impact Study Manual (TISM). The TISM's purpose is to provide guidance and consistency for the preparation of traffic impact studies for development projects within the City. The Synchro analysis for study intersections in the TIA is based on the morning and afternoon peak hours. The TISM on page 9 states the "traditional morning and afternoon peak hour of the street system should be evaluated in each impact study". The morning peak period is typically 7:00 – 9:00 AM and the afternoon peak is typically 4:00 – 6:00 PM. The AM and PM peak "hour" within the peak periods was used for the intersection analysis per the TISM. Traffic counts were obtained on Thursday, March 27, 2014.

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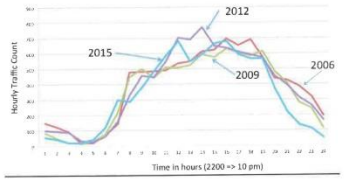

- 2006 is for segment from Ventura Place to Carmel Place; all others are Santa Barbara Place to Jersey Court
- Combined North and South bound traffic
- 2006, 2009, and 2012 are from April; 2015 from early June
- All measurements are weekdays
- A summary of data from the City of San Diego is summarized in a table at the end of this section

Mitigation Proposal – The applicant needs to work with the City of San Diego traffic engineers to set up a calibration survey that is representative of the average worst case conditions in Mission Beach. It is proposed that the survey be conducted a minimum of three (3) times for a minimum of one (1) week each time (includes weekdays and weekends) and measures the traffic flow on an hourly basis to determine the worst case baseline of existing conditions.

3) Urban Systems failed to recognize the importance of using hourly data to determine the volume to capacity ratio.

ADT volumes were also collected along the study roadway segments over a 24-hour period on March 27, 2014. Using ADT underestimates the existing baseline traffic flow conditions on Mission Boulevard. The chart below compares the hourly traffic flow with the average over a 24-hour period on the same day.

Data was obtained from the City of San Diego Traffic Operations Department and plotted into a chart that shows hourly traffic count. This data in the chart below was taken on June 3rd. Very early June reflects a low traffic flow period as students have moved out and vacation renters have not yet begun to populate the rentals. The chart shows the hourly traffic flow and an average value for the same period. The peak clearly is much greater than the average value.

B-74 Cont.

B-75

B-76

B-75 The TISM establishes the procedures for preparing a TIA to ensure consistency among analysis for development projects within the City. The TIA, dated March 20, 2015 (Appendix F to the MEIR), follows the procedures outlined in the TISM for evaluating the existing conditions.

B-76 ADT volumes over a 24-hour period were collected along study street segments on March 27, 2014. Refer to response to comment B-74 regarding existing traffic count data. ADTs are used in the street segment analysis to calculate volume to capacity (v/c) ratios and estimate daily LOS. The City's Significance Determination Thresholds (January 2011) establish criteria that identify the allowable change in the v/c ratio due to project impacts. Table 5.4-5 of the MEIR identifies the significance thresholds for street segments based on the v/c ratio and LOS with the project. As shown in Section 5.4 of the MEIR, there are no significant impacts to street segments as a result of the proposed projects.

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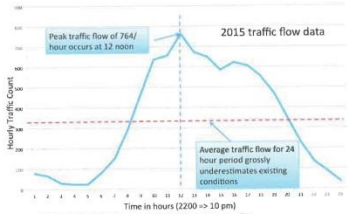
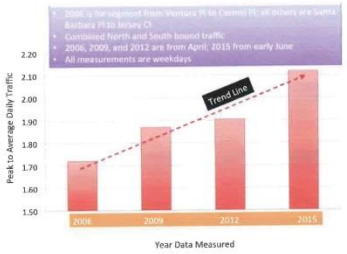


- Data is for Santa Barbara Pl to Jersey Ct
- South bound traffic only
- 2015 from early June
- All measurements are weekdays

The data from the City Traffic Operations Department also shows that the peaking trend has been getting more acute. The peaking for 2006 is about 1.7, while the peaking for 2015 is more than 2.0. All of the data presented was taken from Mission Beach surveys conducted every three (3) years.



B-76
Cont.

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Mitigation Approach – The applicant needs to quantify the worst case existing condition for Mission Blvd by conducting surveys that measure the hourly traffic flow rather than the ADT.

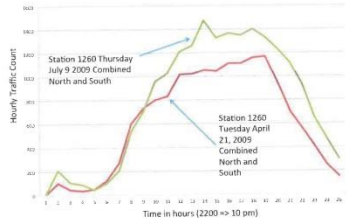
B-77

4) The Urban Systems analysis fails to use the correct time of the year to calibrate their traffic impact analysis.

The EIR references two dates that were used to calibrate the analysis, one in February and one in March. But, the most crowded San Diego beaches – public parking lots may be filled to capacity as early as 9am on summer holiday weekends. In Mission Beach, congestion has become so bad that, on some summer weekends – including the three (3) holiday weekends – police close down the main drag, Mission Boulevard, by mid-morning and only allow residents access. This works both ways. However, the further a section of beach is from a parking lot, the sparser the crowds. Even on the Fourth of July weekend, there's plenty of room on the sand a mile or so north of the main Mission Beach parking lot.[3] There is significant evidence that Mission Boulevard is far busier in the summer months.

The Mission Beach traffic flow data that was used to generate the chart below was provided by the City of SD Traffic Operations Department. References for the data are at the end of this section. One curve is for April. The one with a forty percent (40%) higher peak is in July. Again, note that the peak for the July curve occurs around mid-day, while the April curve occurs during the evening commute. The use of April and March data grossly underestimates the existing baseline conditions for the analysis.

B-78



[3] What Is the Busiest Weekend on San Diego Beaches?, Thomas K. Arnold, Demand Media, http://traveltips.usatoday.com/busiest-weekend-san-diego-beaches-17066.html

B-77 The TIA (Appendix F to the MEIR) follows procedures outlined in the TISM which uses peak hour data for intersection analysis and 24-hour ADTs for the street segment analysis.

Refer also to responses to comments B-74 regarding the existing traffic counts.

B-78 Traffic impact studies within the City are generally based on an average weekday (Tuesday, Wednesday, or Thursday), not holidays or weekends pursuant to Page 9 of the TISM. The traffic analysis (existing conditions) is based on counts obtained in March of 2014. The counts coincide with the spring break period, which is also a heavier traffic time of the year for Mission Beach. Traffic counts for traffic studies are typically obtained during the AM (7:00 – 9:00) and PM (4:00 – 6:00) peak hours on an average weekday per the TISM, not mid-day as noted by the commenter. As explained in Chapter 7 of the TIA, AM and PM peak time periods were used for the current analysis.

Also refer also to responses to comments B-74 regarding the existing traffic counts.

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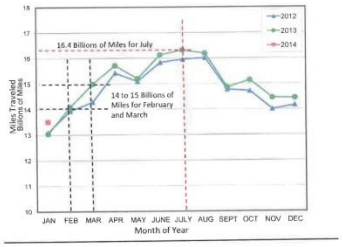
The trend from the City of San Diego data shown in the chart above is confirmed by the State of California CALTRNS data below, taken from the CALTRANS website. The data presented herein confirms that the Urban Systems analysis that was performed using survey data from February and March does not represent the true worst-case traffic conditions statewide nor in Mission Beach. As a result, the conditions used for the existing traffic flow and capacity analyses are flawed leading to erroneous conclusions.



B-78 Cont.

Mitigation Approach

From a review of the data contained in the above-referenced charts, it is clear that any survey that is used to quantify the existing capacity of Mission Blvd must be conducted during the summer months from mid-June through mid-August. It is strongly recommended that surveys be conducted in mid-June, mid-July, and mid-August, with each survey including seven contiguous days.

B-79

5) The Urban Systems surveys were conducted over very short time periods that excluded weekend data, which results in flawed conclusions.

Data was obtained from the California State Transportation Census website that confirms what is known to occur on highways on weekdays versus weekends. The 2014 data shows that monthly average daily traffic on weekdays is 230,755 compared to a weekend value of 434,898. The same trend follows for San Diego and during the summer much of this travel is from inland areas to the beaches. This is further confirmation that it is critical to the validity of any traffic impact study to include weekend data. Again, Urban Systems did not do this, which further invalidates their traffic impact study.

B-80

B-79 Refer to responses to comments B-74, B-76, and B-78. The TIA, dated March 20, 2015 (Appendix F to the MEIR), follows the procedures outlined in the TISM for evaluating existing conditions and the projects' impacts.

B-80 Refer to responses to comments B-74, B-76, and B-78. The TIA complies with the City of San Diego TISM.

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Mitigation Approach

The traffic impact study must include weekend data. It is required that additional traffic flow surveys be conducted, as previously stated, in the summer time period. It is also critical that the survey include weekend traffic flow data.

B-81

7) Urban Systems used the wrong metrics and or used the wrong values for the metrics in the traffic impact study. The tables that follow, Tables 1-6 and 1-9 were copied from the MEIR, which identifies the main metrics used in the study as well as key values.

B-82

TABLE 1-6

Near Term and Near Term With Combined Project (12 units & 51 units)
Street Segment Comparison

Road	Segment	Class.	LOS E Capacity	Near Term			Near Term + Combined Project			ΔV/C	Is this impact Significant?
				LOS	Volume	V/C	LOS	Volume	V/C		
West Mission Bay Drive	Mission Boulevard to Gleason Road	4-M	40,000	C	24,015	0.600	C	24,288	0.607	0.0068	NO
	East of Gleason Road	4-M	40,000	C	23,998	0.600	C	24,267	0.607	0.0067	NO
Mission Boulevard	North of Santa Clara Place	2*	20,000	D	16,053	0.803	D	16,143	0.807	0.0045	NO
	Santa Clara Place to El Carmel Place	2*	20,000	D	15,696	0.783	D	15,789	0.789	0.0047	NO
	El Carmel Place to Santa Barbara Place	2*	20,000	D	15,479	0.774	D	15,577	0.779	0.0049	NO
	Santa Barbara Place to Mission Bay Drive	3**	30,000	C	16,910	0.565	C	17,242	0.575	0.0098	NO

Legend:

LOS= Level of Service
V/C= Volume to Capacity Ratio
ΔV/C= Change in V/C ratio
Class = Functional Class
4-M = 4 Lane Major Arterial
* Roadway functions as a 2 lane road with LOS E capacity of 20,000 ADT
**Roadway functions as a 3 lane road (2 lanes SB & 1 lane NB) with LOS E capacity of 30,000 ADT

The main metrics used in the study are the level of service capacity, the Level of Service (LOS), the volume, and the volume to capacity ratio (V/C).

Vehicle capacity[4] is the maximum number of vehicles that can pass a given point, (e.g., Santa Barbara Place) during a specified period under prevailing roadway, traffic, and control conditions. This assumes that there is no influence from downstream traffic operation, such as the backing up of traffic into the analysis point. The vehicular traffic conditions are neither ergodic nor are they

[4] HIGHWAY CAPACITY MANUAL TRANSPORTATION RESEARCH BOARD National Research Council

B-81 Refer to responses to comments B-74, B-76, and B-78. The approved TIA dated March 20, 2015 (Appendix F to the MEIR) follows the procedures outlined in the TISM for evaluating existing conditions and the projects' impacts. Therefore, no revisions are necessary.

B-82 The TIA followed the procedures for analyzing street segments outlined in the TISM. The purpose of Table 1-6 of the MEIR is to determine if the project's impacts on a street segment are significant in the Combined Project Near Term scenario. As shown in the table, there are no study street segments where project impacts are found to be significant since all six segments operate at acceptable LOS (i.e., LOS D or better).

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stationary, and therefore, it makes no sense to use the criteria used by Urban Systems in their traffic impact analysis.

It can be categorically stated that there is no segment on Mission Boulevard or W. Mission Bay Drive that meets the above stated criterion. There are numerous interruptions in the flow of vehicles along Mission Boulevard at the W. Mission Bay intersection and at the pedestrian and bicycle intersection directly east of the W. Mission Bay Drive intersection.

These interruptions derive from numerous conditions: transit buses starting and stopping; delivery trucks that frequently park on the island separating north and south lanes on Mission Boulevard; delivery trucks along the curb at the W. Mission Bay Drive intersection; bicyclists, frequently traveling in groups of five (5) to ten along Mission Boulevard; illegally parked cars along Mission Boulevard that interfere with vehicles attempting to enter Mission Boulevard from alleys; parallel parked cars at or near the W. Mission Bay Drive intersection; the transition from two (2) lanes to one (1) lane and back to two (2) lanes at several "Place" intersections along Mission Boulevard; pedestrians jay walking at numerous locations along Mission Boulevard and/or crossing the street at legal crossings; the large number of vehicle drivers unfamiliar with Mission Boulevard (particularly in the summer months) reflected in lower than speed limit driving, or stopping and starting as they search for particular courts and places; the variability of car speeds; the inability to pass in the one-lane segments along Mission Boulevard; potential access to alleys, Strandway going south and Bayside Lane going north that are parallel to Mission Boulevard; cars entering and exiting from commercial businesses along Mission Boulevard; cars stopping at stop signs at several places along Mission Boulevard; and even cars stopping at what appears, but is not a stop sign on Mission Boulevard. All of these interruptions result in substantial gaps between vehicles along Mission Boulevard.

Further, on occasion, the stoplight at the Mission Boulevard and W. Mission Bay Drive intersection will impact traffic traveling south on Mission Boulevard back to Santa Clara Place and further north. Similar types of congestion (near zero velocity vehicles) can also occur traveling north on Mission Boulevard with the congestion starting at Santa Clara Place. It is not unusual under these circumstances for vehicles to attempt to avoid the congestion by going down Strandway south and Bayside Lane north. At times, these cars in the alleys move at a higher rate of speed than the15 mph (25Kmph) attempting to move faster than the traffic on Mission Boulevard cause a substantial increase in risk to adults and children crossing these alleys.

Moreover, HCM can be used for a wide range of conditions, including over-saturated conditions; however, this requires 15-minute periods, or hourly periods for which peak-hour factors are established. This flexibility expedites analyses over several hours of the day, allowing the analyst to consider both peak and off-peak conditions, as well as 24-hour totals. As was pointed out in earlier pages, the Urban Systems analysis did not consider times of the year and times of the day that result in increased traffic flow congestion. This then invalidates the Urban Systems study

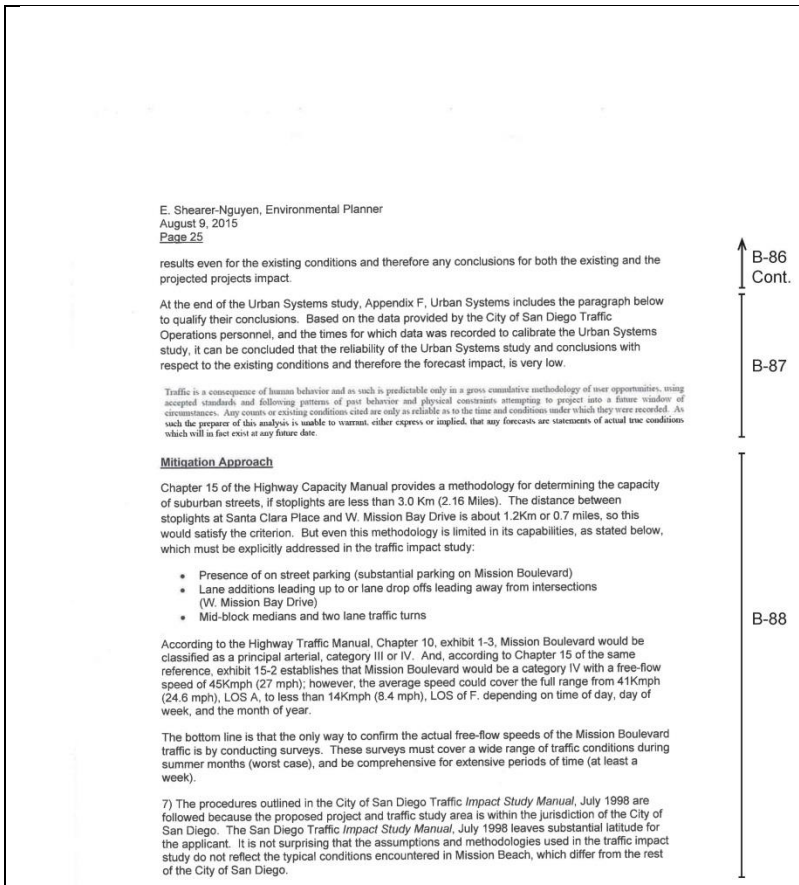
B-82 Cont.
B-83
B-84
B-85
B-86

B-83 Comment regarding segments on West Mission Bay Drive and Mission Boulevard is noted. No revisions are necessary. Also refer to response to comment B-82. The TIA complies with the City of San Diego TISM.

B-84 Comment regarding various interruptions in traffic flow is noted. The TIA (Appendix F to the MEIR) takes into account these interruptions, including bikes and pedestrians, at intersections in the study area. Therefore, no further response is provided or required.

B-85 As shown in Table 5.4-11 of the MEIR, the intersection at Mission Boulevard and West Mission Bay Drive currently operates at an acceptable level of service in both the AM and PM peak hours. Although traffic may back up on occasion to the Santa Barbara Place intersection, the analysis shows traffic does operate acceptably during a typical weekday peak hour.

B-86 Refer to response to comment B-78. Analysis procedures in the TIA were based on Highway Capacity Manual (HCM). In compliance with CEQA the TIA and MEIR accurately analyze peak traffic during the spring break period in the Mission Beach community, which is a heavier traffic time of the year for Mission Beach.



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results even for the existing conditions and therefore any conclusions for both the existing and the projected projects impact.

At the end of the Urban Systems study, Appendix F, Urban Systems includes the paragraph below to qualify their conclusions. Based on the data provided by the City of San Diego Traffic Operations personnel, and the times for which data was recorded to calibrate the Urban Systems study, it can be concluded that the reliability of the Urban Systems study and conclusions with respect to the existing conditions and therefore the forecast impact, is very low.

Traffic is a consequence of human behavior and as such is predictable only in a gross cumulative methodology of user opportunities, using accepted standards and following patterns of past behavior and physical constraints attempting to project into a future window of circumstances. Any counts or existing conditions cited are only as reliable as to the time and conditions under which they were recorded. As such the preparer of this analysis is unable to warrant, either express or implied, that any forecasts are statements of actual true conditions which will in fact exist at any future date.

Mitigation Approach

Chapter 15 of the Highway Capacity Manual provides a methodology for determining the capacity of suburban streets, if stoplights are less than 3.0 Km (2.16 Miles). The distance between stoplights at Santa Clara Place and W. Mission Bay Drive is about 1.2Km or 0.7 miles, so this would satisfy the criterion. But even this methodology is limited in its capabilities, as stated below, which must be explicitly addressed in the traffic impact study:

- Presence of on street parking (substantial parking on Mission Boulevard)
- Lane additions leading up to or lane drop offs leading away from intersections (W. Mission Bay Drive)
- Mid-block medians and two lane traffic turns

According to the Highway Traffic Manual, Chapter 10, exhibit 1-3, Mission Boulevard would be classified as a principal arterial, category III or IV. And, according to Chapter 15 of the same reference, exhibit 15-2 establishes that Mission Boulevard would be a category IV with a free-flow speed of 45Kmph (27 mph); however, the average speed could cover the full range from 41Kmph (24.6 mph), LOS A, to less than 14Kmph (8.4 mph), LOS of F. depending on time of day, day of week, and the month of year.

The bottom line is that the only way to confirm the actual free-flow speeds of the Mission Boulevard traffic is by conducting surveys. These surveys must cover a wide range of traffic conditions during summer months (worst case), and be comprehensive for extensive periods of time (at least a week).

7) The procedures outlined in the City of San Diego Traffic *Impact Study Manual*, July 1998 are followed because the proposed project and traffic study area is within the jurisdiction of the City of San Diego. The San Diego Traffic *Impact Study Manual*, July 1998 leaves substantial latitude for the applicant. It is not surprising that the assumptions and methodologies used in the traffic impact study do not reflect the typical conditions encountered in Mission Beach, which differ from the rest of the City of San Diego.

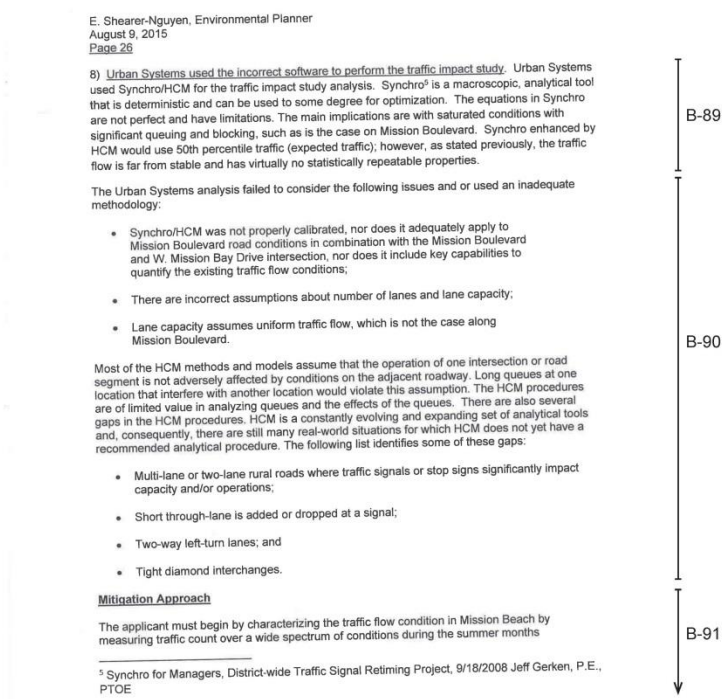
B-86 Cont.

B-87

B-88

B-87 The paragraph re-stated by the commenter is used by this particular consultant. However, future traffic volumes were taken from SANDAG Series 12 projections as is standard practice for the San Diego region.

B-88 The comment correctly notes that the TIA followed the methodologies and procedures outlined in the TISM, including surveys and traffic counts since the project is located within the jurisdiction of the City. Thus, the street segment and intersections were analyzed per the TISM, which is used for traffic analysis throughout the City. The TISM provides guidance to ensure consistency among all traffic impact analyses performed for projects within the City. Also refer to response to comments B-74, B-76, and B-78.



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8) Urban Systems used the incorrect software to perform the traffic impact study. Urban Systems used Synchro/HCM for the traffic impact study analysis. Synchro[5] is a macroscopic, analytical tool that is deterministic and can be used to some degree for optimization. The equations in Synchro are not perfect and have limitations. The main implications are with saturated conditions with significant queuing and blocking, such as is the case on Mission Boulevard. Synchro enhanced by HCM would use 50th percentile traffic (expected traffic); however, as stated previously, the traffic flow is far from stable and has virtually no statistically repeatable properties.

The Urban Systems analysis failed to consider the following issues and or used an inadequate methodology:

- Synchro/HCM was not properly calibrated, nor does it adequately apply to Mission Boulevard road conditions in combination with the Mission Boulevard and W. Mission Bay Drive intersection, nor does it include key capabilities to quantify the existing traffic flow conditions;
- There are incorrect assumptions about number of lanes and lane capacity;
- Lane capacity assumes uniform traffic flow, which is not the case along Mission Boulevard.

Most of the HCM methods and models assume that the operation of one intersection or road segment is not adversely affected by conditions on the adjacent roadway. Long queues at one location that interfere with another location would violate this assumption. The HCM procedures are of limited value in analyzing queues and the effects of the queues. There are also several gaps in the HCM procedures. HCM is a constantly evolving and expanding set of analytical tools and, consequently, there are still many real-world situations for which HCM does not yet have a recommended analytical procedure. The following list identifies some of these gaps:

- Multi-lane or two-lane rural roads where traffic signals or stop signs significantly impact capacity and/or operations;
- Short through-lane is added or dropped at a signal;
- Two-way left-turn lanes; and
- Tight diamond interchanges.

Mitigation Approach

The applicant must begin by characterizing the traffic flow condition in Mission Beach by measuring traffic count over a wide spectrum of conditions during the summer months

[5] Synchro for Managers, District-wide Traffic Signal Retiming Project, 9/18/2008 Jeff Gerken, P.E., PTOE

B-89

B-90

B-91

B-89 The City's TISM specifies use of the most current HCM operational method for studying intersections. As the comment suggests, a software package called Synchro is used for analyzing intersections. This software package is a direct and faithful application of the HCM methodology. Synchro is one of the analysis tools allowed by the City discussed on page 20 of the TISM. As such, it is appropriate software to use for analyzing intersection capacity and level of service impacts of the proposed projects.

B-90 Refer to response to comment B-89. The methodology used in the traffic analysis follows the TISM (page 17) which recommends the HCM methodology for analyzing streets and intersections. In addition, the March 2000 SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region, on page 8, recommends the HCM methodology for a TIA. It is the City's standard practice to follow the HCM procedures for intersection capacity and level of service analyses.

The number of lanes and capacities along Mission Boulevard within the project study area were confirmed based on site visits by both the traffic consultant and City staff.

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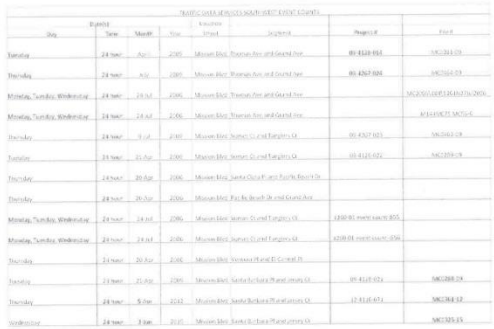
(i.e., mid-June through mid-August). Then a simulation code must be calibrated to the field data, again covering a wide range of observed traffic conditions. Finally, the simulation can be used to assess the impact of the development projects.

Summary of data received from the City of San Diego Transportation Operations Department[6]



B-91 Cont.

Level of Service The traffic study data in the DMEIR indicates that it is currently a LOS of D, with a 46.5 second in the PM current traffic at the Mission Boulevard and West Mission Bay Drive intersection. When both projects are constructed the time will go to 49.6 second LOS of D in the PM (Table 5.4-13). The study then goes back to 43.0 in the near projection of 2017 (Table 5.4-19). How does one go down in time with the same intersection? The numbers are a clerical error, which causes the 2030 number to be too low. The 2030 figure from table 5.4-21 states 42.3 then goes up 46.3. The correct number should be 49.6 from near term (then adding the study's number of 4) would mean 53.6 in 2030. A LOS of F, which means there should be mitigation. The mitigation for the LOS of F would be adding a lane westbound at the intersection so you would

B-92

[6] Email communications from Philip Rust, July 2015.

B-91 Refer to response to comments B-74, B-76, and B-78. The TIA complies with the City of San Diego TISM.

B-92 As traffic volumes gradually increase from the Existing to Year 2030 conditions, delays at study intersections typically increase. This typical trend was not reported in the initial results of the TIA at the intersection of Mission Boulevard / West Mission Bay Drive and at West Mission Bay Drive / Gleason Road despite the fact that the traffic volumes did increase. In response to this comment, signal timing was updated at both intersections in the future condition that reflected an increase in delay from the Existing to Year 2030 conditions. Delay calculations have been updated at the intersections of Mission Boulevard and West Mission Bay Drive and West Mission Bay Drive at Gleason Road as shown in the Tables 5.4-9, 5.4-11, 5.4-13, 5.4-15, 5.4-17, 5.4-19, and 5.4-21 of the MEIR. Following the updates, both intersections are projected to operate at LOS D or better in both the AM and PM peak hour in each study scenario. The updated analysis does not cause any new or more severe significant impacts that have not already been identified in the MEIR. The updated intersections summary tables and worksheets are included in Appendix F2 of the MEIR.

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have one (1) lane turning right on Mission Boulevard, one (1) lane heading into Ventura Boulevard, and two (2) lanes turning left into South Mission Beach.

Further, the traffic study data indicates a maximum count between West Mission Bay Drive and Santa Barbara Place on Mission Boulevard (Table 5.4-10) of 30,000 in that area to rate a level of service. It is one (1) lane on the east side of Mission Boulevard and two (2) lanes on the west side. You cannot add 40,000 for two lanes and 20,000 for one lane to get a level of service and average the two figures. You need to take each side differently, so you would have 20,000 for the east side. The traffic study data shows that 20,493 is the service for 2030 (Table 5.4-12); thus, you exceed capacity and make the LOS of E in the PM.

The traffic study and traffic details in the DMEIR are highly flawed because of the time of the year of the observations. It needs to be redone. There should be an observation done in July.

Vehicle Miles Travelled (VMT). Since the California legislature passed Senate Bill §743 in 2013 and Governor Brown signed it, the new law is Public Resources Code §21099. This law changes the measurement used from "level of service" (LOS) and delay to consideration of decreasing greenhouse gasses. The method recommended is to measure "vehicle miles travelled" (VMT) instead. So the City must see if the project creates more VMT than the average VMT in the City. If so, then the project does create a significant impact on the environment. Even if CEQA Guidelines §15064.3 do not directly apply to this project due to the date of filing the project, the reasoning behind §15064.3 does apply to reduce greenhouse gasses. [See: *Excerpt of Public Resources Code §21099*, which is attached hereto and incorporated herewith as **Exhibit 10.**]

The DMEIR in this case does not discuss directly the reduction of greenhouse gasses nor does it mention VMT. In fact, on page 6-3, Attachment F, the DMEIR provides, "When analyzing street segments, the LOS must be determined. LOS is a measure used to describe the conditions of traffic flow." This standard is outdated and is probably old "boilerplate" in the DMEIR that has not been updated to current standards of §21099.

Thus, the DMEIR is deficient in this regard.

In addition, there will be significant VMT since there are no usual neighborhood services nearby – no gas stations, banks, supermarkets, drugstores, libraries, schools, colleges, doctors, etc. If the proposed population of the development matches that of the rest of Mission Beach, the development will be occupied in the summer by weekly vacationers visiting the tourist destinations and in the fall, winter and spring by college students driving to the colleges. There is very little adequate public transportation near the project.

As an alternative to somewhat ameliorate this problem of creating more greenhouse gasses, the developer's CC&R's could impose a 30 day minimum for renters. If that were the case, most of the units would be owner occupied or rented long-term.

Traffic Signal at Santa Barbara Place. The DMEIR defers mitigation on the issue until 5/1/2025. Currently, as the EIR points out, there is no need for a traffic signal at Santa Barbara Place and Mission Boulevard. However, it seems the applicant is interested in a signal which would benefit

B-92 Cont.
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B-96

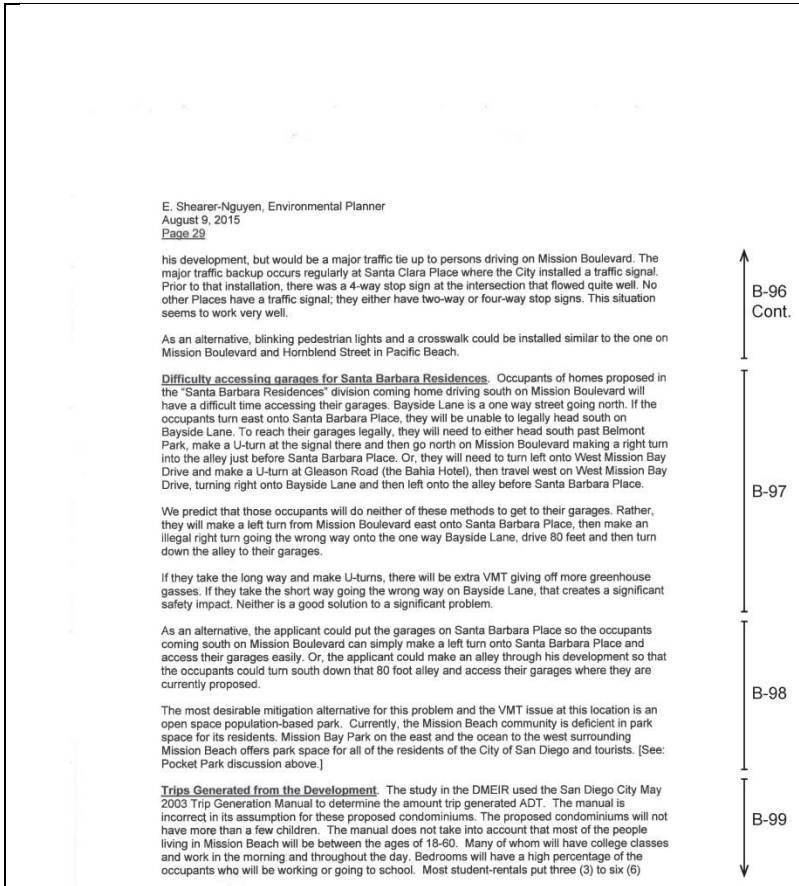
B-93 As discussed in Chapter 7 of the TIA (Appendix F to the MEIR), the Mission Beach Precise Plan does not classify roadways within the community. The commenter correctly notes that Mission Boulevard from Santa Barbara Place to West Mission Bay Drive has one lane northbound and two lanes southbound. The traffic analysis assumes a LOS E capacity of 30,000 ADT for this segment i.e., capacity of 10,000 ADT per lane. As shown in Table 5.4-22 of the MEIR, the Horizon Year 2030 Combined Project would be expected to carry 20,493 ADT on Mission Boulevard from Santa Barbara Place to West Mission Bay Drive and operate at LOS C.

B-94 Potential changes to the CEQA Guidelines as a result of Senate Bill 743 were not applied to the proposed projects as changes to the Guidelines are not final or adopted. New CEQA provisions and/or new Guidelines are not retroactively applied unless the new provision and/or Guideline specifically provides otherwise, per CEQA Guidelines Section 15007.

Therefore, the projects' MEIR properly analyzed the traffic requirements under the thresholds adopted by the City in effect the time the MEIR was sent out for public review, per CEQA Guidelines Section 15007(b).

		Additionally, the GHG analysis was conducted consistent with Section 15064.4 and Appendix G of the CEQA Guidelines, as well as in accordance with the City's GHG Guidance (City of San Diego 2010). Therefore, the GHG analysis was conducted consistent with the TIA prepared for the proposed projects (Appendix F to the MEIR), the current CEQA Guidelines and the City's current GHG guidance. Moreover, as explained in the MEIR, the California Emissions Estimator Model (CalEEMod), which was used to estimate mobile GHG emissions from the proposed projects, includes default values for vehicle miles traveled (VMT) for urban areas. Because the proposed projects are infill projects within a previously-urbanized area, model defaults characterizing an urban context, including default mobile source characteristics such as VMT were applied to the projects, in addition to the project-specific trip generation as identified in the projects' TIA (Appendix F to the MEIR). Therefore, VMT was considered in the projects' estimates of GHG emissions and the MEIR accurately discloses impacts as required under CEQA.
	B-95	Refer to response to comment B-94. The TIA accurately considered the projects' VMT based on the

		proposed land uses. Metropolitan Transit System bus stops exist along Mission Boulevard adjacent to and near the project sites. The projects' GHG emissions would be below the City's screening thresholds of 900 metric tons CO_2E per year. Therefore, no additional emission reductions would be required. Consideration of additionally alternatives for the reduction of GHG emissions is not required.
	B-96	The MEIR requires that the signal be installed prior to when the potential impact would occur, as required by CEQA. As disclosed in Section 5.4, the anticipated significant impact is in the Horizon Year (2030) Plus Combined Project scenario.. However, "the City Engineer may require installation of the traffic signal by the Owner/Permittee prior to May 1, 2025, based on the results of annual traffic counts and impact analysis for this intersection submitted by the Owner/Permittee on or before May 1 of each year." The comment suggests a four way stop at the intersection of Santa Barbara Place and Mission Boulevard would improve traffic flow through the corridor. An all-way stop would increase delay at the intersection, especially on Mission Boulevard. As shown on Table 21-15 of the TIA, a signal at this



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his development, but would be a major traffic tie up to persons driving on Mission Boulevard. The major traffic backup occurs regularly at Santa Clara Place where the City installed a traffic signal. Prior to that installation, there was a 4-way stop sign at the intersection that flowed quite well. No other Places have a traffic signal; they either have two-way or four-way stop signs. This situation seems to work very well.

As an alternative, blinking pedestrian lights and a crosswalk could be installed similar to the one on Mission Boulevard and Hornblend Street in Pacific Beach.

B-96 Cont.

Difficulty accessing garages for Santa Barbara Residences. Occupants of homes proposed in the "Santa Barbara Residences" division coming home driving south on Mission Boulevard will have a difficult time accessing their garages. Bayside Lane is a one way street going north. If the occupants turn east onto Santa Barbara Place, they will be unable to legally head south on Bayside Lane. To reach their garages legally, they will need to either head south past Belmont Park, make a U-turn at the signal there and then go north on Mission Boulevard making a right turn into the alley just before Santa Barbara Place. Or, they will need to turn left onto West Mission Bay Drive and make a U-turn at Gleason Road (the Bahia Hotel), then travel west on West Mission Bay Drive, turning right onto Bayside Lane and then left onto the alley before Santa Barbara Place.

We predict that those occupants will do neither of these methods to get to their garages. Rather, they will make a left turn from Mission Boulevard east onto Santa Barbara Place, then make an illegal right turn going the wrong way onto the one way Bayside Lane, drive 80 feet and then turn down the alley to their garages.

If they take the long way and make U-turns, there will be extra VMT giving off more greenhouse gasses. If they take the short way going the wrong way on Bayside Lane, that creates a significant safety impact. Neither is a good solution to a significant problem.

B-97

As an alternative, the applicant could put the garages on Santa Barbara Place so the occupants coming south on Mission Boulevard can simply make a left turn onto Santa Barbara Place and access their garages easily. Or, the applicant could make an alley through his development so that the occupants could turn south down that 80 foot alley and access their garages where they are currently proposed.

The most desirable mitigation alternative for this problem and the VMT issue at this location is an open space population-based park. Currently, the Mission Beach community is deficient in park space for its residents. Mission Bay Park on the east and the ocean to the west surrounding Mission Beach offers park space for all of the residents of the City of San Diego and tourists. [See: Pocket Park discussion above.]

B-98

Trips Generated from the Development. The study in the DMEIR used the San Diego City May 2003 Trip Generation Manual to determine the amount trip generated ADT. The manual is incorrect in its assumption for these proposed condominiums. The proposed condominiums will not have more than a few children. The manual does not take into account that most of the people living in Mission Beach will be between the ages of 18-60. Many of whom will have college classes and work in the morning and throughout the day. Bedrooms will have a high percentage of the occupants who will be working or going to school. Most student-rentals put three (3) to six (6)

B-99

location in the Year 2030 scenario is projected to operate at LOS B in both the AM and PM peak hour, an acceptable level of service. A traffic signal at the intersection of Mission Boulevard at Santa Barbara Place is proposed as mitigation since a signal would fully mitigate the project's cumulative impact.

B-97 The projects adopt the access scenario that exists for southbound drivers on Mission Boulevard now. Currently, 93 other properties located in the geographic region bound by Santa Barbara Place, Mission Boulevard, Mission Bay Drive, and Bayside Walk have to be accessed by residents. Mission Boulevard's raised median typically runs four or five blocks without a break for left turns, so limited vehicular access is the usual situation in Mission Beach. It should be noted that vehicles traveling northbound on Mission Boulevard or westbound on Mission Bay Drive will not have the same access limitation.

The additional VMT and associated GHG emissions from resident's cars would not be substantial, because the project's total GHG emissions would be below the City's screening threshold of 900 MT CO_2E per year, and vehicular emissions only account for a fraction of the project's total emissions. A minor increase in

	travel within the immediate project area for only a portion of the trips associated with the project would not substantially increase this fraction of the project's total emissions.
	B-98 Comment regarding the orientation of garages is noted and will be made available to decision makers prior to consideration of the project and MEIR. Refer to response to comments B-94 regarding VMT as it relates to the GHG analysis presented in the MEIR. VMT was considered in the projects' estimates of GHG emissions and the MEIR accurately discloses impacts as required under CEQA. Refer to response to comment B-46 regarding the pocket park. The park is to be 0.201 acre, based on the General Plan Standard of 2.8 acres per 1,000 people and SANDAG's 2050 Regional Growth Forecast of the Mission Beach community planning area. Refer to Appendix N to the MEIR.
	B-99 In accordance with the TISM, trip generation rates were based on the City's Trip Generation Manual (May 2003). The commenter's speculation on the types of residents that may occupy the project is noted and will be forwarded to the decision makers for review and consideration.

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people in a 3-bedroom unit in Mission Beach. Table 5.4.8 shows a 33 AM Peak and a 39 PM Peak. These numbers appear to be very low with 95% t0 98% adults living in the condominiums with 120 bedrooms being occupied in the winter and 180 being occupied in the summer.

The trip generation is flawed and needs to be redone to reflect the different types of people who will live in the proposed condominium units, which will affect the future traffic count on the roadway and at the signals. This will generate longer signal lights for the extra traffic.

OTHER ISSUES

The DMEIR "Executive Summary – Areas of Controversy" should be revised to indicate that several issues raised by the MBPPB are still controversial based on the public comments received. Specifically, the DMEIR lists issues raised by the MBPPB without providing details about how the issues were addressed or even referencing where in the DMEIR this information can be found. The statement that the MBPPB issues are addressed is therefore conclusionary and is in fact incorrect.

The Surrounding Land Use section of the DMEIR (Section 2.3) is one sentence long. CEQA Guidelines Section 15125(c) notes "knowledge of the regional setting is critical to the assessment of environmental impacts". In light of this and given that land use is the pivotal issue in the DMEIR, it is fair to ask if the authors of this document really think a one sentence statement is adequate under CEQA to describe the more than 100 properties surrounding this project? Does a single sentence provide any foundation at all for assessing issues of land use and neighborhood character? This massive omission needs to be corrected.

Further, the DMEIR incorrectly asserts in Chapter 4 "History of Project Changes" that the pocket park that is proposed as part of the Mission Beach Residences Project was developed with design considerations offered by the MBPPB. In doing so, the DMEIR misrepresents the position of the MBPPB and misleads the public as to the nature and extent of controversy. The above comments related to the pocket park make this very clear. The DMEIR should be revised to indicate that the MBPPB in no way supported the design or inclusion of this pocket park. The following issues remain an active concern for the MBPPB: land use, unallowable reconfiguration of lot size, community character, inadequate park area, an unacceptable and unusable pocket park, preservation of a landmark Ficus tree, under estimated traffic impacts, lack of detail about the type of residential product being proposed, visual impacts, hydrology effects, and historic resources.

Noise Impacts. The DMEIR analysis of noise impacts (Chapter 5.2) raises several questions. The pocket park is acknowledged as having a noise level above the maximum allowed by City ordinances. Conformance with city regulations is called for. However, it remains to be seen as to how the project will provide this conformance. The shallow pocket park is in some places only 10 feet wide. Typical mitigation for noise impacts is a wall from four to eight feet in height. Is it feasible to erect such as wall in front of what is already a very limited space? It seems this will eliminate any views, and the possibility of air circulation, in addition to creating an enclosed public space that will appear very closed, offer no views, and poor air circulation. It also raises safety issued around creating a space not readily open to police and public scrutiny. The pocket park is 270 feet long, Will there then be a 270-foot long 6 foot wall along Mission Boulevard? These impacts have not been evaluated in the DMEIR. One is tempted to conclude that the applicant has provided and the

B-99 Cont.

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B-103

B-100 Comment regarding areas of controversy is noted. These areas of controversy have been identified based on public input from the Mission Beach Precise Planning Board and other commenters, and have been analyzed in detail within Chapter 5 of the MEIR. Also refer to responses to comments B-2, C-1, and H-1.

B-101 The surrounding land use section of the MEIR includes the following:

> "Each project site is located in an urban setting and is surrounded by existing development as well as recreational space and facilities such as the beaches and bay. As shown in Figures 1-2 and 1-3, the site is immediately surrounded by residential dwelling units. The Pacific Ocean and Mission Beach are approximately 0.1 mile to the west, and Santa Barbara Cove on Mission Bay is approximately 0.03 mile to the east. Retail, restaurant, commercial, and recreational facilities, such as Belmont Park, are located further south approximately 0.1 mile away. Additional parks and recreational spaces in the projects' vicinity include Bonita Cove Park, Pacific Beach Park, South Mission Beach Park, Mission Point Park, Ventura

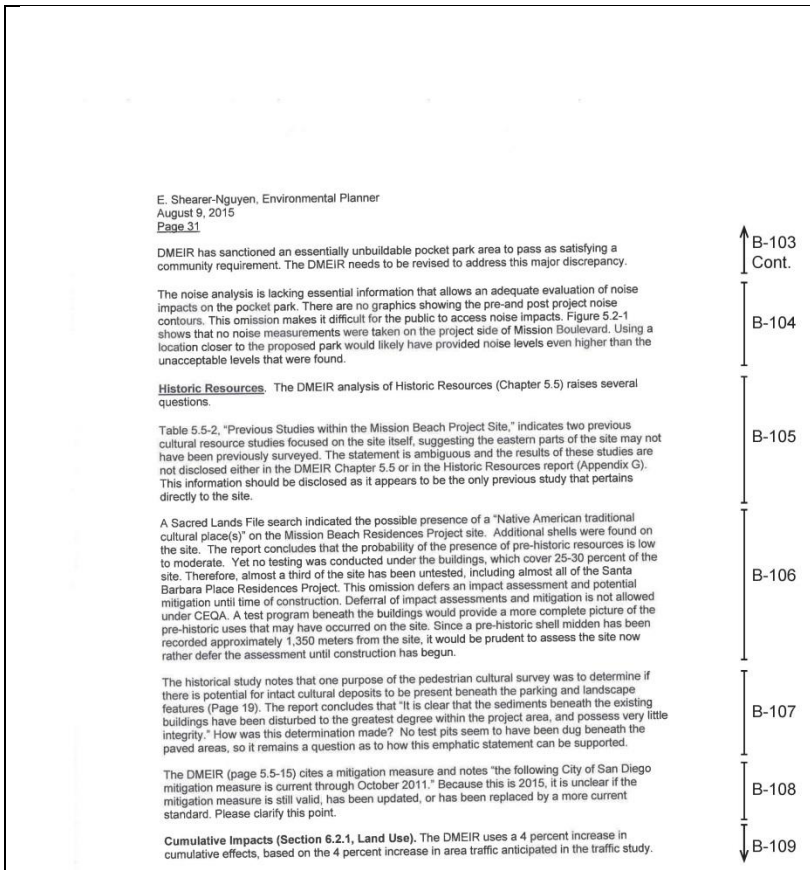
Cove Park, Mariner's Point Park, El Carmel Point and the Santa Clara Recreational Center (see Figure 1-3, Aerial Map and Figure 7.10-1, Mission Bay Park Assets).

Both project sites are generally within the center of the Mission Beach community, surrounded by existing, adjacent, single-family and multifamily residential land uses."

This description describes the immediate surrounding land uses (all residential) as well as land uses further away from the immediate vicinity of the project sites. Given that all of the immediate surrounding land uses are similar, the description found in the MEIR is a basis for analysis for the purposes of CEQA.

In addition, regional setting information per CEQA Guidelines Section 15125(c) is also presented in the existing conditions section of each impact area included in Chapter 5 and within each topic area included in Chapter 7 of the MEIR.

B-102 Refer to response to comment B-2. The list of remaining issues restates previous comments from this commenter. Each is addressed in responses to



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DMEIR has sanctioned an essentially unbuildable pocket park area to pass as satisfying a community requirement. The DMEIR needs to be revised to address this major discrepancy. B-103 Cont.

The noise analysis is lacking essential information that allows an adequate evaluation of noise impacts on the pocket park. There are no graphics showing the pre-and post project noise contours. This omission makes it difficult for the public to access noise impacts. Figure 5.2-1 shows that no noise measurements were taken on the project side of Mission Boulevard. Using a location closer to the proposed park would likely have provided noise levels even higher than the unacceptable levels that were found. B-104

Historic Resources. The DMEIR analysis of Historic Resources (Chapter 5.5) raises several questions.

Table 5.5-2, "Previous Studies within the Mission Beach Project Site," indicates two previous cultural resource studies focused on the site itself, suggesting the eastern parts of the site may not have been previously surveyed. The statement is ambiguous and the results of these studies are not disclosed either in the DMEIR Chapter 5.5 or in the Historic Resources report (Appendix G). This information should be disclosed as it appears to be the only previous study that pertains directly to the site. B-105

A Sacred Lands File search indicated the possible presence of a "Native American traditional cultural place(s)" on the Mission Beach Residences Project site. Additional shells were found on the site. The report concludes that the probability of the presence of pre-historic resources is low to moderate. Yet no testing was conducted under the buildings, which cover 25-30 percent of the site. Therefore, almost a third of the site has been untested, including almost all of the Santa Barbara Place Residences Project. This omission defers an impact assessment and potential mitigation until time of construction. Deferral of impact assessments and mitigation is not allowed under CEQA. A test program beneath the buildings would provide a more complete picture of the pre-historic uses that may have occurred on the site. Since a pre-historic shell midden has been recorded approximately 1,350 meters from the site, it would be prudent to assess the site now rather defer the assessment until construction has begun. B-106

The historical study notes that one purpose of the pedestrian cultural survey was to determine if there is potential for intact cultural deposits to be present beneath the parking and landscape features (Page 19). The report concludes that "It is clear that the sediments beneath the existing buildings have been disturbed to the greatest degree within the project area, and possess very little integrity." How was this determination made? No test pits seem to have been dug beneath the paved areas, so it remains a question as to how this emphatic statement can be supported. B-107

The DMEIR (page 5.5-15) cites a mitigation measure and notes "the following City of San Diego mitigation measure is current through October 2011." Because this is 2015, it is unclear if the mitigation measure is still valid, has been updated, or has been replaced by a more current standard. Please clarify this point. B-108

Cumulative Impacts (Section 6.2.1, Land Use). The DMEIR uses a 4 percent increase in cumulative effects, based on the 4 percent increase in area traffic anticipated in the traffic study. B-109

comments B-2 through B-101, and analysis for these areas is included in Sections 5.1, 5.4, 5.5, 7.6, and 7.12 of the MEIR.

B-103 Refer to response to the comment B-57. As stated in Section 5.2 of the MEIR, noise impacts related to exterior noise levels at the proposed park are found to be less than significant, so no mitigation is required. As such, the potential issues arising from erecting a noise attenuation wall along the western edge of the proposed park, such as feasibility of park use, views, air circulation, and safety, would not occur.

B-104 Section 5.2, Noise, of the MEIR discusses the potential noise impacts associated with the development of the proposed projects. Noise levels and potential noise impacts at the proposed park were assessed and presented in addition to the other on-site receivers, in tabular form (Table 5.2-6). Table 5.2-6 provides noise levels associated with each noise receptor location; the noise receptor locations correspond with Figure 5.2-2 of the MEIR. As such, the MEIR provides information for the reader to correctly understand the potential future noise levels at the Mission Beach Residences Project site and the Santa Barbara Place Residences Project site.

		Figure 5.2-1 shows two noise measurement locations (M4 and M3) within the Mission Beach Residences Project site. Noise measurement location M1 is located on the west side of Mission Boulevard at Jersey Court, approximately 50 feet from the centerline of Mission Boulevard Therefore, this location still provides an ambient noise measurement that would be similar to such a location on the east side of Mission Boulevard because distance to one of the largest sources of noise (Mission Boulevard) would be similar and ambient noise level is averaged over time.
	B-105	Section 5.5.2 of the MEIR discloses that records from the South Coast Information Center (SCIC) indicate that at least two previous cultural resources studies have included portions of the Mission Beach Residences Project site. As shown in Table 5.5-2, Previous Studies within the Mission Beach Project Site, the eastern portion of the project area has not been previously surveyed. The specific results of the prior studies are confidential and are on file at the SCIC. The results of the studies, including any cultural resource sites, were included in the SCIC records search and incorporated into the assessment of potential impacts to cultural resources. No cultural resources have been previously identified within the Mission Beach Residences Project site.

	B-106	Mitigation in the form of cultural resources monitoring during grading and excavation is a common practice as such assessment cannot normally occur until the start of project construction, especially given the extent of development on the project sites. As such, no improper deferral of analysis or mitigation has occurred as asserted by the commenter. Section 5.5.8 of the MEIR identifies a potentially significant impact due to the low-to-moderate potential for the inadvertent discovery of cultural resources during ground-breaking activities. Therefore, mitigation is included in Section 5.5.9 to ensure that impacts remains below a level of significance. Testing is not necessary underneath the existing buildings to complete the impact analysis as the proposed mitigation would protect unknown archaeological resources and/or grave sites that may be identified during project construction. Additionally, no cultural resources have been previously identified within the Mission Beach Residences Project site.
	B-107	Section 5.5.2 of the MEIR describes the research and methodology for the intensive pedestrian survey for both project sites. One of the primary goals of an intensive pedestrian survey or subsurface probing program by a cultural specialist is to gain a representative sample of the integrity of the soil formations to then identify the

	potential for archaeological material and deposits to be present elsewhere within a given project area. The Mission Beach Residences Project site and the Santa Barbara Place Residences Project site are expected to contain near-surface deposits consisting of topsoil, engineered fill, and Pleistocene-age Old Paralic deposits. Both the topsoil and fill are expected to be approximately 1 to 3 feet thick and to include native silty to clayey sands and unknown imported fill. Given that the structure and utilities associated with the buildings located on both project sites would have represented a greater depth and severity of disturbance than the less-developed dirt and asphalt parking areas (the shovel test pits are described on page 5.5-8 and in greater detail in Appendix G1 of the MEIR), it was inferred through standard archaeological sampling methods and inference that the building areas represented a lower potential to support the present of archaeological material and features due to higher likelihood of greater disturbance from previous development. **B-108** Mitigation measures MB-CUL-1 and SB-CUL-1 follow the City's guidance for mitigation to potential impacts to unknown archaeological resources and/or grave sites. Therefore, no revisions are necessary.

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How does a 4 percent increase apply to land use? Does this mean a 4 percent increase in zoning? A 4 percent increase in all land uses in the area? This is not clarified in the DMEIR. B-109 Cont.

Air Quality (Section 7.2). The DMEIR states that the project ensures adequate air flow between units (page 7-38) but no discussion of why this in the case is presented. The DMEIR lacks graphics that show the true mass of combined buildings or the street design and how air might flow between units. This discrepancy should be corrected. B-110

Hydrology and Water Quality (Section 7.6 of DMEIR). Pavers used in the Alleys. The development will use pavers in the alleys instead of concrete that is used in all of the alleys in Mission Beach. Pavers may be appropriate in inland areas where there is adequate land mass to filter pollutants before they reach the water table. This is not the case in Mission Beach.

There is a water table 4 feet to 5 feet below the surface as stated in the DMEIR, which flows in and out of the bay and is determined by the height of the tide. Currently, water that drains into the concrete alley funnels into Bayside Lane. The storm drains on Bayside Lane were constructed over 15 years ago to divert flow into the sewer system during the summer. During the winter rains, the storm diverters are supposed to catch the first flow into the sewer. Then the diverter will be shut for the rainwater to enter the bay. Pavers should not be allowed – pavers are porous. Dirty water, oil, oil dripping from cars and asbestos from brakes will leak between the pavers into the ground water. B-111

Using Table 7.6.2 in the DMEIR, Treatment Control - Best Management Practices – Self-Retaining Area, pervious pavement would be used for the private driveways so that they are self-treating. The pervious pavement would have a gravel base course a minimum of four inches deep, and would not be under-drained. That practice will not protect the groundwater from the oil pollutants and asbestos brakes from cars. The groundwater below the surface drains in and out of the bay water.

The project needs to follow San Diego RWQCB's 2008-2010 303(d) list pf water quality limited segment – Pollutant causing impairment to receiving water. The run-off between the pavers is in violation of the Water Quality Improvement Plan for pollutants and should be mitigated by requiring the alleys be constructed in concrete as are the current alleys in Mission Beach. B-112

Visual Effects and Neighborhood Character (Section 7.12). The visual and neighborhood character analysis is based in large part on the land use analysis (Section 5.1) and Table 5.3, as noted in the DMEIR on page 7-156. As discussed in the land use section above, this analysis is flawed because it does not assess the specific aspects of the project that will impact the visual and the neighborhood character the most. These include a very different product mix than is found in the surrounding community, larger units than are commonly found, reduced frontage requirements, a fundamentally different approach to the location of the largest units along the street. These statements are made despite the absence of significant information about the project design, including confusing or incomplete elevations and an absence of floor plans or unit breakdowns. As such the statement that the project is consistent in bulk and scale is conclusionary. The analysis needs to be revised using a full set of data. B-113

B-109 The 4% increase in growth identified in Section 6.2.1 of the MEIR encompasses a 4% projected increase in traffic in the cumulative study area. As identified in Section 6.2.1, a 4% growth factor was analyzed to cover any unforeseen future projects that may contribute to potential cumulative transportation impacts in the next 3 years. The TIA, included as Appendix F, further clarifies that this 4% growth factor was determined by analyzing the growth per year as the ratio of existing average daily traffic (ADT) volume and the Horizon Year 2030 ADT volumes from the adjacent Mission Boulevard. This growth per year, 1.2%, was multiplied by 3 years to factor until 2017. This growth factor can be further extrapolated to land use, and the 4% growth rate would capture the intensification of existing structures allowed under the MBPDO because the Mission Beach community is largely built out.

B-110 Refer to response to comment B-6. The projects' consistency with the MBPDO is discussed in Section 5.1, Land Use, and Table 5.1-3, Consistency with Mission Beach PDO. As shown in Table 5.1-3, Consistency with Mission Beach PDO, the projects would be consistent with the development regulations set forth in the MBPDO with allowable deviations. Additionally, proposed building elevations can be

		found in Figures 3-2a and 3-2b, Mission Beach Residences Project Exterior Elevations, in Chapter 3, Project Description. Proposed building elevations for Santa Barbara Place can be found in Figures 3-5a and 3-5b, Santa Barbara Place Exterior Elevations. The projects would result in the development of compact, medium-density residential land uses similar to that of the surrounding community and neighboring structures, which would not substantially alter air flow in the surrounding area. Additionally, the Mission Beach Residences Project would include an open space pocket park that would not include physical structures. The extension of Jersey Court to Bayside Lane and addition of alley ways across the Mission Beach Residence Project site would introduce new linear passageways providing physical access to Mission Bay to increase air flow through the proposed project site, as discussed in Section 7.2 of the MEIR.
	B-111	In the existing condition, storm water leaves the site by flowing overland on the ground to Bayside Lane where it is discharged to the existing storm drain system. The current City storm water manual does not allow untreated storm water to leave a project site; therefore, a new method of discharge is required for

		the projects. As there is no existing storm drain in the area and the existing storm drain located within Bayside Lane is too shallow to connect to, the private driveways are designed to allow for infiltration of the untreated storm water through treatment control measures described in Table 7.6-2 of the MEIR. The groundwater table is discussed in Section 7.6, Hydrology and Water Quality, of the MEIR. The pavers in the alleys would have a gravel/sand base that would be designed in accordance with the County of San Diego storm water standards. The paver bedding would be sized to filter the storm water before it enters the groundwater table. Concrete alleys provide no such filter. As such, pavers are appropriate for use in alleys.
	B-112	In accordance with the 2015 County of San Diego Model Best Management Practices (BMP) Design Manual pervious pavement without an underdrain or impermeable liner can be used as a pollutant control BMP. Pollutant control is provided via infiltration, filtration, absorption, sedimentation, and biodegradation processes. Therefore, the storm water would be treated before being discharged to the groundwater table. The projects' water quality technical reports (Appendices K1 and K2 of the MEIR) contain a discussion regarding the Regional

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A review of the above points reveals discrepancies in the DMEIR that should be corrected before the document can be said to be a clear and concise information document that correctly represents the full range of impacts and mitigation. B-113 Cont.

The following action should be taken to make the DMEIR an adequate information document for the public and decision makers:

1. Informational misrepresentations should be corrected;
2. Analyses should be revised to include the points covered above;
3. The DMEIR should be recirculated so that the public has the opportunity to comment on a document that is consistent with CEQA and fully discloses impacts and proposed Project mitigation. B-114

The Mission Beach Precise Planning Board appreciates the opportunity to comment on the DMEIR for Mission Beach Residences and Santa Barbara Place Residences. Please notify us immediately when a full response to our letter is available. Time is of the essence in your notification so we can be adequately prepared for subsequent steps in the processing of this Project. B-115

Sincerely,

Mission Beach Precise Planning Board

By: Debbie Watkins
Debbie Watkins, Chair/Secretary

By: Dennis Lynch, Plan Reviewer
Dennis Lynch, Plan Reviewer

Attachments

Water Quality Control Board 2008-2010 303(d) list of water bodies. As stated in the reports, the discharge point for both projects, Santa Barbara Cove, is not listed in the 303(d) list. Runoff from the pavers would not be in violation of applicable water quality plans or regulations.

B-113 The visual analysis takes into account the product mix proposed by the project. Per responses to comments B-6, B-7, and B-8, the product mix, unit size and frontage reductions are consistent with the MBPDO with allowable deviations and surrounding area. The visual analysis evaluates all potentially significant visual impacts of the project, including potential view blockages and potential for the project to exceed the allowed height or bulk regulations, as outlined in the City CEQA Significance Determination Thresholds (City of San Diego 2011). Refer to responses to comments B-27 and B-44.

B-114 Where necessary, revisions and minor corrections have been made to the Final MEIR when compared to the draft document. The revisions are shown in a strikeout/underline format. The revisions do not affect the conclusions of the MEIR. In accordance with CEQA Sections 15088.5(b), the addition of new information that clarifies, amplifies, or makes insignificant modifications

List of Exhibits

Exhibit 1:	San Diego Unified School District Grant Deed to MB9 Owner, LLC, dated December 9, 2013
Exhibit 2:	Original lot development configuration – County Recorder's Parcel Map
Exhibit 3:	Item G on Handwritten Mission Beach Residences Site Plan Diagram
Exhibit 4:	Tax Assessors Property Information dated 7/24/14 for 825 Santa Barbara Place
Exhibit 5:	Tax Assessors Property Information dated 7/24/14 for 818 Santa Barbara Place
Exhibit 6:	Mission Beach Community's Proposed Santa Barbara Place Park Conceptual Renderings
Exhibit 7:	Email 2014 from City Staff Re: Viability of Ficus Tree
Exhibit 8:	Excerpt of May 20, 2014 Minutes of the Mission Beach Precise Planning Board
Exhibit 9:	Mission Beach Community Petition
Exhibit 10:	*Excerpt of Public Resources Code §21099*

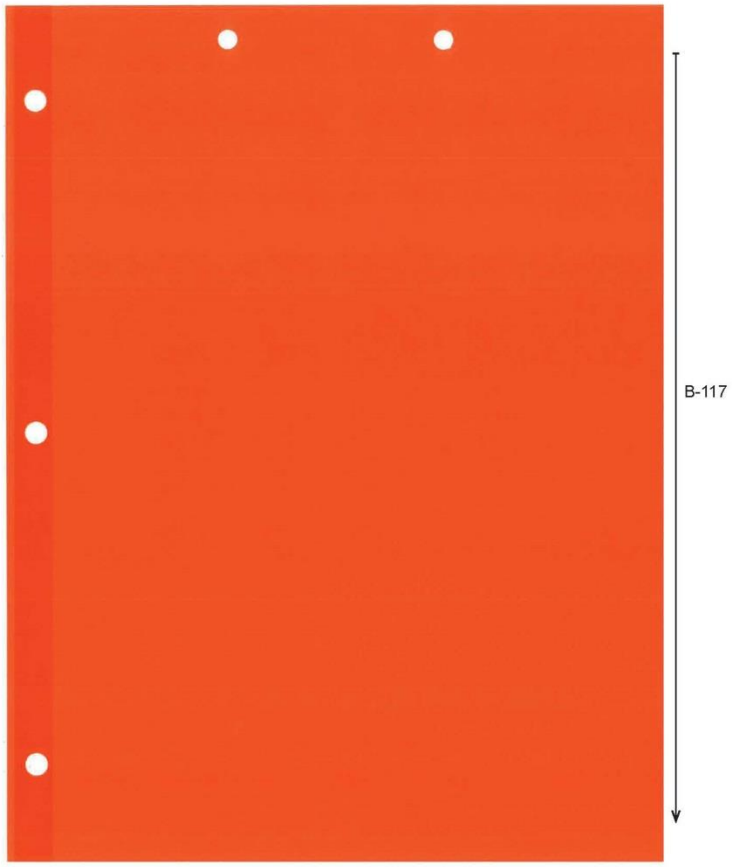
B-116

does not require recirculation.

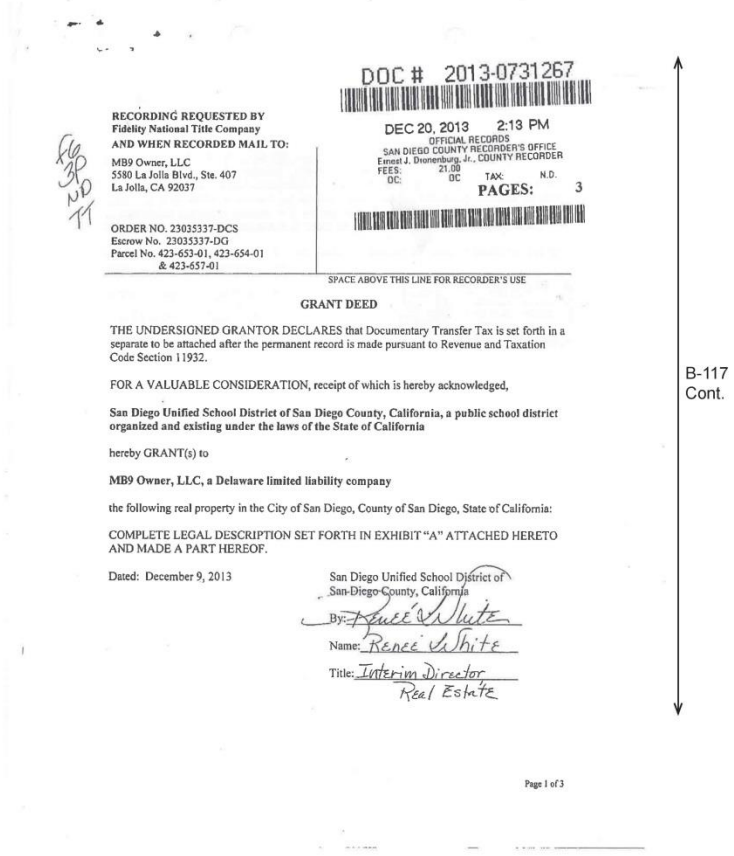
None of the criteria listed in Section 15088.5 of the CEQA Guidelines for recirculation of the MEIR have been met, and recirculation is not necessary.

B-115 Responses to the comments submitted by the MBPPB will be provided pursuant to State and City requirements and will also be included as part of the MEIR to be considered by City decision makers.

B-116 The list of exhibits to this comment letter are noted. This comment does not raise an environmental issue pertaining to the MEIR.



B-117 The County of San Diego Grant Deed document is noted. Refer to responses to comments B-17 and B-47. This comment does not raise an environmental issue pertaining to the MEIR.



DOC # 2013-0731267

DEC 20, 2013 2:13 PM
OFFICIAL RECORDS
SAN DIEGO COUNTY RECORDER'S OFFICE
Ernest J. Dronenburg, Jr., COUNTY RECORDER
FEES: 21.00
DC: DC TAX: N.D.
PAGES: 3

RECORDING REQUESTED BY
Fidelity National Title Company
AND WHEN RECORDED MAIL TO:

MB9 Owner, LLC
5580 La Jolla Blvd., Ste. 407
La Jolla, CA 92037

ORDER NO. 23035337-DCS
Escrow No. 23035337-DG
Parcel No. 423-653-01, 423-654-01
& 423-657-01

SPACE ABOVE THIS LINE FOR RECORDER'S USE

GRANT DEED

THE UNDERSIGNED GRANTOR DECLARES that Documentary Transfer Tax is set forth in a separate to be attached after the permanent record is made pursuant to Revenue and Taxation Code Section 11932.

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

San Diego Unified School District of San Diego County, California, a public school district organized and existing under the laws of the State of California

hereby GRANT(s) to

MB9 Owner, LLC, a Delaware limited liability company

the following real property in the City of San Diego, County of San Diego, State of California:

COMPLETE LEGAL DESCRIPTION SET FORTH IN EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF.

Dated: December 9, 2013

San Diego Unified School District of San Diego County, California

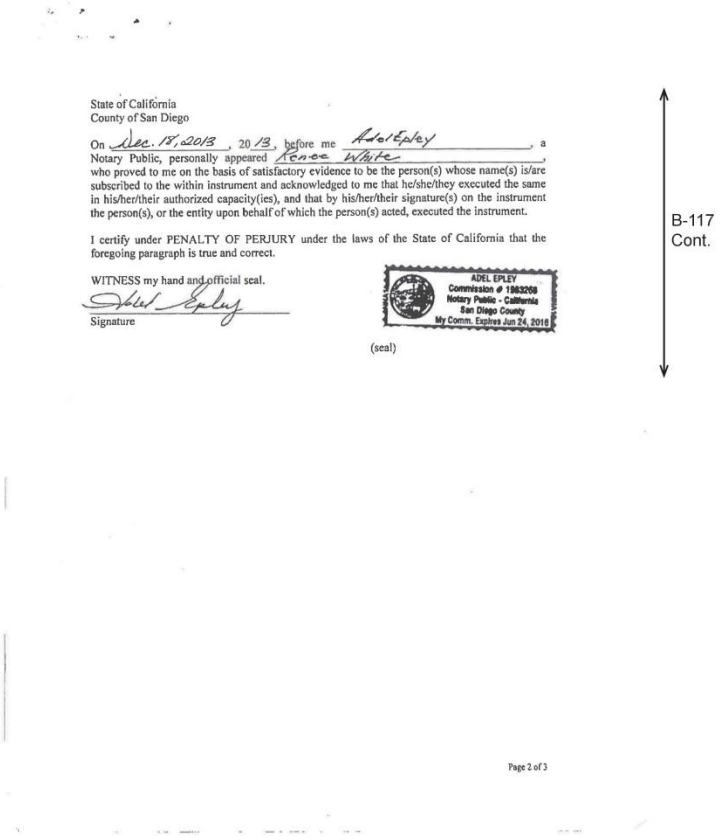
By: Renee V White

Name: Renee V White

Title: Interim Director Real Estate

Page 1 of 3

B-117
Cont.



State of California
County of San Diego

On Dec. 15, 2013, 20 13, before me Adel Epley, a Notary Public, personally appeared Renee White, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

ADEL EPLEY
Commission # 1983268
Notary Public - California
San Diego County
My Comm. Expires Jun 24, 2016

(seal)

Page 2 of 3

B-117
Cont.

ORDER NO.: 23035337-DCS
ESCROW NO.: 23035337-DG

EXHIBIT A
Legal Description

PARCEL 1: APN 423-657-01-00

LOTS D, E, F, G, H AND I BLOCK 107 OF MISSION BEACH, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA ACCORDING TO MAP THEREOF NO. 1651, FILED IN THE OFFICE OF THE RECORDER OF SAN DIEGO COUNTY, DECEMBER 14, 1914.

PARCEL 2: APN 423-654-01-00

LOTS "A" THRU "O", INCLUSIVE OF BLOCK 112 OF MISSION BEACH, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA ACCORDING TO MAP THEREOF NO. 1651, FILED IN THE OFFICE OF THE RECORDER OF SAN DIEGO COUNTY, DECEMBER 14, 1914.

TOGETHER WITH SAID PORTION OF THE ALLEY AND STREET HEREBY CLOSED AND DESCRIBED BY AN UNRECORDED RESOLUTION ORDERING WORK NO. 67523.

PARCEL 3: APN 423-653-01-00

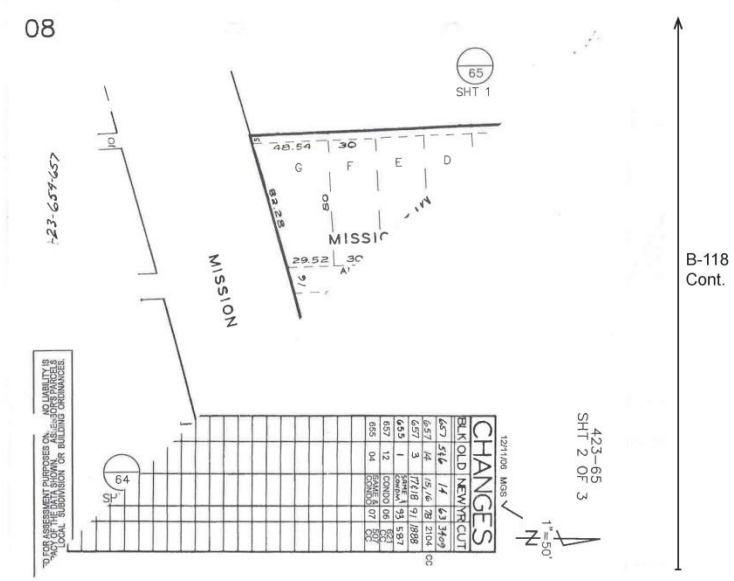
LOTS "A" THRU "L" INCLUSIVE OF BLOCK 115 OF MISSION BEACH, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA ACCORDING TO MAP THEREOF NO. 1651, FILED IN THE OFFICE OF THE RECORDER OF SAN DIEGO COUNTY, DECEMBER 14, 1914.

TOGETHER WITH SAID PORTION OF THE ALLEY AND STREET HEREBY CLOSED AND DESCRIBED BY AN UNRECORDED RESOLUTION ORDERING WORK NO. 75861.

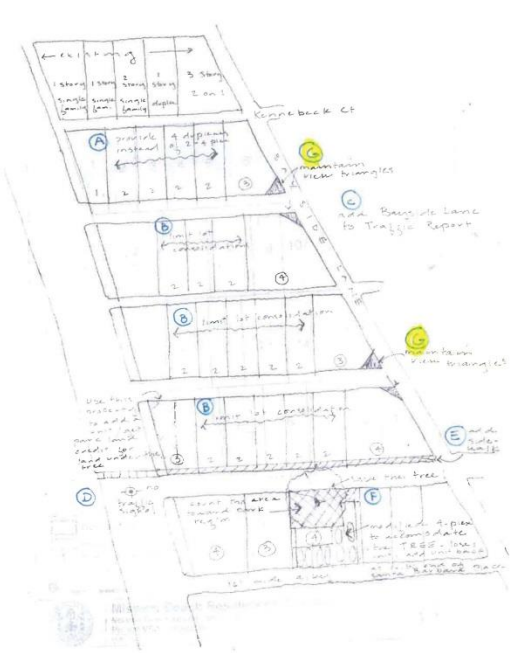
Page 3 of 3

B-117
Cont.

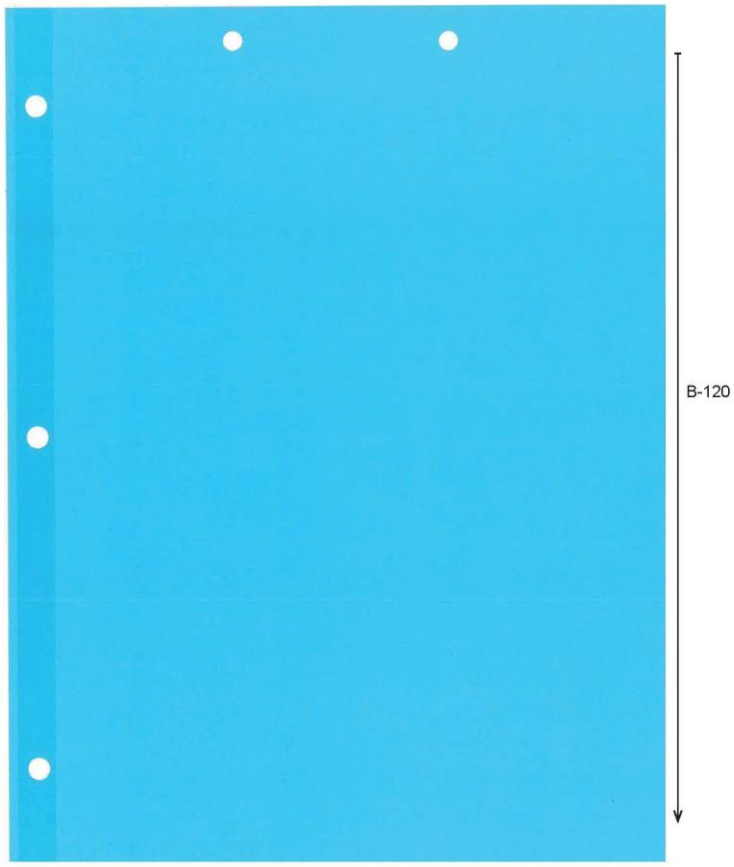
B-118 The County of San Diego recording document is noted, showing part of the assessor parcels of the subject project sites under original lot configurations. Refer to responses to comments B-17, B-18, and B-47 through B-50. This comment does not raise an environmental issue pertaining to the MEIR.


08
65
SHT 1
MISSION
MISSION
64
CHANGES
423-65
SHT 2 OF 3
B-118
Cont.

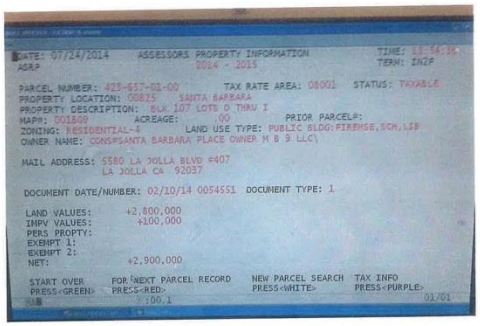
B-119 The map is noted, showing Item G on a handwritten map of the Mission Beach Residences site plan. Refer to responses to comments B-10, B-12, B-16, and B-38. This comment does not raise an environmental issue pertaining to the MEIR.



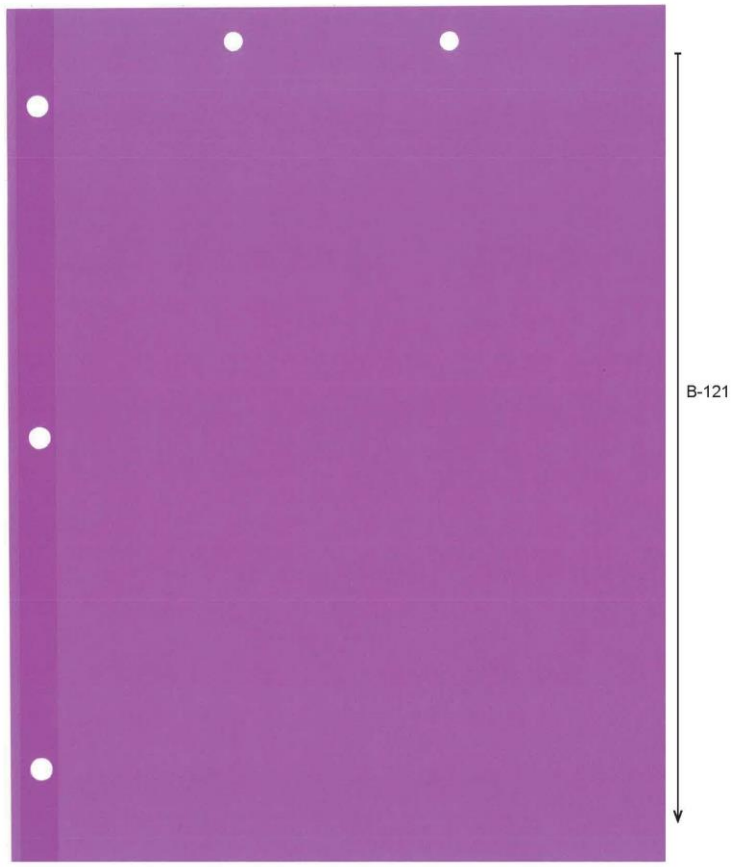
B-119
Cont.



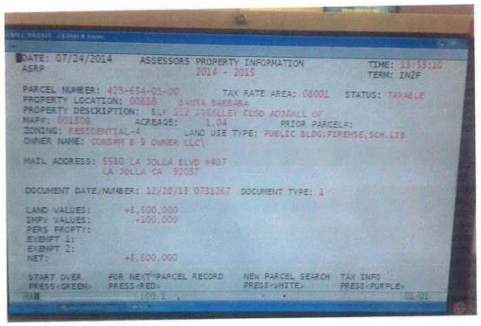
B-120 Refer to responses to comments B-17, B-18, and B-47 through B-50. This comment does not raise an environmental issue pertaining to the MEIR.


DATE: 07/24/2014 ASSESSORS PROPERTY INFORMATION
ASAP
2014 - 2015
PARCEL NUMBER: 025-057-001-000 TAX RATE AREA: 08001 STATUS: TAXABLE
PROPERTY LOCATION: 00825 SANTA BARBARA
PROPERTY DESCRIPTION: BLK 107 LOTS D THRU I
MAP#: 001809 ACREAGE: .00 PRIOR PARCEL#:
ZONING: RESIDENTIAL-4 LAND USE TYPE: PUBLIC BLDG:FIRE#SE,SCH,LIB
OWNER NAME: CONS%SANTA BARBARA PLACE OWNER M B 9 LLC\
MAIL ADDRESS: 5580 LA JOLLA BLVD #407
LA JOLLA CA 92037
DOCUMENT DATE/NUMBER: 02/10/14 0054551 DOCUMENT TYPE: 1
LAND VALUES: +2,800,000
IMPV VALUES: +100,000
PERS PROPTY:
EXEMPT 1:
EXEMPT 2:
NET: +2,900,000
START OVER PRESS<GREEN>
FOR NEXT PARCEL RECORD PRESS<RED>
NEW PARCEL SEARCH PRESS<WHITE>
TAX INFO PRESS<PURPLE>
01/01

B-120
Cont.



B-121 Refer to responses to comments B-17, B-18, and B-47 through B-50. This comment does not raise an environmental issue pertaining to the MEIR.


DATE: 07/24/2014 ASSESSORS PROPERTY INFORMATION TIME: 13:58:10
ASRP 2014 - 2015 TERM: IN2F
PARCEL NUMBER: 029-654-03-00 TAX RATE AREA: 08001 STATUS: TAXABLE
PROPERTY LOCATION: 00818 SANTA BARBARA
PROPERTY DESCRIPTION: ELK 2&3 STRALLEY CLSD ADDN
MAP#: 001909 ACREAGE: 1.04 PRIOR PARCEL#:
ZONING: RESIDENTIAL-4 LAND USE TYPE: PUBLIC BLDG;FIREHSE,SCH,LIB
OWNER NAME: CONSPM B 9 OWNER LLC\
MAIL ADDRESS: 5980 LA JOLLA BLVD #407
LA JOLLA CA 92037
DOCUMENT DATE/NUMBER: 12/10/13 0731267 DOCUMENT TYPE: 1
LAND VALUE: +6,500,000
IMPV VALUE: +100,000
PERS PROPTY:
EXEMPT 1:
EXEMPT 2:
NET: +6,600,000
START OVER PRESS<GREEN> FOR NEXT PARCEL RECORD PRESS<RED> NEW PARCEL SEARCH PRESS<WHITE> TAX INFO PRESS<PURPLE>
01/01

B-121
Cont.

B-122 Renderings of Santa Barbara Place Neighborhood Park Proposal is noted. Refer to responses to comments B-63, B-66, and B-69. This comment does not raise an environmental issue pertaining to the MEIR.


N
0'
10'
20'
40'
Santa Barbara Place Neighborhood Park Proposal
Conceptual Site Plan
design by Jacqueline McDowell
Historical Ficus Tree
Dog Station
Sand Box Area
Swing Set Area
Bench Retaining Wall
Sitting Area
Grass Field
Mountain Ironwood
Existing Melaleuca
Santa Barbara Place
Mission Blvd.

B-122
Cont.

B-122
Cont.

B-123 Refer to response to comment B-64. This comment does not raise an environmental issue pertaining to the MEIR.

Subj: **RE: FIcus tree at 818 Santa Barbara Place in Mission Beach**
Date: 3/12/2014 1:23:53 P.M. Pacific Daylight Time
From: MMarika@sandiego.gov
To: LHenegar@sandiego.gov, DPotocki@sandiego.gov
CC: dkwatkns@aol.com

Hi Leslie,
I'm in agreement with Drew's take on the tree. It appears to be sound and stable and with adequate protection during construction it definitely could be a tree that would work well for a mini park. I would recommend that construction fence be used at least to the drip line of the tree and no parking or construction material be placed in this root protection zone.

If you have any further questions please don't hesitate to call.

Michael Marika

From: Henegar, Lesley
Sent: Friday, March 07, 2014 2:19 PM
To: Potocki, Drew
Cc: Marika, Michael; dkwatkns@aol.com
Subject: RE: FIcus tree at 818 Santa Barbara Place in Mission Beach

Excellent ! Thank you again. We will track the status of the tree.

Lesley Henegar
Senior Planner
Planning, Neighborhoods and
Economic Development Department

——Original Message——
From: Potocki, Drew
Sent: Friday, March 07, 2014 1:49 PM
To: Henegar, Lesley
Cc: Marika, Michael
Subject: RE: FIcus tree at 818 Santa Barbara Place in Mission Beach

Hi Lesley,

I looked at this Ficus today and it appeared to be healthy sound and stable. If it is adequately protected during construction it could be a viable signature tree for mini park. There are some poor structure issues that the maintenance staff of Park & Recreation Department should weigh in on since it would most likely be under their jurisdiction.

Mike Marika, Park Arborist is an expert on this variety of tree and has been copied on this mail.

He will need to provide an opinion from that departments perspective.

Hope this helps,

Thank you,
Drew Potocki, Urban Forester

B-123
Cont.

City of San Diego | Utilities Undergrounding Program A Clear View of San Diego Where Every Day is Arbor Day
619-527-5486

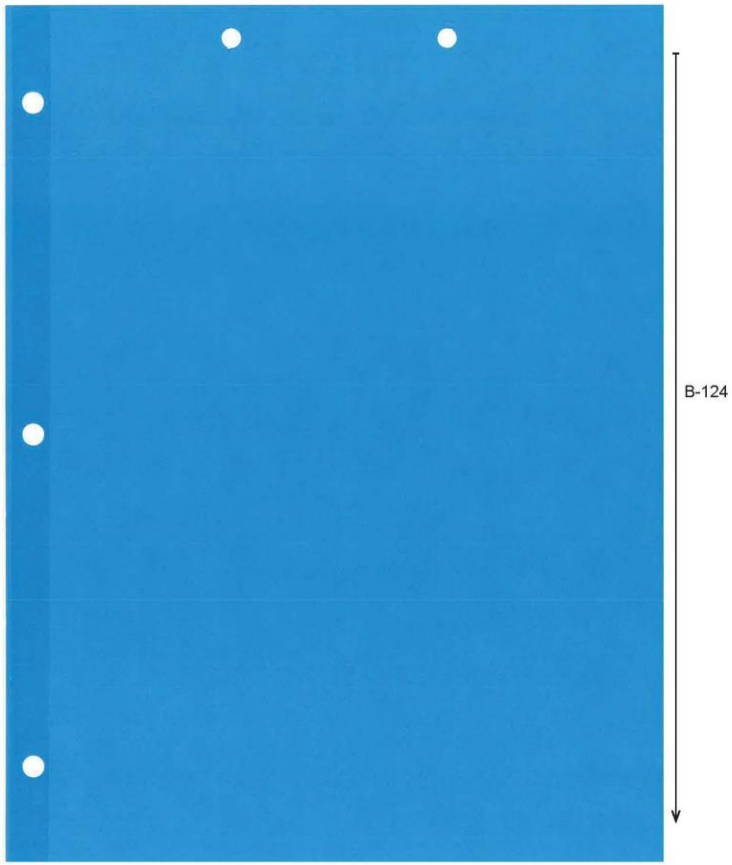
-----Original Message-----
From: Henegar, Lesley
Sent: Tuesday, March 04, 2014 2:51 PM
To: Potocki, Drew
Cc: Henegar, Lesley
Subject: Ficus tree at Santa Barbara Place in Mission Beach

Rumour has it that the developer may be taking down this 50-60 year old mature ficus tree which currently looks pretty nice. Can you check on whether there is anything we can do about it ?

Lesley Henegar
Senior Planner
Planning, Neighborhoods and
Economic Development Department

B-123
Cont.

Sunday, July 05, 2015 AOL: Dkwatkns



B-124 Refer to response to comment B-66. This comment does not raise an environmental issue pertaining to the MEIR.

EXCERPT Re: Community Motion for Proposed Park at 825 Santa Barbara Place

Mission Beach Precise Planning Board
Tuesday, May 20, 2014 @ 6 p.m.
Santa Clara Recreation Center
Minutes of Meeting

Board Members Present:

Peggy Bradshaw	Bob Craig	Tim Cruickshank	Carole Havlat
Mike Meyer	Robert Ondeck	John Ready	Mary Saska
Gernot Trolf	Debbie Watkins	Jenine Whittecar	

Absent: Dennis Lynch

Action Item:

- **Mission Beach Elementary School Project Site - "Petition to Save 50+Year Old Ficus Tree and Create a Community Park" Update and Community Vote: Andy Chotiner**

Andy Chotiner introduced himself as a long-time property owner and resident of Mission Beach. He commented he is concerned developing the former Mission Beach Elementary property will change the character of the community by adding higher density and other significant problems. He pointed out Mission Beach does not have a community park and believes the site of the former kindergarten and auditorium with the 50+ year-old Ficus tree along the south side of Santa Barbara Place is the ideal location for an open-space enclosed community park. He does not think the City should allow the developers to build 12 3-bedroom condos on this smaller parcel without considering the impact of developing the larger parcel on the community as well.

Mr. Chotiner reported he and a group of concerned residents have obtained over 500 signatures on a Petition to urge the City of San Diego to require the developers to save the Ficus tree and create a community park around the tree at this location. He contended the community park at that location would benefit the community, the developers, and the new homeowners. He asked to take a community vote of the public present in support of the park.

After further discussion, a community motion was duly made and seconded as follows:

COMMUNITY MOTION: We, the community of Mission Beach, support urging the City of San Diego to require the developers to save the Ficus tree and create a community park on this .34 parcel located at 825 Santa Barbara Place based on the City's Initial Assessment that developing the entire school property site consisting of 3 parcels would require a .34 acre population-based park for the community.

VOTE For: 29 Against: 1 Abstain: 1

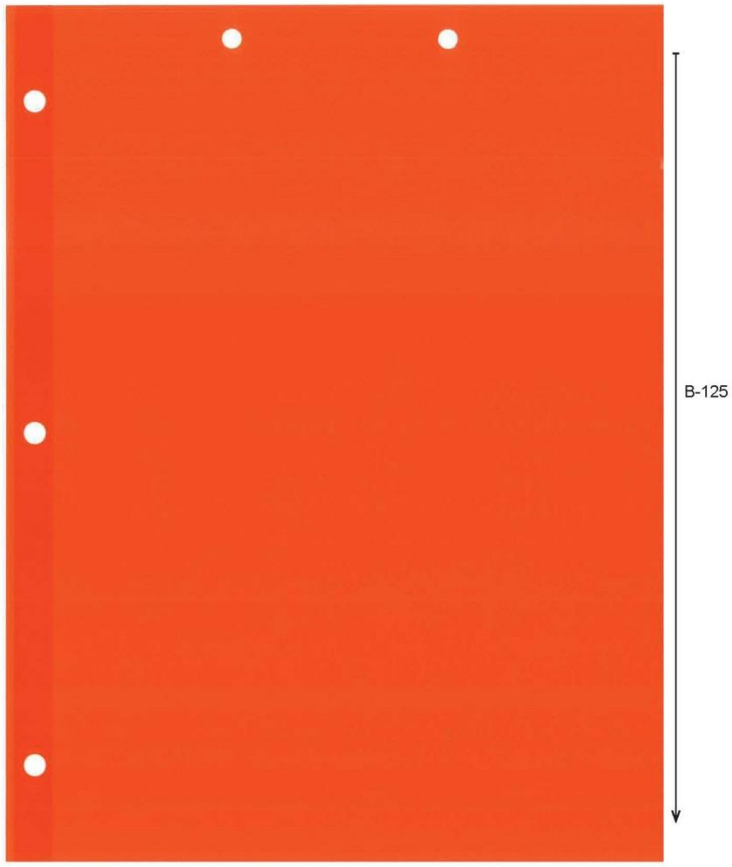
Motion passes.

Chair Watkins thanked the community members for their enthusiasm and determination for a small community park.

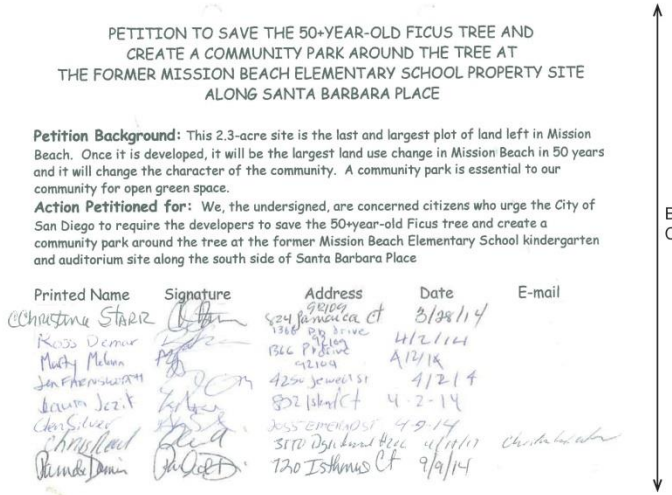
Submitted by: Debbie Watkins, Secretary

1

B-124
Cont.



B-125 The petition regarding the ficus tree and community park is noted. Refer to responses to comments B-50, B-59, B-63, B-64, and B-66. This comment does not raise an environmental issue pertaining to the MEIR.



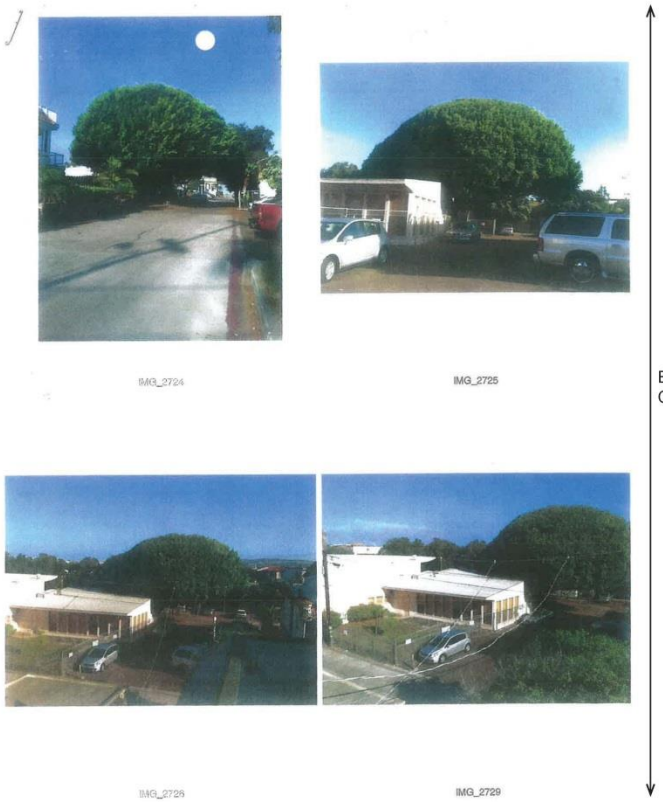
PETITION TO SAVE THE 50+YEAR-OLD FICUS TREE AND
CREATE A COMMUNITY PARK AROUND THE TREE AT
THE FORMER MISSION BEACH ELEMENTARY SCHOOL PROPERTY SITE
ALONG SANTA BARBARA PLACE

Petition Background: This 2.3-acre site is the last and largest plot of land left in Mission Beach. Once it is developed, it will be the largest land use change in Mission Beach in 50 years and it will change the character of the community. A community park is essential to our community for open green space.

Action Petitioned for: We, the undersigned, are concerned citizens who urge the City of San Diego to require the developers to save the 50+year-old Ficus tree and create a community park around the tree at the former Mission Beach Elementary School kindergarten and auditorium site along the south side of Santa Barbara Place

Printed Name	Signature	Address	Date	E-mail
Christine Starr		824 Jamaica Ct 92109	3/28/14	
Ross Demar		1366 Pyrite Drive 92154	4/2/14	
Marty Mahon		1366 Pyrite Blvd 92154	4/2/14	
Jan Fahrenkrug		4254 Jewell St	4/2/14	
Dennis Jezit		832 Isle Ct	4-2-14	
Char Silver		3555 Emerald St	4-9-14	
[illegible]		3570 Ocean Front Walk	4/9/14	
[illegible]		730 Isthmus Ct	9/9/14	

B-125
Cont.



B-125
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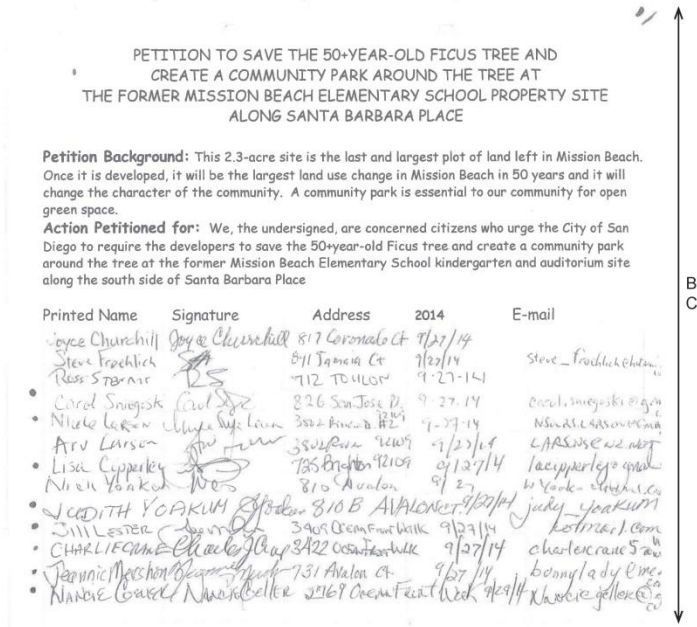

PETITION TO SAVE THE 50+YEAR-OLD FICUS TREE AND
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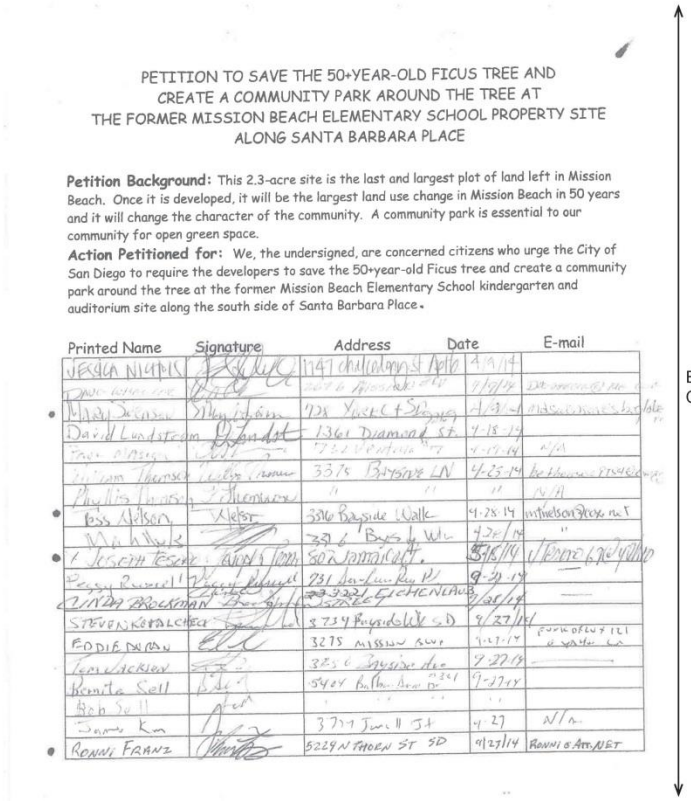
Printed Name	Signature	Address	2014	E-mail
Joyce Churchill	Joyce Churchill	817 Coronado Ct	9/27/14	
Steve Froehlich		841 Jamaica Ct	9/27/14	Steve_froehlich@hotmail.com
Ross Stabnau		712 Toulon	9-27-14	
Carol Smiegoski	Carol Smiegoski	826 San Jose Pl.	9-27-14	carol.smiegoski@gmail.com
Nicole Larsen	Nicole Larsen	3502 Bonita Rd #2	9-27-14	NSandLARSON@gmail.com
Arv Larsen		3502 Bonita #2	9/27/14	LARSONS2.NET
Lisa Cupperley		735 Bonita 92109	9/27/14	lacupperley@gmail.com
Nicki Yoakum		810 Avalon	9/27	N Yoakum@ucsd.edu
JUDITH YOAKUM		810 B AVALON CT	9/27/14	judy_yoakum@hotmail.com
Jill Lester		3905 Ocean Front Walk	9/27/14	
CHARLIE CRANE		3922 Ocean Front Walk	9/27/14	charlescrane5@aol.com
Jeannie Marshon		731 Avalon Ct	9/27/14	bonnylady@me.com
NANCIE GELLER		2269 Ocean Front Walk	9/29/14	Nancie.geller@gmail.com

B-125
Cont.



PETITION TO SAVE THE 50+YEAR-OLD FICUS TREE AND
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Printed Name	Signature	Address	Date	E-mail
JESSICA NIGHTS		1747 chalcedony St #6	4/9/14	
			4/19/14	
Mary Jackson		728 Ventura Pl	4-21-14	
David Lundstrom		1361 Diamond St.	4-18-14	
		732 Ventura Pl	4-19-14	
William Thomsen		3375 Bayside LN	4-25-14	
Phyllis Jones		"	"	N/A
Bess Nelson		3396 Bayside Walk	4.28.14	
		3396 Bayside Walk	4.28.14	
		3396 Bayside Walk	5/15/14	
Peggy Burrell		731 Santa Barbara Pl	9-29-14	
LINDA BROCKMAN		3221 GUCHENLAUB	9/28/14	
STEVEN KOBALCHEK		3734 Bayside Walk SD	9/27/14	
EDDIE DAMAN		3275 MISSION BLVD	9-27-14	
		3365 Bayside Walk	9-27-14	
Kenneth Sell		5404 Bolton Ave #321	9-27-14	
Ann Sell		"	"	
Sonny Kim		3774 Juniper St	9-27	N/A
RONNI FRANZ		5229 N THORN ST SD	9/27/14	RONNI@ATT.NET

B-125
Cont.

PETITION TO SAVE THE 50+YEAR-OLD FICUS TREE AND
CREATE A COMMUNITY PARK AROUND THE TREE AT
THE FORMER MISSION BEACH ELEMENTARY SCHOOL PROPERTY SITE
ALONG SANTA BARBARA PLACE

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Printed Name	Signature	Address	Date	E-mail
Alice Diamond	A.T. Diamond	3389 Strand Way	3/27/14	—
Do Ann Chatten	[illegible]	814 EL CASINO	3/29/14	
JOHN BARANICH	[illegible]	858 MONTEREY CT	3/30/14	
JAMES ELLINGTON	[illegible]	3530 BAYSIDE LN #2	3-30-14	
Jack Grade Ellington	[illegible]	" "	3-30-14	
[illegible]	[illegible]	3641 Bayside Walk	3-30-14	
CHELLE R. DELYZER	[illegible]	"	3-31-14	
Sonia Thybon	[illegible]	3890 Bayside Walk	3/31/14	
Kaia McKinstry	K McKinstry	3332 BSWalk	3/30/14	
Grant McKinstry	[illegible]	3330 BS Walk	3/30/14	
Skylar Woodworth	[illegible]	1266 Thomas Ave	5/31/14	
Michelle Rawson	[illegible]	845 SANTA BARBARA PL	3/31/14	
MICHAEL DUCKOR	[illegible]	3506 BAYSIDE WALK	4/1/14	
LINDA DUCKOR	[illegible]	"	"	
Stephanie Reed	[illegible]	3360 MISSION Blvd	4/1/14	
Jessica Reed	[illegible]	3306 MISSION Blvd	4/1/14	
Andy Arguello	[illegible]	136 Santa Barbara PL	4/1/14	
GARY S WARINNER	[illegible]	3360 MISSION BLVD	4/1/2014	—
Teresa White	[illegible]	3376 Mission Blvd	4/1/2014	

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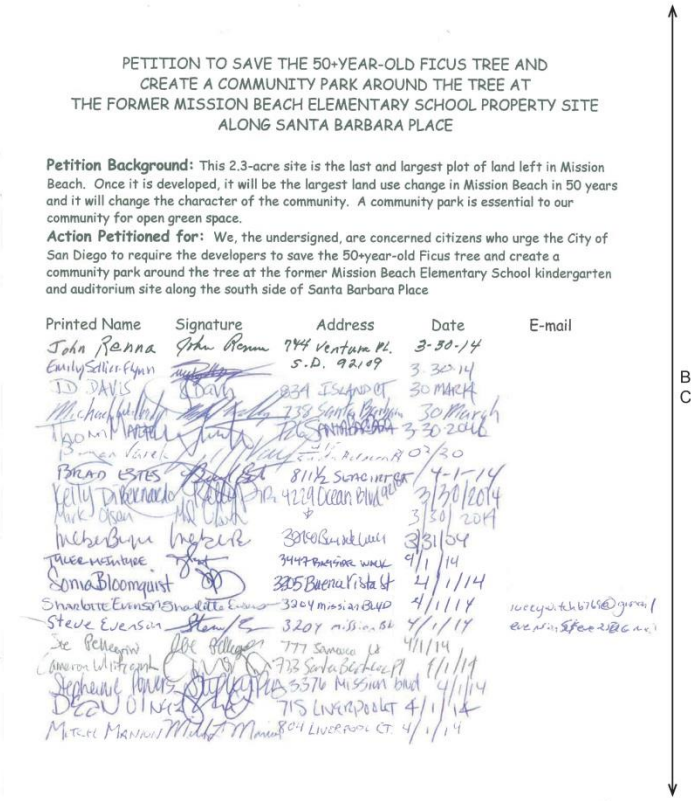

PETITION TO SAVE THE 50+YEAR-OLD FICUS TREE AND
CREATE A COMMUNITY PARK AROUND THE TREE AT
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ALONG SANTA BARBARA PLACE

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Printed Name	Signature	Address	Date	E-mail
John Renna	John Renna	744 Ventura Pl. S.D. 92109	3-30-14	
Emily Esther Flynn			3.30.14	
TD DAVIS	TD Davis	831 ISLAND CT	30 MARCH	
Michael Fullerton		739 Santa Barbara	30 March	
THOMAS [illegible]		[illegible] SANTA BARBARA	3-30-2014	
[illegible]		[illegible]	03/30	
BRIAN ESTES		811½ SUNSET CLIFFS	4-1-14	
Kelly DeBernardo		4229 Ocean Blvd	3/30/2014	
Mark Olsen			3/30/2014	
Meber Berger		3860 Bandolier	3/31/14	
Tyler Westlake		3447 Bayside WALK	4/1/14	
Sonia Bloomquist		335 Buena Vista St	4/1/14	
Charlotte Evenson	Charlotte Evenson	3204 Mission Blvd	4/1/14	[illegible]
Steve Evenson		3204 Mission Bl	4/1/14	[illegible]
Joe Pellegrini		777 Seaward Ct	4/1/14	
[illegible]		733 Santa Barbara Pl	4/1/14	
Stephanie Jones		3576 Mission Blvd	4/1/14	
[illegible]		715 LIVERPOOL CT	4/1/14	
Michael Marnell		804 LIVERPOOL CT.	4/1/14	

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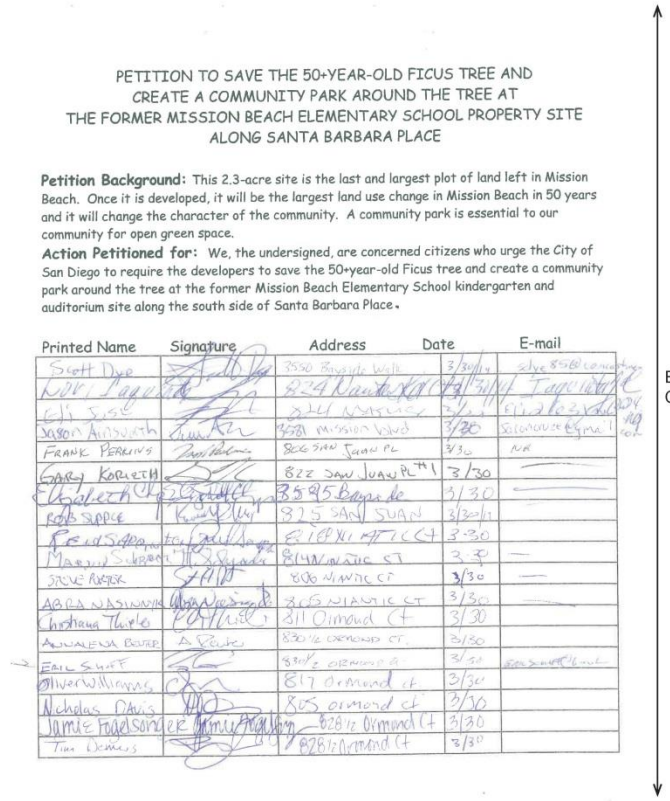

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Printed Name	Signature	Address	Date	E-mail
Scott Dye		3550 Bayside Walk	3/30/14	
[illegible]		[illegible]	[illegible]	
[illegible]		[illegible]	[illegible]	
JASON AINSWORTH		3581 MISSION BLVD	3/30	
FRANK PERKINS		3636 SAN JUAN PL	3/30	N/A
GARY KORETH		822 SAN JUAN PL #1	3/30	
Elizabeth		3595 Bayside	3/30	
ROB SIPPLE		825 SAN JUAN	3/30/14	
[illegible]		[illegible]	3-30	
[illegible]		[illegible]	3-30	
STEVE PORTER		800 ATLANTIC CT	3/30	
ABRA NASUNYK		805 ATLANTIC CT	3/30	
Christiana Thiele		811 Ormond Ct	3/30	
ANNALENA BEEBE		830½ ORMOND CT.	3/30	
EARL SCHIFF		830½ ORMOND CT.	3/30	
Oliver Williams		817 Ormond ct	3/30	
Nicholas Davis		805 ormond ct	3/30	
Jamie Fadelson		828½ Ormond Ct	3/30	
Tina Dennis		828½ Ormond Ct	3/30	

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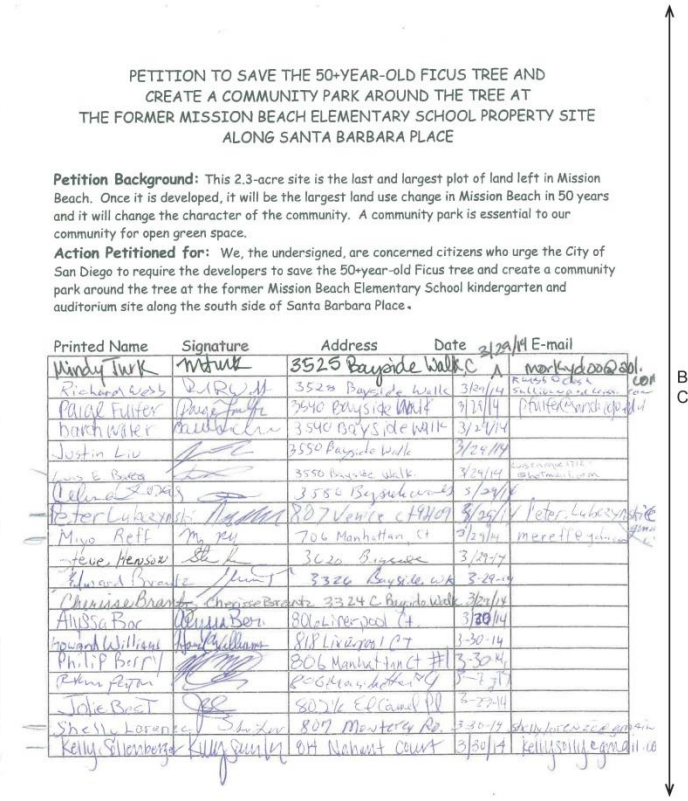

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Printed Name	Signature	Address	Date 3/29/14	E-mail
Kindy Turk	Kturk	3525 Bayside Walk C		markydoo@sbc
Richard Eccles		3525a Bayside Walk	3/29/14	
Paige Fulfer		3540 Bayside Walk	3/29/14	
Darin Walter		3540 Bayside Walk	3/29/14	
Justin Liu		3550 Bayside Walk	3/29/14	
[illegible]		3550 Bayside Walk	3/29/14	
[illegible]		3550 Bayside Walk	3/29/14	
Peter Lukaszewski		807 Venice ct 92109	3/29/14	Peter.Lukaszewski
Miyo Reff		706 Manhattan Ct	3/29/14	mereff@gmail
Steve Henson		3622 Bayside	3/29/14	
Edward Brandt		3326 Bayside Walk	3-29-14	
Charisse Brandt		3324 C Bayside Walk	3/29/14	
Allyssa Bar		806 Liverpool Ct.	3/30/14	
Howard Williams		810 Liverpool Ct	3-30-14	
Philip Berry		806 Manhattan Ct #1	3-30-14	
[illegible]		[illegible]	3-30-14	
Jake Best		803 1/2 El Carmel Pl	3-29-14	
Shelly Lorenzo		807 Monterey Rd	3-30-14	shellylorenzo@gmail.com
Kelly Silverberg		811 Walnut court	3/30/14	kellysilverberg@gmail.com

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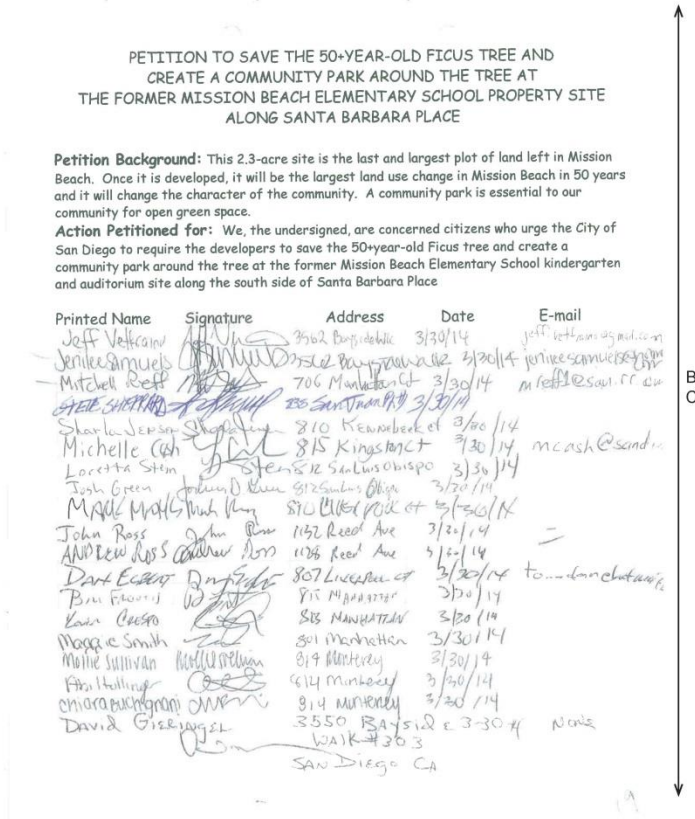

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Printed Name	Signature	Address	Date	E-mail
Jeff Vetter		3362 Bayside Walk	3/30/14	jeff.vetter@gmail.com
Jenilee Samuels		3550 Bayside Walk #2	3/30/14	jenileesamuels@gmail.com
Mitchell Reff		706 Manhattan Ct	3/30/14	mreff@san.rr.com
[illegible]		[illegible]	3/30/14	
Sharla Jepsen		810 Kennebec Ct	3/30/14	
Michelle Cash		815 Kings Ct	3/30/14	mcash@scandi...
Loretta Stem		512 Santa Barbara	3/30/14	
Josh Green		512 Santa Barbara	3/30/14	
[illegible]		870 Cliff Pointe Ct	3/30/14	
John Ross		1132 Reed Ave	3/20/14	
Andrew Ross		1126 Reed Ave	3/20/14	
Dark Eckert		807 Liverpool Ct	3/30/14	to...dancharters...
Bill Fredrich		815 Manhattan	3/30/14	
Kevin Cresto		813 Manhattan	3/30/14	
Maggie Smith		801 Manhattan	3/30/14	
Mollie Sullivan		814 Monterey	3/30/14	
Ann Hollinger		614 Monterey	3/30/14	
Chiara Buckingham		814 Monterey	3/30/14	
David Gisriegel		3550 Bayside Walk #303 San Diego CA	3-30-14	None

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Cont.

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Printed Name	Signature	Address	Date	E-mail
Lonne Whittecar		3324 Bayside Walk 92109	3-26-14	
Morgan Black		3330 Bayside Walk 92109	3-27-14	
Lois THIBODEAUX		3338-C Bayside WALK	3-27-14	N/A
Joan Gilles		724 Redondo Ct	3-27-14	
Sandra Nolan		814 Redondo	3/27/14	
Aaron Wigdahl		836 San Jose 91	3/27/14	
Ron Kennedy		1565 Grand Ave	3/27/14	
Christen Atkins		3565 Ocean Front Walk	3/27/14	
Irving Kanevsky		708 Santa Barbara Pl	3/27/14	
Florence Rawson		708 Santa Barbara	3/27/14	
DELIA BROWN		836 KENNEBEC Ct	3-27-14	
Gordon Churchill		3366 Bayside Walk	3-27-14	GSCH@ATT.NET
JUDY CHURCHILL		"	"	"
Steven Fortin		3334 Bayside Walk	3-29-14	# sgortin@cox.net
Rick DeBolt		3466 Bayside Walk	3-29-14	
Margery Baily		3411 Bayside Walk	3-29-14	
[illegible]		811 San Luis Rey Pl	3-29-14	
Richard H. Groch		812 San Luis Obispo Pl	3-29-14	rgroch812@att.net
Nicole Carr		804 San Luis Obispo Pl	3-29-14	

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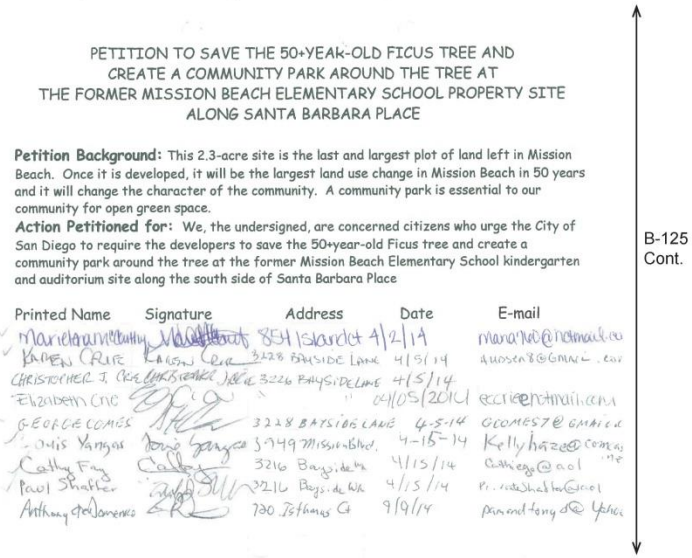

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Printed Name	Signature	Address	Date	E-mail
Mariella Mc Carthy		854 Isabella Ct	4/2/14	mariaM@hotmail.com
KAREN CRUZ		3228 BAYSIDE LANE	4/5/14	AUOSEN8@GMAIL.com
CHRISTOPHER J. CRUZ		3226 BAYSIDE LANE	4/5/14	
Elizabeth Cruz		"	04/05/2014	eccruz@hotmail.com
GEORGE COMES		3228 BAYSIDE LANE	4-5-14	GCOMES7@GMAIL.COM
Louis Vargas		3749 Mission Blvd.	4-15-14	Kellyhazel@cox.net
Cathy Fay		3216 Bayside Ln	4/15/14	Cathieg@aol.com
Paul Shaffer		3216 Bayside Ln	4/15/14	P.r.shaffer@aol.com
Anthony and Domenica		730 Isthmus Ct	9/9/14	pamandtony4@yahoo.com

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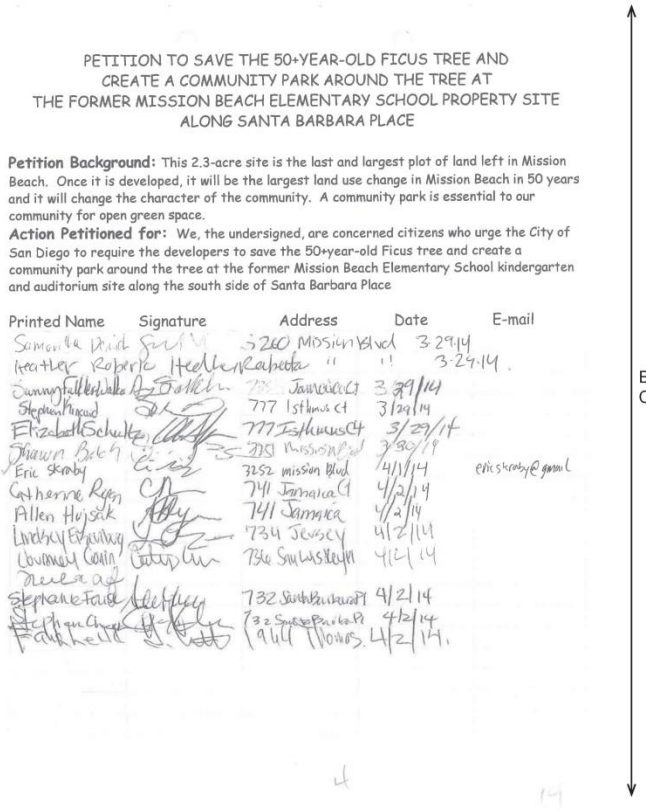

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Printed Name	Signature	Address	Date	E-mail
Samantha Pratt		5260 Mission Blvd	3.29.14	
Heather Roberts	Heather Roberts	"	3.29.14	
Sunny Falkenstein		7[illegible] Jamaica Ct	3/29/14	
Stephen Nuccio		777 1st Ithaca ct	3/29/14	
Elizabeth Schultz		777 Ithaca Ct	3/29/14	
Shawn Bach		7[illegible] Mission Blvd	3/30/14	
Eric Skraby		3252 mission Blvd	4/1/14	eric.skraby@gmail.
Catherine Ryan		741 Jamaica Ct	4/2/14	
Allen Hajsik		741 Jamaica	4/2/14	
Lindsay Eggering		7734 Jersey	4/2/14	
Courtney Cain		736 Santa Barbara Pl	4/2/14	
[illegible]		[illegible]		
Stephanie Faust		732 Santa Barbara Pl	4/2/14	
[illegible]		732 Santa Barbara Pl	4/2/14	
[illegible]		9144 Towns	4/2/14	

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Printed Name	Signature	Address	Date	E-mail
Steve Froehlich		841 Jamaica Ct	3/31/14	
Cynthia Hedgecock		2656 Bayside Walk	3-31-14	
ROGER HEDGECOCK		2656 Bayside Walk	3/31/14	
Terri Huntington		2608 Bayside Walk	4/1/14	
Bobby Ryss		721 Catalina Ct	4-1-14	
Michael Mc Ahy		735 Santa Barbara	4-2-14	
Stan Zahat		829 Santa Barbara	4/5/14	Stan Zahat @sbcglobal.net
CHRIS DRAYER		3104 REDWOOD ST. SD	9-10-14	
Devon Bastle		2309 Warrington St SD	9.10.14	

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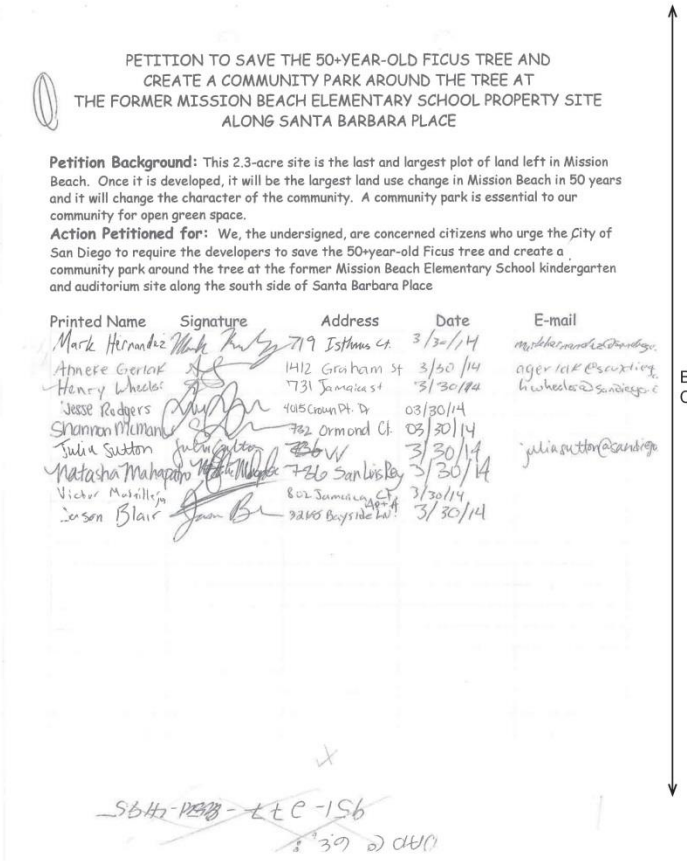

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Printed Name	Signature	Address	Date	E-mail
Mark Hernandez		719 Isthmus Ct.	3/30/14	
Aimee Gerlak		1412 Graham St	3/30/14	
Henry Wheeler		1731 Jamaica St	3/30/14	
Jesse Rodgers		4015 Crown Pt. Dr	03/30/14	
Shannon McManus		782 Ormond Ct	03/30/14	
Julia Sutton		[illegible]	3/30/14	julia.sutton@sandiego
Natasha Mahapatra		786 San Luis Rey	3/30/14	
Victor Melillo		802 Jamaica Ct	3/30/14	
Iverson Blair		3285 Bayside Walk #4	3/30/14	

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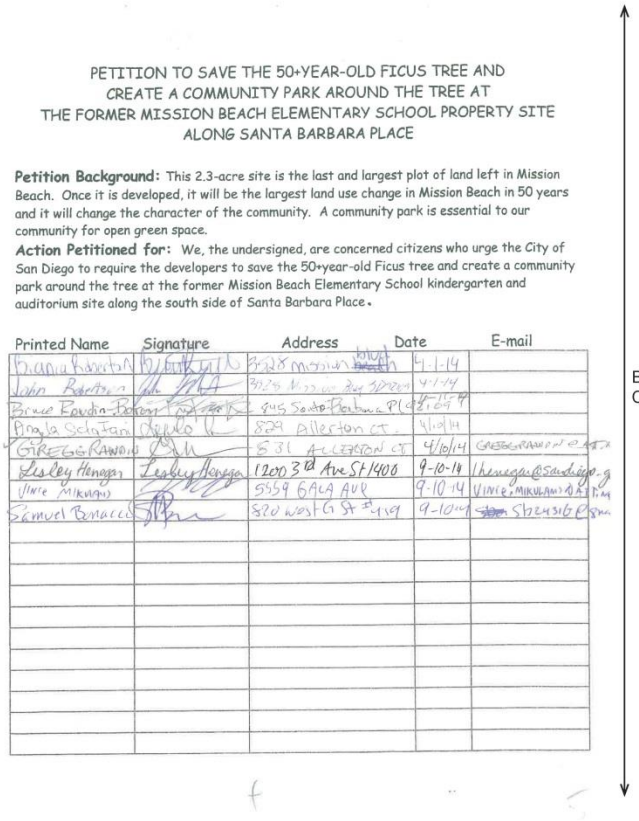
Cont.



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Printed Name	Signature	Address	Date	E-mail
			4-1-14	
			4-1-14	
			4-1-14	
			4/10/14	
			4/10/14	
Lesley Henegar		12003rd Ave St 1400	9-10-14	
		5559 GALA AVE	9-10-14	
		820 West G St #1159	9-10-14	

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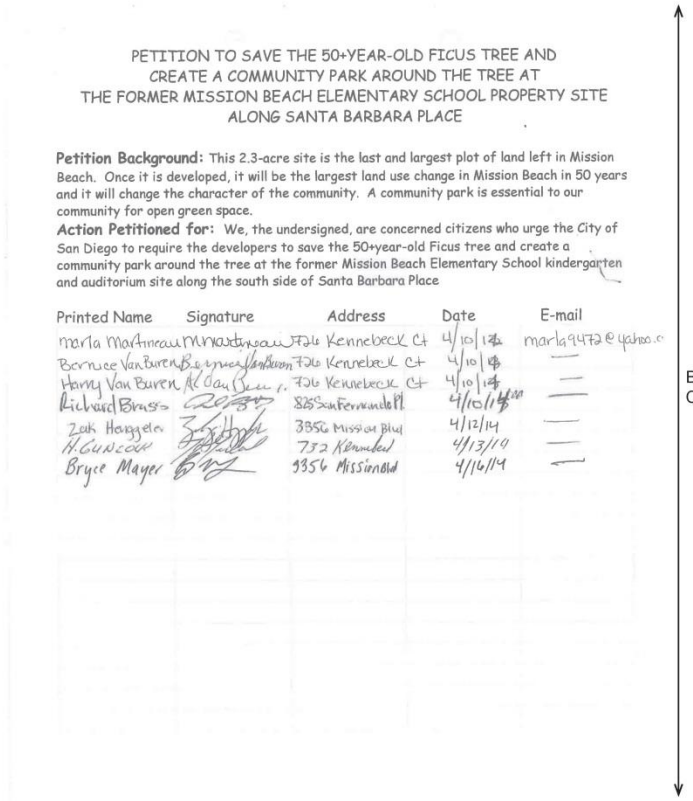

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Printed Name	Signature	Address	Date	E-mail
Marla Martineau	Mmartineau	736 Kennebeck Ct	4/10/14	marla9472@yahoo.c
Bernice VanBuren	Bernice VanBuren	736 Kennebeck Ct	4/10/14	
Harry VanBuren	Al Cay Sen r.	736 Kennebeck Ct	4/10/14	
Richard Brass		825 San Fernando Pl	4/10/14	
Zak Haggeler		3356 Mission Blvd	4/12/14	
H. Cuneo		732 Kennebeck	4/13/14	
Bryce Mayer		3356 Mission Blvd	4/16/14	

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Printed Name	Signature	Address	Date	E-mail
NANCY TURECEK	Nancy Turecek	825 ENSENADA CT	4/15/14	—
Donna McCarthy	Donna McCarthy	811 Kingston Ct. 92109	4/15/14	
Charles Turecek	Charles Turecek	809 San Luis Luis Rey	4/15/14	—
THAMY TURECEK	Thamy Turecek	809 SAN LUIS REY PL.	4/15/14	—
BARBARA BRAMLE	B Bramlett	734 Santa Rita	4/16/14	—
Martha Scott	Martha Scott	3630 Bayside Walk	4/16/14	
Debora Palme	Debora Palme	3500 Jewell	4/16/14	
Elaine Davis	Elaine Davis	2654 Bayside Ln	4/17/14	—
JON TIVED	jon tived	827 ENSENADA CT	APRIL 22 2014	
Phillisha Holloway	Phillisha Holloway	8221/2 Ensenada Ct 92109	4/24/14	—
Heath Dillo		8221/2 Ensenada Ct 92109	4/24/14	
Beverly Ryder	Beverly Ryder	2730 Bayside Walk	4-25-14	
RICHIE TURECEK	Richie Turecek	13114 PAUMA ST #3	4-26-2014	
Ashley Gaze	Ashley Gaze	2967 Bayside Ln 92109	4-27-14	
PAUL B. DEMPSEY	Paul B. Dempsey	826 Dover Court 92109	4-27-14	
Todd Savage	Todd Savage	822 DOVER CT.	4/27/14	
Jane Savage	Jane Savage	822 Dover Ct	4/27/14	
Dianne Dempsey	Dianne Dempsey	826 Dover Court	4/27/14	
Tracy Kuehne	Tracy Kuehne	816 Ensenada Ct.	4/27/14	

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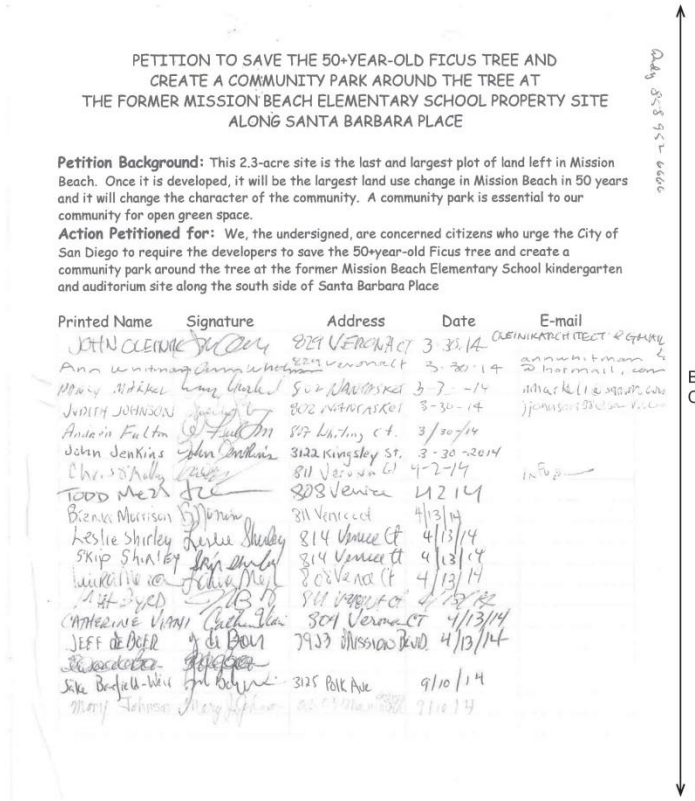

PETITION TO SAVE THE 50+YEAR-OLD FICUS TREE AND
CREATE A COMMUNITY PARK AROUND THE TREE AT
THE FORMER MISSION BEACH ELEMENTARY SCHOOL PROPERTY SITE
ALONG SANTA BARBARA PLACE

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Printed Name	Signature	Address	Date	E-mail
JOHN CLEINIKAS		829 VERONA CT	3.30.14	CLEINIKATECHITECT @ GMAIL
Ann Whitman		8229 Veronact	3.30.14	annwhitman @ hotmail.com
Nancy Nikkel		502 Navasket	3-30-14	
JUDITH JOHNSON		802 NAVASKET	3-30-14	
Andrew Fulton		817 Lansing ct.	3/30/14	
John Jenkins		3122 Kingsley St.	3-30-2014	
Chris Kelly		811 Verona Ct	4-2-14	
TODD MEZA		808 Venice	4.2.14	
Brenda Morrison		811 Venice ct	4/13/14	
Leslie Shirley		814 Venice Ct	4/13/14	
Skip Shirley		814 Venice ct	4/13/14	
[illegible]		808 Venice Ct	4/13/14	
[illegible]		811 Venice Ct	4/13/14	
CATHERINE VIANI		804 Verona CT	4/13/14	
JEFF DE BOER		7933 Mission Blvd	4/13/14	
[illegible]				
Sue Bedell-Weil		3125 Polk Ave	9/10/14	
[illegible]				

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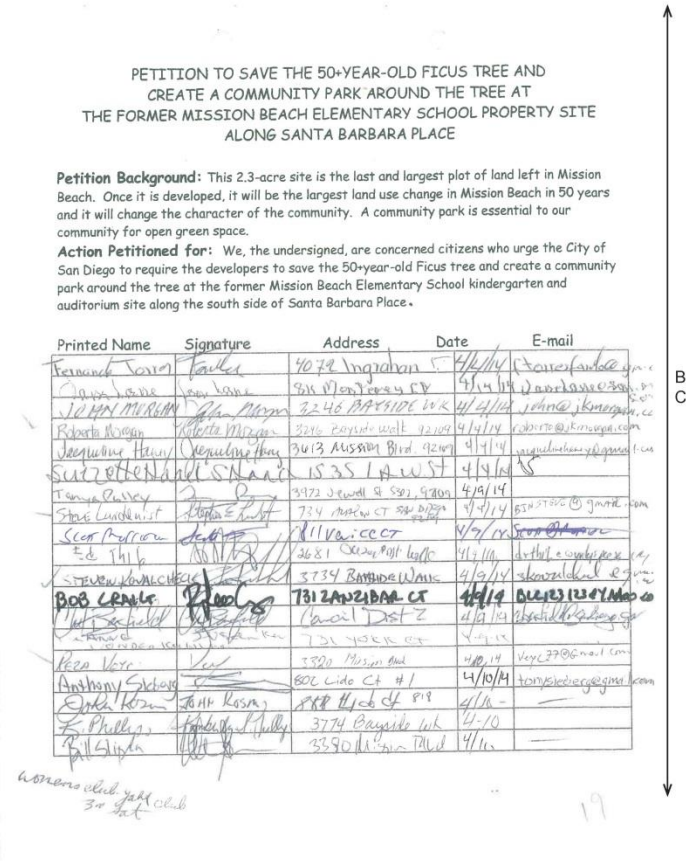

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Printed Name	Signature	Address	Date	E-mail
Fernando Torres		4079 Ingraham St	4/2/14	
		3246 BAYSIDE LN	4/4/14	
		3246 Bayside Walk 92109	4/4/14	
		3613 Mission Blvd. 92109	4/4/14	
		1535 I AVE ST	4/4/14	
		3972 Jewell St #302, 92109	4/9/14	
		724 Morrow CT #B 92109	4/4/14	
		811 Vancc CT	4/7/14	
		3681 Ocean Point Walk	4/7/14	
		3734 Bayside Walk	4/9/14	
BOB CRAIG		7312 ANZIBAR CT	4/9/14	
		Local Dist 2	4/9/14	
		731 York Ct	4-9-14	
		3320 Mission Blvd	4/10/14	
		802 Lido Ct #1	4/10/14	
		3868 Mission Blvd #818	4/11	
		3774 Bayside Walk	4-10	
		3390 Mission Blvd	4/11	

Womens club yard sale

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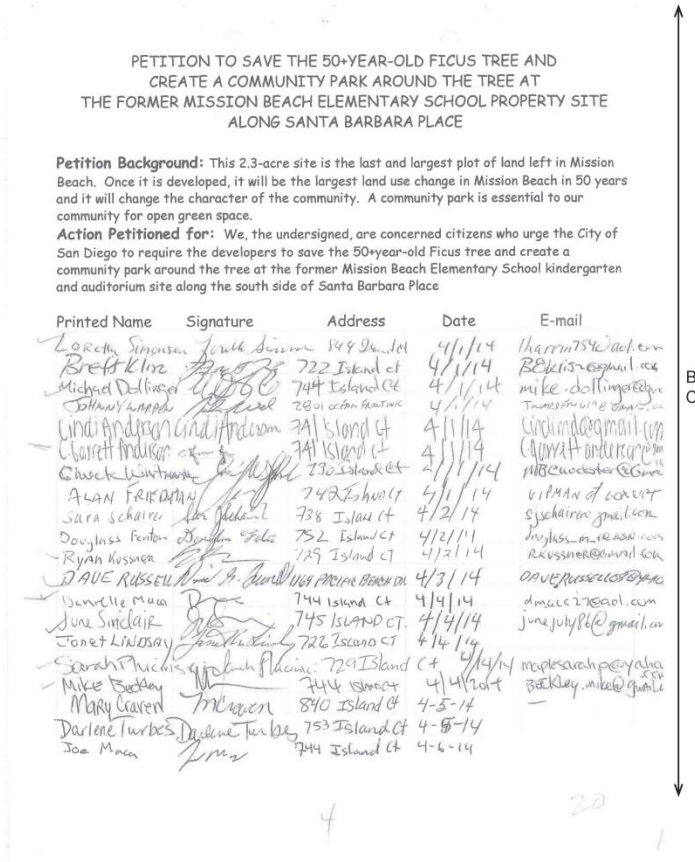

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Printed Name	Signature	Address	Date	E-mail
Loretta Simonsen	Loretta Simonsen	849 Grendel	4/1/14	lharris754@aol.com
Brett Kline		722 Island ct	4/1/14	BEklein@gmail.com
Michael Dollinger		744 Island Ct	4/1/14	mike.dollinger@gmail.com
Tiffany Mapes		2801 Ocean Front Walk	4/1/14	Tiffanymapes@me.com
Cindi Anderson	Cindi Anderson	741 Island Ct	4/1/14	Cindimdag@gmail.com
C. Garrett Anderson		741 Island Ct	4/1/14	CGarrett.anderson@gmail.com
Chuck Lintvedt		730 Island Ct	4/1/14	MBCworcester@Gmail.com
ALAN FRIEDMAN		742 Island Ct	4/1/14	VIPMAN at COMCAST
Sara Schairer		738 Island Ct	4/2/14	sjschairer@gmail.com
Douglass Fenton		752 Island Ct	4/2/14	douglass_m_reason.com
Ryan Kussner		729 Island CT	4/2/14	RKussner@gmail.com
DAVE RUSSELL		HIGH TIDE MISSION BEACH CA	4/3/14	DAVERussell@yahoo
Danielle Maca		744 Island Ct	4/4/14	dmace27@aol.com
June Sinclair		745 ISLAND CT.	4/4/14	junejuly86@gmail.com
Janet LINDSAY		726 Island CT	4/4/14	
Sarah Mucha		729 Island Ct	4/4/14	maplesarahp@yahoo.com
Mike Bekley		744 Island Ct	4/4/2014	BEKley.mike@gmail.com
Mary Craven		840 Island Ct	4-5-14	
Darlene Turbes		753 Island Ct	4-5-14	
Joe Maca		744 Island Ct	4-6-14	

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Printed Name	Signature	Address	Date	E-mail
STEPHEN KELLER		337 Santa Barbara Pl	1/18/14	
Edward Kelly		3440 Mission Blvd	1 April 14	
Jim Westwood		714 Lucinda Ct	4/1/14	
Josh Metty		716 El Carmel Pl	4/1/14	
Tatiana S.		2575 Newport Ave	4/1/14	
Anna		3550 Bayside Walk	4/1/14	
Phil Walthall		" "	4/1/14	
EMILY MITCHELL		3333 BAYSIDE WALK	4/1/14	
Kristen Solomon		3287 Bayside Walk	04/02/14	
PEGGY BRADSHAW		827 Tourlon Ct.	4/2/2014	
CHARLES M. BRADSHAW		827 TOURON CT	4/2/2014	
Kathy Marks		3456 Shasta St	4/02/14	
J. Schaefer		3252 Bayside Walk	4-5-14	
MICHAEL BARRIE		3950 BAYSIDE WALK	4/6/14	
Kenyon Dafferty		3265 Strandway	4/3/14	
JILL M LESTER		3459 Ocean Front Walk	4/4/14	jillmlester@gmail.com
Daniel Costa		718 El Carmel Pl	4.4.14	
WM Cargo		2484 Bayside Dr	4/4/14	
MARK MAYS		810 CLEVELAND CT	4/4/14	

92109

Woman-owned/gay-owned/owned
with gift boxes
Sid 320

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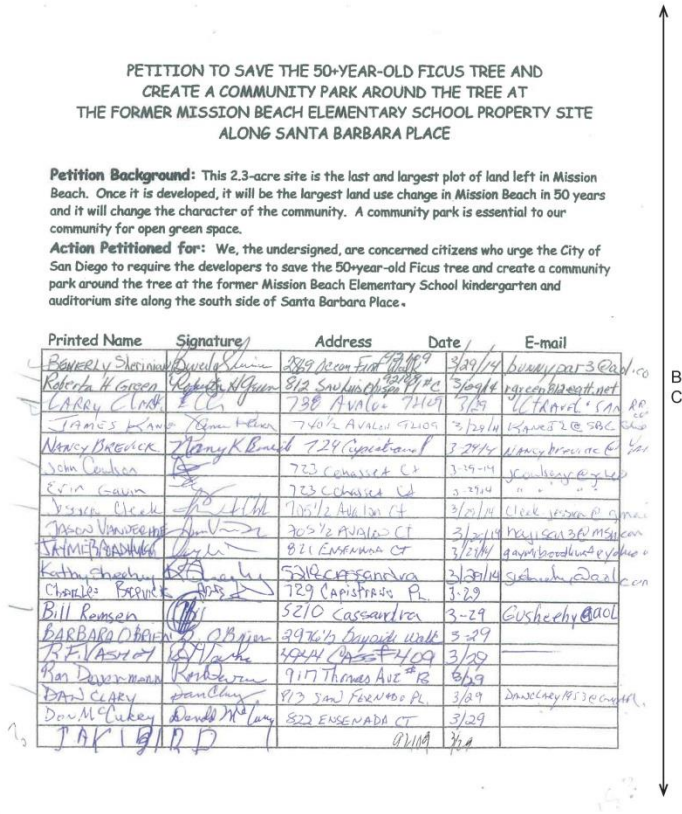

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Printed Name	Signature	Address	Date	E-mail
BEVERLY SHERMAN	Beverly Sherman	2869 Ocean Front Walk SD 92109	3/29/14	bunny par 3 @aol.com
Roberta H Green	Roberta H Green	812 San Luis Obispo PL SD 92109	3/29/14	rhgreen@sbcglobal.net
LARRY CLARK	LC	738 AVALON 92109	3/29	LCTRAVEL@SBCGLOBAL.NET
JAMES KING	James King	740½ AVALON 92109	3/29/14	KJames52@SBCGLOBAL.NET
NANCY BREWER	Nancy K Brewer	729 Capistrano PL	3-29-14	NANCYBREWER@COX.NET
John Coulter		723 Cohasset Ct	3-29-14	JCoulteay@yahoo.com
Erin Gavin		723 Cohasset Ct	3-29-14	" " "
Jessica Clark		705½ Avalon Ct	3/29/14	Clark.jessica@gmail.com
JASON VANDERMEIDE		705½ AVALON CT	3/29/14	MAYLISAN3@MSN.COM
JAIME BRADWELL		821 ENSENADA CT	3/29/14	gaymbroadwell4eyahoo.com
Kathy Sheehy		5210 Cassandra	3/29/14	ksheehy@aol.com
CHARLES BERNICK		729 CAPISTRANO PL	3-29	
Bill Remsen		5210 Cassandra	3-29	Gusheehy@aol
BARBARA O'BRIEN	O'Brien	2976½ Bayside Walk	3-29	
R.F. VASHAW		4944 Cass #409	3/29	
Ron Deverman		917 Thomas Ave #B	6/29	
DAN CLARY		813 SAN FERNANDO PL	3/29	DANCLARY@SBCGLOBAL.NET
Don McCluskey		822 ENSENADA CT	3/29	
TAKEN BY		9/1/14	3/29	

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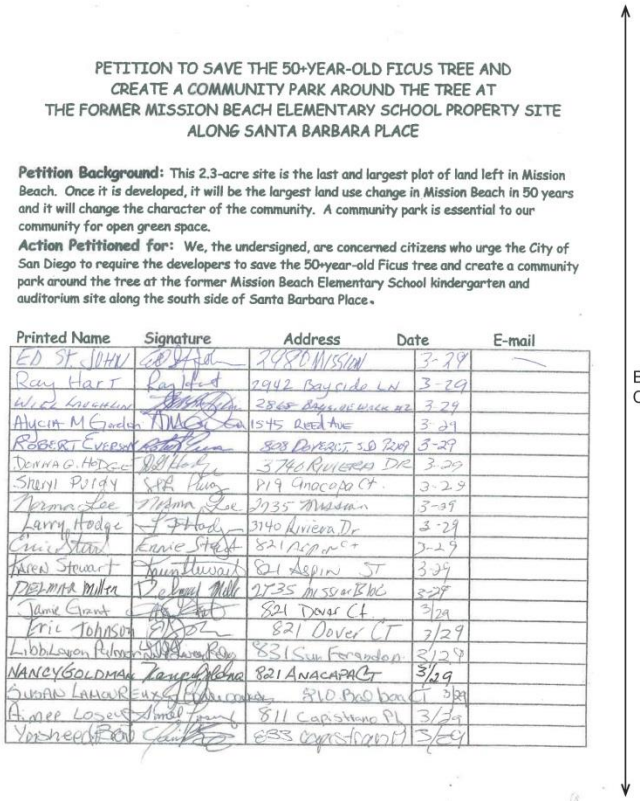

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Printed Name	Signature	Address	Date	E-mail
ED ST. JOHN		2980 MISSION	3-29	
Ray Hart		2942 Bayside LN	3-29	
[illegible]		[illegible]	3.29	
Alicia M Garden		1545 Reed Ave	3-29	
Robert Everett		808 Bayside SD 92109	3-29	
Donna G. Hodge		3740 Riviera Dr.	3-29	
Sheryl Pudy		819 Cinocopa Ct.	3-29	
Norma Lee		2735 Mission	3-29	
Larry Hodge		3140 Riviera Dr	3-29	
Ernie Stout		821 Aspin Ct	3-29	
Karen Stewart		821 Aspin ST	3-29	
Deborah Miller		2735 Mission Blvd	3-29	
Jamie Grant		821 Dover Ct.	3/29	
Eric Johnson		821 Dover CT	3/29	
Libby Layon Adams		831 San Fernando	3/29	
NANCY GOLDMAN		821 ANACAPA CT	3/29	
SUSAN LANIER		810 Bayside CT	3/29	
Aimee Losee		811 Capistrano Pl	3/29	
Yoshee Ford		833 Capistrano Pl	3/29	

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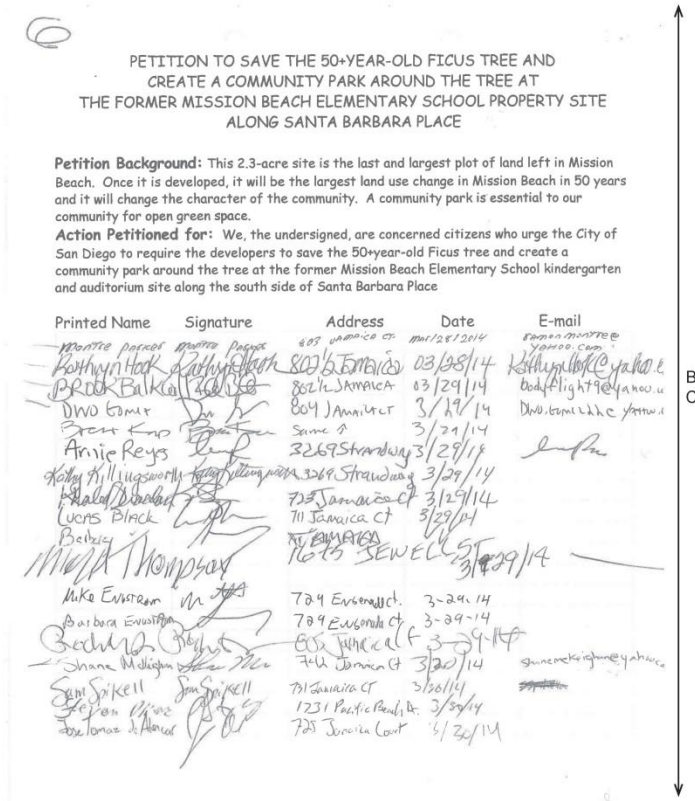

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Printed Name	Signature	Address	Date	E-mail
Monte Parker	Monte Parker	803 Jamaica Ct.	Mar/28/2014	ramonmonte@yahoo.com
Kathryn Hook	Kathryn Hook	803 Jamaica	03/28/14	Kathyhook@yahoo.c
Brook Balka	Brook Balka	804 Jamaica	03/29/14	bodyflight9@yahoo.u
Dwo Tomar	Dwo Tomar	864 Jamaica Ct	3/29/14	Dwo.tomar.the yahoo.c
Brent Knapp	Brent Knapp	Same ^	3/29/14	
Annie Reys	Annie Reys	3269 Strandway	3/29/14	
Kathy Hillingsworth	Kathy Hillingsworth	3269 Strandway	3/29/14	
Harold Bardach	Harold Bardach	735 Jamaica Ct	3/29/14	
Lucas Black	Lucas Black	711 Jamaica Ct	3/29/14	
Bethany Thompson	Bethany Thompson	1635 SEWELL ST	3/29/14	
Mike Enstrom	Mike Enstrom	709 Ensenada Ct.	3-29-14	
Barbara Enstrom	Barbara Enstrom	709 Ensenada Ct	3-29-14	
Brenda Reyes	Brenda Reyes	655 Jamaica Ct	3-29-14	
Shane Mulligan	Shane Mulligan	744 Jamaica Ct	3/30/14	shanemulligan@yahoo.com
Sam Spikell	Jim Spikell	731 Jamaica Ct	3/30/14	
Steven Mize	Steven Mize	1231 Pacific Beach Dr.	3/30/14	
Tom Tomaz	Tom Tomaz	725 Jamaica Court	6/2/14	

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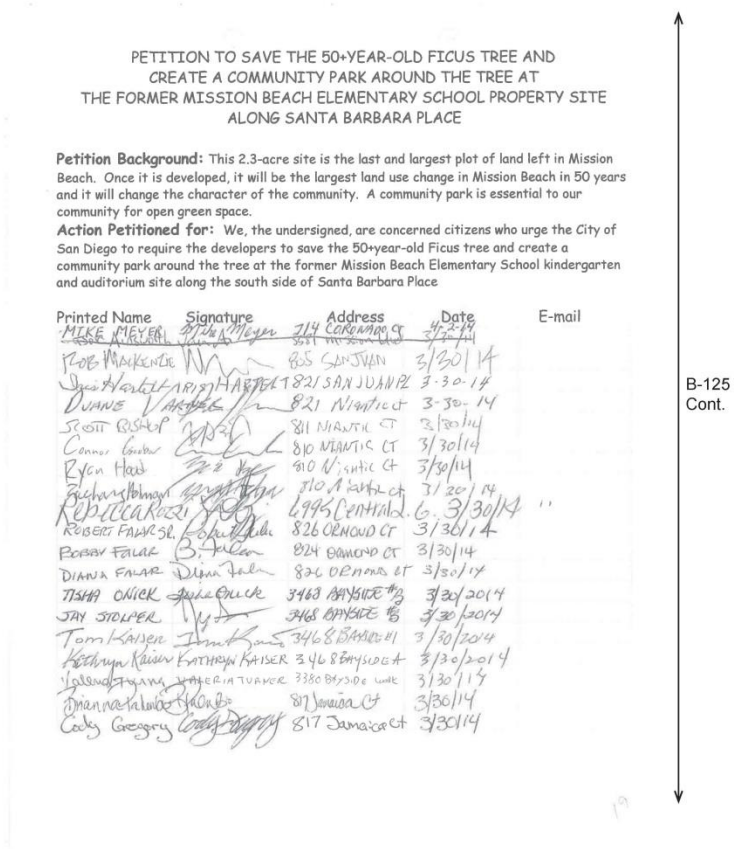

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Printed Name	Signature	Address	Date	E-mail
MIKE MEYER		714 CORONADO CT	4-2-14	
ROB MACKENZIE		805 SAN JUAN	3/30/14	
		1821 SAN JUAN PL	3-30-14	
DUANE		821 NIANTIC CT	3-30-14	
SCOTT BISHOP		811 NIANTIC CT	3/30/14	
Connor Gruber		810 NIANTIC CT	3/30/14	
Ryan Hood		810 Nantic Ct	3/30/14	
		710 A Santa Ct	3/30/14	
REBECCA ROSS		1995 Central Ct. 6	3/30/14	"
ROBERT FALAR SR.		826 ORMOND CT	3/30/14	
BOBBY FALAR		824 ORMOND CT	3/30/14	
DIANA FALAR		826 ORMOND CT	3/30/14	
TISHA ONICK		3468 BAYSIDE #3	3/30/2014	
JAY STOLPER		3468 BAYSIDE #5	3/30/2014	
Tom Kaiser		3468 BAYSIDE #1	3/30/2014	
Kathryn Kaiser	KATHRYN KAISER	3468 Bayside A	3/30/2014	
		3380 Bayside Walk	3/30/14	
		817 Jamaica Ct	3/30/14	
Cody Gregory		817 Jamaica Ct	3/30/14	

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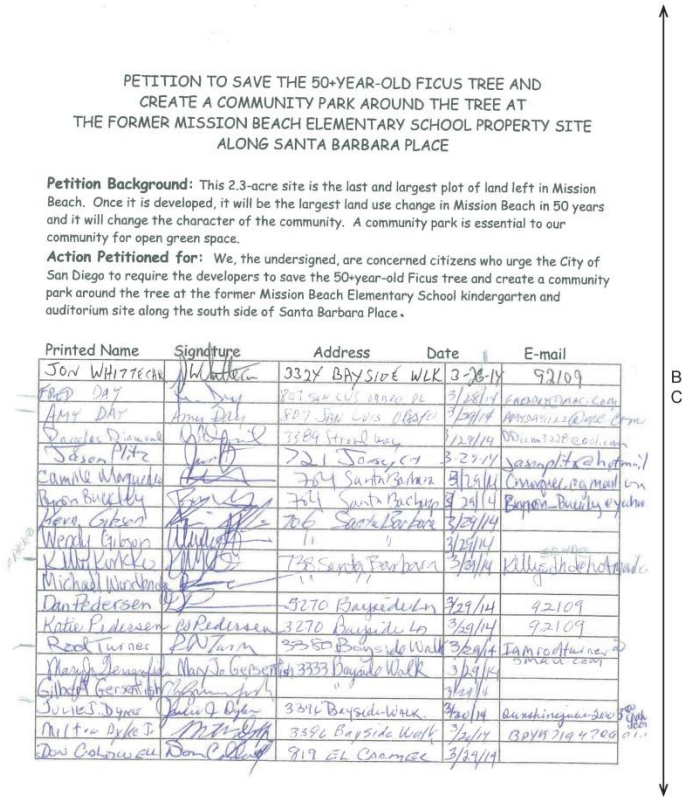

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Printed Name	Signature	Address	Date	E-mail
JON WHITTECAR		3324 BAYSIDE WLK	3-28-14	92109
FRED DAY		807 SAN LUIS OBISPO PL	3/28/14	FREDDAY1@AOL.COM
AMY DAY		807 San Luis Obispo Pl	3/29/14	AMYDAY122@AOL.COM
Sandra Diamond		3384 Strand Way	3/29/14	DDiamond228@cox.net
Jason Plitz		721 Jamacha Ct	3-29-14	jasonplitz@hotmail
Camille Marquez		704 Santa Barbara	3/29/14	Cmarquez.sdsu@gmail.com
Byron Buckley		704 Santa Barbara	3/29/14	Byron_Buckley@yahoo
Vera Gibson		706 Santa Barbara	3/29/14	
Wendy Gibson		" "	3/29/14	
Kelly Kukkola		728 Santa Barbara	3/29/14	Kellyj.thdeltaA@gmail.com
Michael Wardrop		" "		
Dan Pedersen		3270 Bayside Ln	3/29/14	92109
Katie Pedersen		3270 Bayside Ln	3/29/14	92109
Rod Turner		3350 Bayside Walk	3/29/14	Iamrodturner@gmail.com
Sharyn Sengstock		3333 Bayside Walk	3/29/14	
Gilbert Gerstman		" "	3/29/14	
Julies Dyke		3396 Bayside Walk	3/29/14	Sunshinegun2000@yahoo.com
Milton Dyke Jr.		3396 Bayside Walk	3/29/14	BPYM7194700
Don Colbourn		819 El Cazadero	3/29/14	

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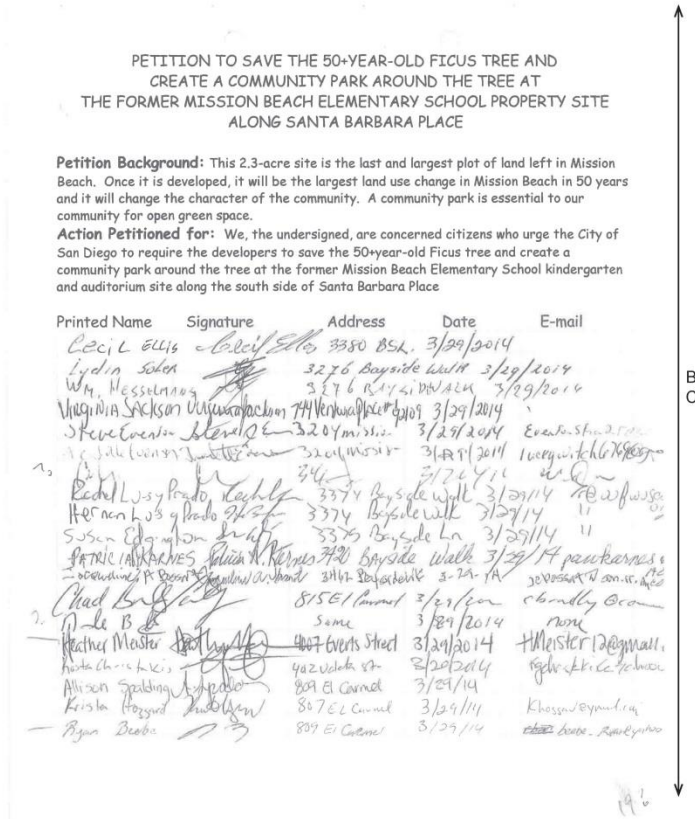

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Printed Name	Signature	Address	Date	E-mail
Cecil Ellis	Cecil Ellis	3380 Bayside Walk	3/29/2014	
Jydin Soken		3276 Bayside Walk	3/29/2014	
Wm. Wesselmann		3276 BAYSIDE WALK	3/29/2014	
Virginia Jackson	Virginia Jackson	744 Ventura Place #309	3/29/2014	
Steve Evenson		3204 Mission	3/29/2014	
		3204 Mission	3/29/2014	
		34	3/29/14	
Rachel Lusy Prado		3374 Bayside Walk	3/29/14	
Hernan Lusy Prado		3374 Bayside Walk	3/29/14	
Susan Edgington		3375 Bayside Ln	3/29/14	
Patricia Karnes	Patricia W. Karnes	3420 Bayside Walk	3/29/14	
		3462 Bayside Walk	3-29-14	
Chad		8156 Carmel	3/29/14	
	Same		3/29/2014	none
Heather Meister		4007 Everts Street	3/29/2014	HMeister12@gmail.
		4021 Victoria St	3/29/2014	
Allison Spalding		809 El Carmel	3/29/14	
Krista Hazzard		807 El Carmel	3/29/14	
Ryan Beebe		809 El Carmel	3/29/14	

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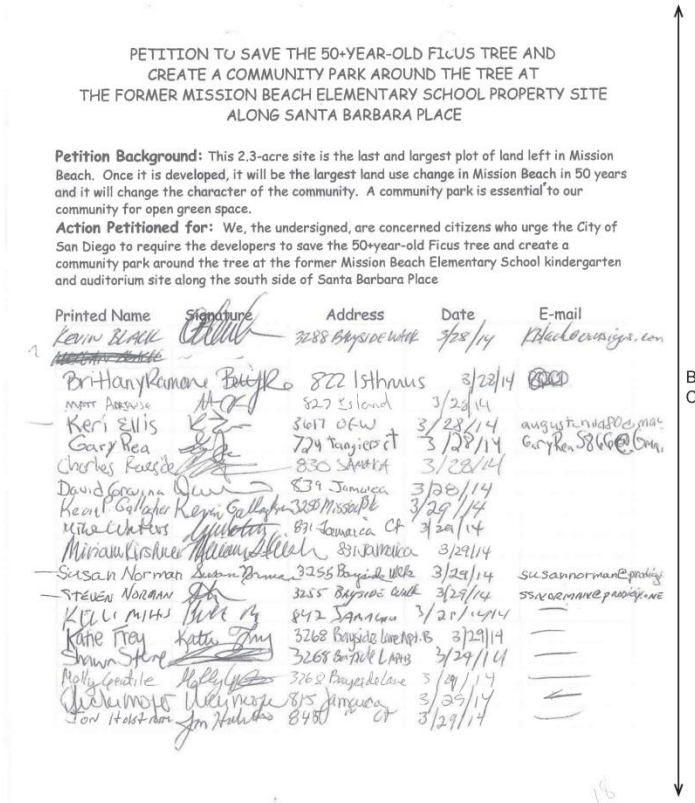

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Printed Name	Signature	Address	Date	E-mail
Kevin BLACK		3288 BAYSIDE WALK	3/28/14	
[illegible]				
BrittanyRamone		822 Isthmus	3/28/14	
MATT ANDERSON		827 Island	3/28/14	
Keri Ellis		3617 OFW	3/28/14	
Gary Rea		724 Tangier Ct	3/28/14	
Charles Fuerste		830 SAMOA	3/28/14	
David Corayna		839 Jamaica	3/28/14	
Kevin Gallagher	Kevin Gallagher	3258 Mission Pl	3/29/14	
Mike Chelos		871 Jamaica Ct	3/29/14	
Miriam Kirshner		831 Jamaica	3/29/14	
Susan Norman		3255 Bayside Walk	3/29/14	
STEVEN NORMAN		3255 BAYSIDE WALK	3/29/14	
KELLI MILLS		842 SAMOA	3/29/14	
Katie Frey		3268 Bayside Walk #B	3/29/14	
Shawn Stone		3268 Bayside Walk	3/29/14	
Molly Costello		3268 Bayside Walk	3/29/14	
[illegible]		875 Jamaica	3/29/14	
Jon Holstrom		840 Ct	3/29/14	

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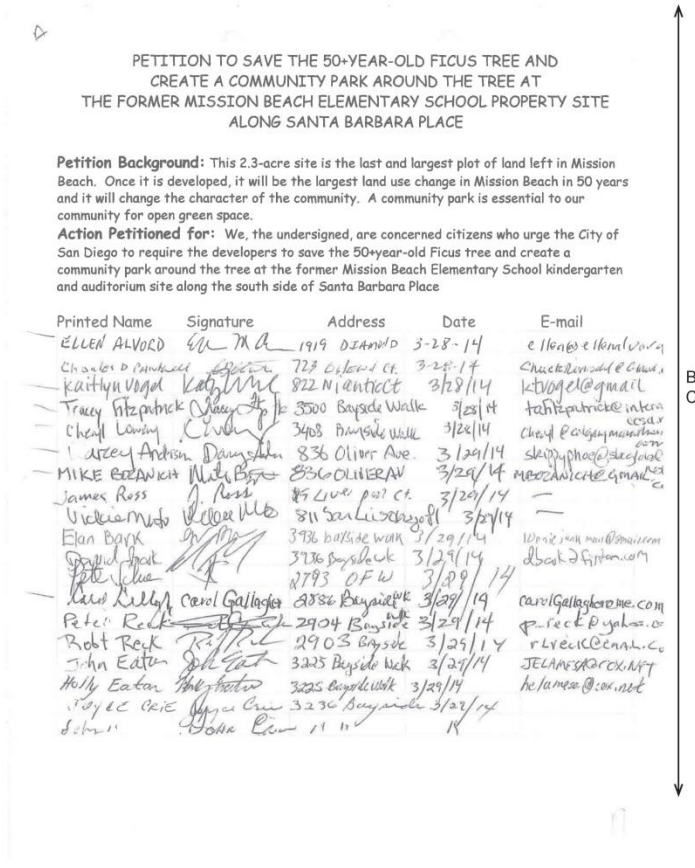

PETITION TO SAVE THE 50+YEAR-OLD FICUS TREE AND
CREATE A COMMUNITY PARK AROUND THE TREE AT
THE FORMER MISSION BEACH ELEMENTARY SCHOOL PROPERTY SITE
ALONG SANTA BARBARA PLACE

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Printed Name	Signature	Address	Date	E-mail
ELLEN ALVORD		1919 DIAMOND	3-28-14	
Charles D Pinkerton		723 Ostend Ct.	3-28-14	
Kaitlyn Vogel		822 Nantucket	3/28/14	ktvogel@gmail
Tracy Fitzpatrick		3500 Bayside Walk	3/28/14	tafitzpatrick@interca
Cheryl Lowry		3408 Bayside Walk	3/28/14	
Lurrey Andrus		836 Oliver Ave.	3/29/14	
MIKE BRANNICK		836 OLIVER AV	3/29/14	
James Ross		85 Live Oak Ct.	3/29/14	—
Victoria Mata		811 San Luis Rey Pl	3/29/14	—
Elan Bayk		3936 bayside walk	3/29/14	
		3736 Bayside Walk	3/29/14	
		2793 OFW	3/29/14	
Carol Gallagher		3832 Bayside Walk	3/29/14	carolGallagherme.com
Peter Reck		2904 Bayside Walk	3/29/14	
Robt Reck		2903 Bayside	3/29/14	
John Eaton		3225 Bayside Walk	3/29/14	
Holly Eaton		3225 Bayside Walk	3/29/14	
Joyce Crie		3230 Bayside	3/29/14	

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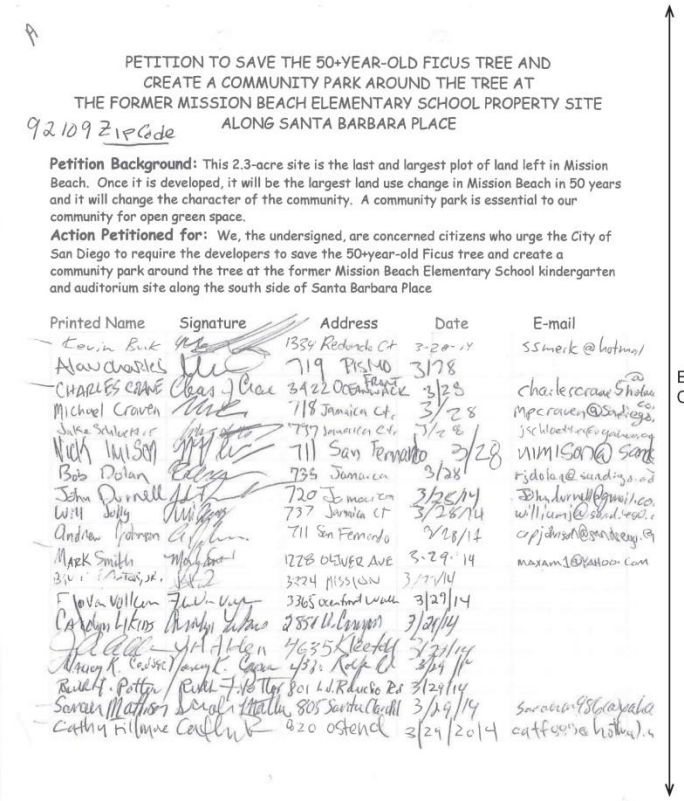

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92109 ZIP Code

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Printed Name	Signature	Address	Date	E-mail
Kevin Burk		1334 Redondo Ct	3-28-14	SSmerk@hotmail
Alan Charles		719 Pismo	3/28	
CHARLES CRANE	Chas J Crane	3422 Ocean Front Walk	3/28	charlescrane@hotmail.com
Michael Craven		718 Jamaica Ct.	3/28	mpcraven@sandiego.gov
Jake Schlechter		737 Jamaica Ct.	3/28	jschlechter@projectmanagement.com
NICK IMISON		711 San Fernando	3/28	nimison@sandiego.gov
Bob Dolan		735 Jamaica	3/28	rjdolan@sandiego.edu
John Durrell		720 Jamaica	3/28/14	JDurrell@gmail.com
Will Jolly		737 Jamaica Ct	3/28/14	williamj@sbcglobal.net
Andrew Johnson		711 San Fernando	3/28/14	cpjohnson@sandiego.gov
Mark Smith		1778 Oliver Ave	3-29-14	maxam1@yahoo.com
Bill Peters, Jr.		3224 Mission	3/29/14	
Flavia Willcox		3365 Ocean Front Walk	3/29/14	
Carolyn Likins		2554 W. Canyon	3/29/14	
[illegible]		4635 Cherry	3/29/14	
Nancy K. Cashin		4931 Rockhill	3/29/14	
Russell Potter		801 La Playa Ave	3/29/14	
Sarah Mathias		805 Santa Clara Ct	3/29/14	sarahmathias@sbcglobal.net
Cathy Fillmore		820 Ostend	3/29/2014	cathfillmore@hotmail.com

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Printed Name	Signature	Address	Date	E-mail
ESTELLA MENDES	Estella Mendes	3357 Bayside Walk	3/27/14	emendes@
MARGE KENNEDY	Marge Kennedy	2876 " "	"	MKENNEDY005@
Gudrun Christner	Gudrun Christner	829 Jamaica ct	3/27/14	achristnerassoc.com
DIANE CASTELLO	Diane Castello	3334 Bayside Walk	3/27/14	MACASTELLO@Yahoo.c
Chris Castello	Chris Castello	3334 Bayside Walk	3/27/14	Castello32@hotmail.
MICHAEL MCGUIRE	Michael McGuire	3334 BAYSIDE WK	3/27/14	MACASTELLO@yahoo.co
Shafer Bark	[illegible]	3936 Bayside Walk	3-27-14	barkshafer@gmail.com
Cosmo Sparshatt	[illegible]	819 Lido Court	3-27-14	cosmospar@gmail.com
India Sparshatt	[illegible]	819 Lido Court	3/27/14	ind.aspar@gmail.com
JEAH BARK	[illegible]	3430 Bayside Walk	3/27/14	
JACOB SHAW	[illegible]	5314 Pendleton st	3-28-14	JSINC_00@yahoo.co
Jay Cale	[illegible]	3226 BAYSIDE LN	3/28/14	Jaymprime@live.com
VINAT SINGH	[illegible]	734 Jamaica Ct	3/28/14	Vssingh07@gmail.co
[illegible]				
CONNOR HALEY	[illegible]	3333 BAYSIDE WALK	3/28/14	chhaley2@cox.net
Sophia Volpe	[illegible]	837 Jamaica Ct	3/28/14	scorpiensofie@yahoo.c
Cecile Santin	[illegible]	3740 Sandy ct.	3/28/14	cecilelaurence@gmail.com
JOSHUA SWAIM	[illegible]	3333 BAYSIDE WALK #5	3/28/14	SWAIMJA@GMAIL.com
Andrea Nguyen	[illegible]	same ↑	3/28/14	anakalia.nguyen@

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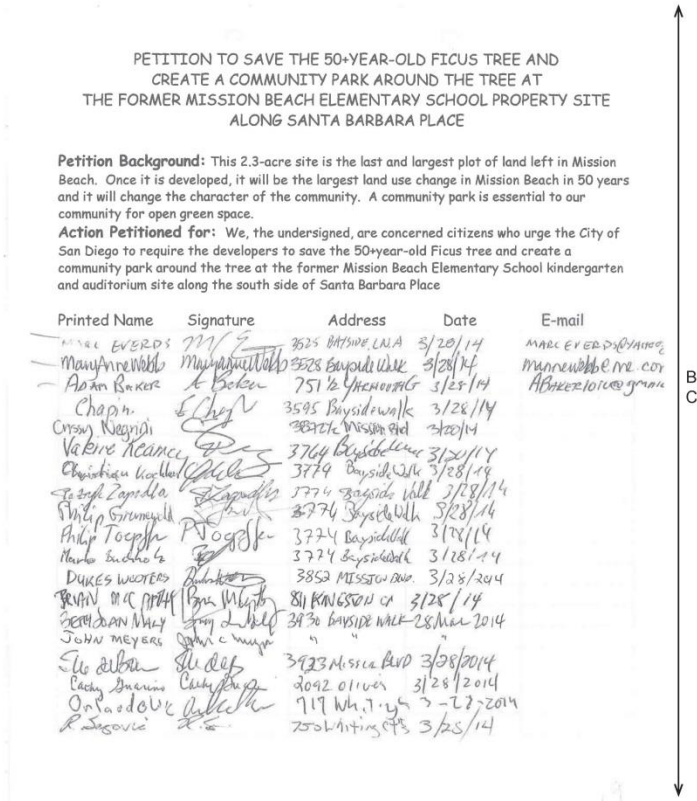

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Printed Name	Signature	Address	Date	E-mail
MARC EVERDS		3525 BAYSIDE LN A	3/20/14	MARCEVERDS@YAHOO.C
MaryAnne Webb		3528 Bayside Walk	3/28/14	marnewebb@me.com
Adam Baker		751 ½ Yarmouth Ct	3/28/14	ABaker101@gmail.com
Chapin.		3595 Bayside Walk	3/28/14	
Crissy Negrini		3837 E. Mission Bld	3/20/14	
Vakire Reance		3769 Bayside Lane	3/27/14	
Christian Wagner		3779 Bayside Walk	3/28/14	
Angel Zapata		3774 Bayside Walk	3/28/14	
Philip Greenwald		3774 Bayside Walk	3/28/14	
Andy Toepfer		3774 Bayside Walk	3/28/14	
Marko Buchholz		3774 Bayside Walk	3/28/14	
DUKES WOOTERS		3852 MISSION BLVD.	3/28/2014	
BRIAN [illegible]		811 KINGSTON CT	3/28/14	
BERNADAN MALY		3836 BAYSIDE WALK	28/Mar 2014	
JOHN MEYERS		" " "		
[illegible]		3933 Mission Blvd	3/28/2014	
Cathy Guerrero		2092 Olivet	3/28/2014	
On Parade LLC		719 Whiting Ct	3-28-2014	
R Segovia		2510 Whiting Ct	3/28/14	

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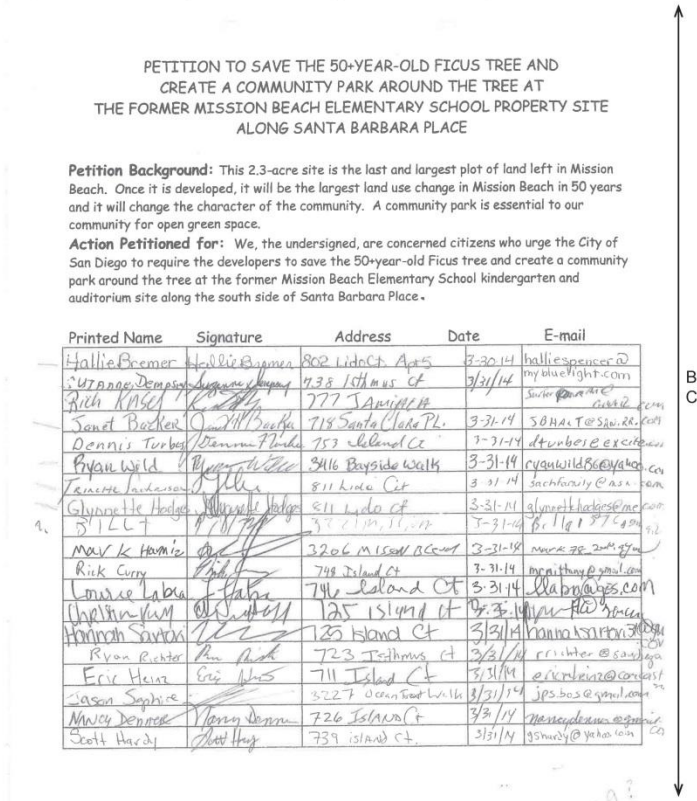

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Printed Name	Signature	Address	Date	E-mail
HallieBremer	HallieBremer	802 LidoCt. Apt5	3-30-14	halliespencer@
[illegible]	[illegible]	938 16thMws Ct	3/31/14	mybluelight.com
Rith KASEL	[illegible]	777 JAMAICA		
Janet Bozker	[illegible]	718 Santa Clara PL.	3-31-14	SBHALT@SBC.GLOBAL.NET
Dennis Turbet	[illegible]	753 Island Ct	3-31-14	dturbo1@excite.com
Ryan Wild	[illegible]	3416 Bayside Walk	3-31-14	ryanwildBC@yahoo.com
Jeanette Jackerson	[illegible]	811 Lido Ct	3-31-14	sachfamily@aol.com
Glynnette Hodges	[illegible]	811 Lido Ct	3-31-14	glynnetthodges@me.com
9. JILL T	[illegible]	[illegible]	3-31-14	[illegible]
Mark K Hamis	[illegible]	3206 Mission BCCt	3-31-14	[illegible]
Rick Curry	[illegible]	748 Island Ct	3-31-14	mrgaithway@gmail.com
Louise Labra	[illegible]	746 Island Ct	3-31-14	llabra@cox.com
[illegible]	[illegible]	735 Island Ct	3-31-14	[illegible]
Hannah Saxton	[illegible]	735 Island Ct	3/31/14	hannahsaxton3@gmail.com
Ryan Richter	[illegible]	723 Isthmus Ct	3/31/14	rrichter@sandiego.edu
Eric Heinz	[illegible]	711 Island Ct	3/31/14	ericmheinz@comcast.net
Jason Saphire	[illegible]	3227 Ocean Front Walk	3/31/14	jps.bos@gmail.com
NANCY DENNER	[illegible]	726 ISLAND Ct	3/31/14	nancydenner@gmail.com
Scott Hardy	[illegible]	739 ISLAND Ct.	3/31/14	gshardy@yahoo.com

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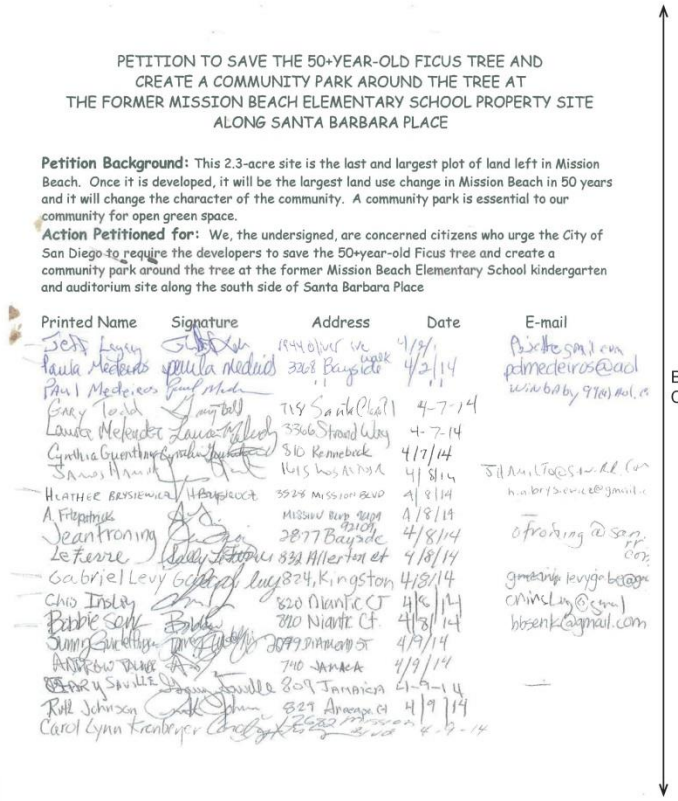

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Printed Name	Signature	Address	Date	E-mail
Jeff Leyen		1944 Oliver Ct	4/8/	
Paula Medeiros		3268 Bayside Walk	4/2/14	pdmedeiros@aol
Paul Medeiros				wimbaby97@hotmail.com
Gary Todd		715 Santa Clara Pl	4-7-14	
Laura Melendez		3306 Strand Way	4-7-14	
Cynthia Guenther		510 Kennebec	4/7/14	
Jason Mann		1615 Missouri	4/8/14	
Heather Brysenca		3525 Mission Blvd	4/8/14	
A Fitzpatrick		Mission Blvd #929	4/8/14	
Jean Froning		2877 Bayside Walk	4/8/14	
Le Ferre		832 Allerton ct	4/8/14	
Gabriel Levy		824, Kingston	4/8/14	
Chris Insley		820 Niantic CT	4/8/14	
Bobbie Sork		810 Niantic Ct	4/8/14	
Sunny Gwathney		3099 Mission Blvd	4/9/14	
Andrew Dunz		740 Jamaica	4/9/14	
Robert Saville		809 Jamaica	4-9-14	
Ruth Johnson		829 Arroyo Ct	4/9/14	
Carol Lynn Kienberger		3220 Mission Blvd	4-12-14	

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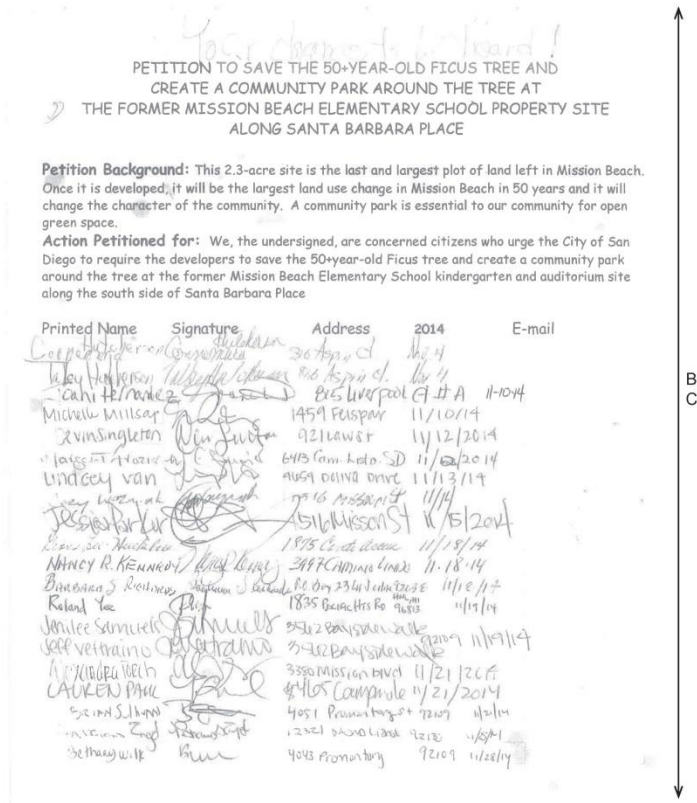

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Printed Name	Signature	Address	2014	E-mail
Michelle Millsap		1459 Felspar	11/10/14	
Lindsey van		4059 DELNO DRIVE	11/13/14	
Nancy R. Kennedy		3497 Caminito Limon	11.18.14	
Roland Lee		1835 Bacchus Rd	11/19/14	
Lauren Pahl		3350 Mission Blvd #465 Campsite	11/21/2014	

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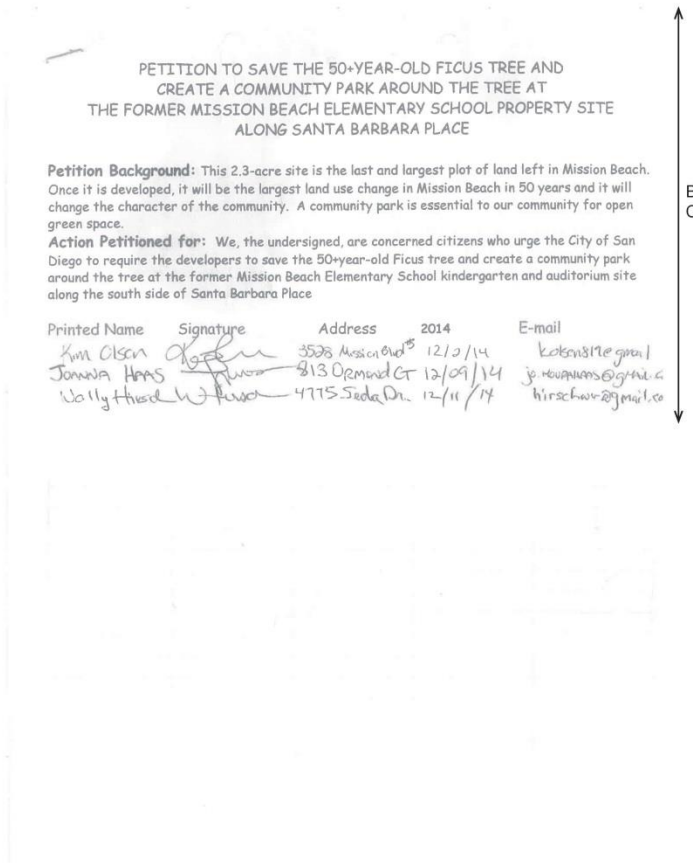

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Printed Name	Signature	Address	2014	E-mail
Kim Olsen		3598 Mission Blvd #5	12/2/14	kolsen81@gmail
JOANNA HAAS		813 Ormond CT	12/09/14	jo.HAASMASS@gmail.c
Wally Hirsch		4775 Seda Dr.	12/11/14	hirschwa@gmail.co

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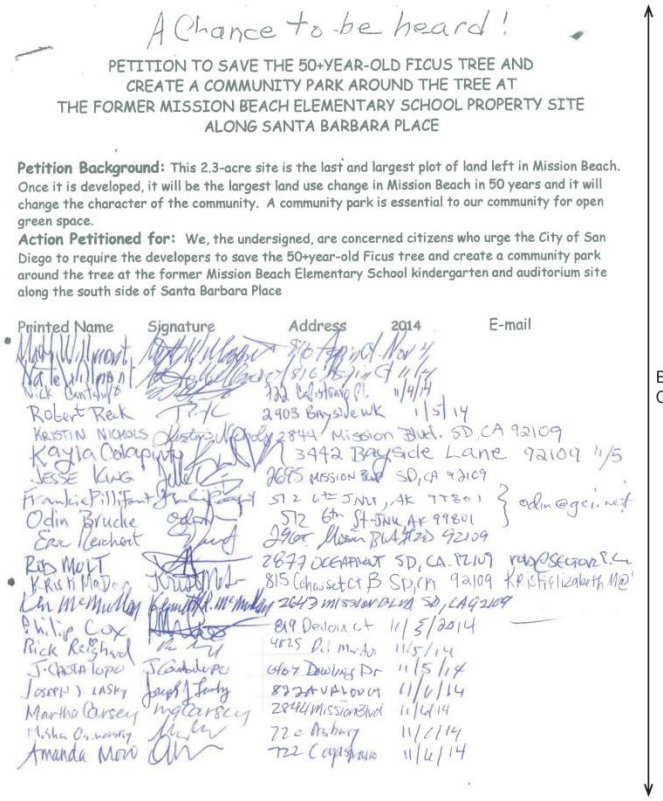

A Chance to be heard!

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Printed Name	Signature	Address	2014	E-mail
Robert Reck		2403 Bayside Wk	11/5/14	
KRISTIN NICHOLS		2844 Mission Blvd. SD, CA 92109		
Kayla Colapinto		3442 Bayside Lane 92109	11/5	
JESSE KING		2695 MISSION BLVD SD, CA 92109		
Frankie Pillifant		512 6th St JNU, AK 99801		odin@gci.net
Odin Brucke		512 6th St JNU AK 99801		
Eva Neichert		2960 Mission Blvd 92109		
RED MELT		2677 OCEANFRONT SD, CA. 92109		
KRISTI MacDonald		815 Chalcedon B SD, CA 92109		KRistiElizabeth MD
Kevin McMurray		2643 MISSION BLVD SD, CA 92109		
Philip Cox		819 Devon ct	11/5/2014	
Rick Reichard		4825 Del Mar Ave	11/5/14	
J. Castalupo		4607 Dawson Dr	11/5/14	
Joseph J Lasky		8923 Avalon Ct	11/6/14	
Martha Carsey		2844 Mission Blvd	11/6/14	
Misha Ostrovsky		722 Archbury	11/6/14	
Amanda Mori		722 Capistrano	11/6/14	

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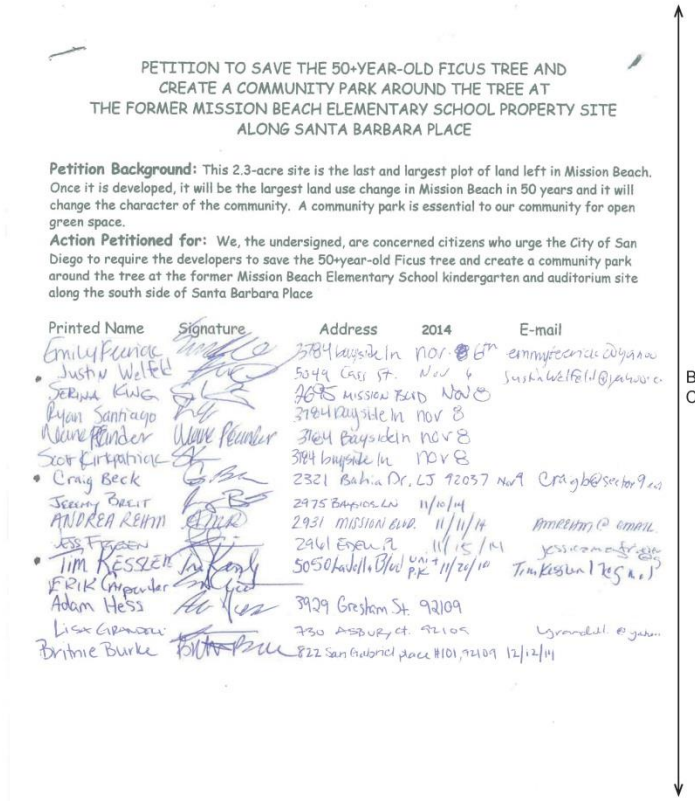

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Printed Name	Signature	Address	2014	E-mail
Emily Pearce		3784 Bayside In	Nov 6th	emmypearce2@yahoo
• Justin Welfel		5349 Cass St.	Nov 4	Justin.welfel1@yahoo.c
Serina King		2695 Mission Blvd	Nov 8	
Ryan Santiago		3784 Bayside In	Nov 8	
Diane Pounder	Diane Pounder	3784 Bayside In	Nov 8	
Scot Kirkpatrick		3784 bayside In	Nov 8	
• Craig Beck		2321 Bahia Dr. LJ 92037	Nov 9	Craigb@sectors9.com
Jeremy Brelit		2975 Bayside Ln	11/10/14	
Andrea Rehm		2931 Mission Blvd.	11/11/14	Amrehm@gmail
Jess Fagen		2961 Essex St	11/15/14	jessicamaefagen
• Tim Kessler		5050 Kendall Blvd Unit PK	11/20/14	Tim.Kessler1765@
Erik Carpenter				
Adam Hess		3929 Gresham St. 92109		
Lisa Grandell		730 Asbury ct. 92109		Lgrandell@yaho...
Britnie Burke		822 San Gabriel place #101, 92109	12/12/14	

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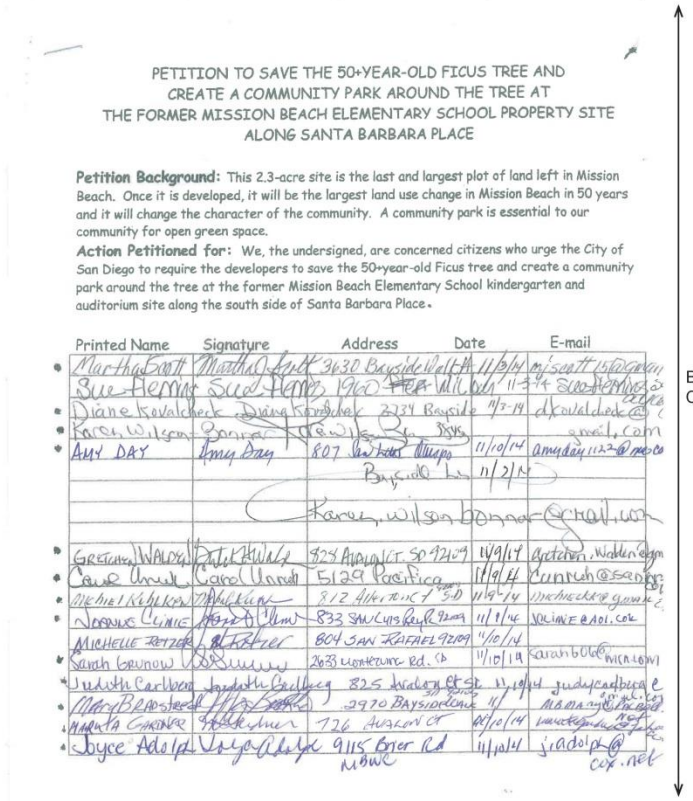

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Printed Name	Signature	Address	Date	E-mail
Martha Ecott	Martha Ecott	3630 Bayside Walk #A	11/3/14	mjscott15@cox.net
Sue Herring	Sue Herring	1960 Pacific Mission Bch	11-3-14	SueHerring@cox.net
Diane Kovalcheck	Diane Kovalcheck	3734 Bayside	11-7-14	dkovalcheck@
Karen Wilson	Karen Wilson	[illegible]		gmail.com
AMY DAY	Amy Day	807 [illegible] Bayside Walk	11/10/14	amyday1122@
			11/2/14	
		Karen.wilson		@gmail.com
GRETCHEN WALDEN	[illegible]	829 Ampudia Ct SD 92109	11/9/14	gretchen.walden@
Carol Unruh	Carol Unruh	5129 Pacifica	11/9/14	Cunruh@sandi
MICHAEL KELLEHER	[illegible]	812 Alvarado Ct SD	11/9-14	MKelleher@
JOANNE CLINIC	[illegible]	833 San Luis Rey 92109	11/9/14	JOCLINE@AOL.COM
MICHELLE REITZER	[illegible]	804 SAN RAFAEL 92109	11/10/14	
Sarah Grunow	[illegible]	2633 Montezuma Rd. SD	11/10/14	sarahbug@mchsi.com
Judith Carlberg	Judith Carlberg	825 Diadem Ct SD	11/10/14	judycadberg@
MARY BRADSTREET	[illegible]	2970 Bayside Walk #C	11/10/14	MARY@[illegible]
MARITA GARDNER	[illegible]	726 AVALON CT	11/10/14	[illegible]
Joyce Adolph	Joyce Adolph	9115 Briar Rd MBWR	11/10/14	jradolph@cox.net

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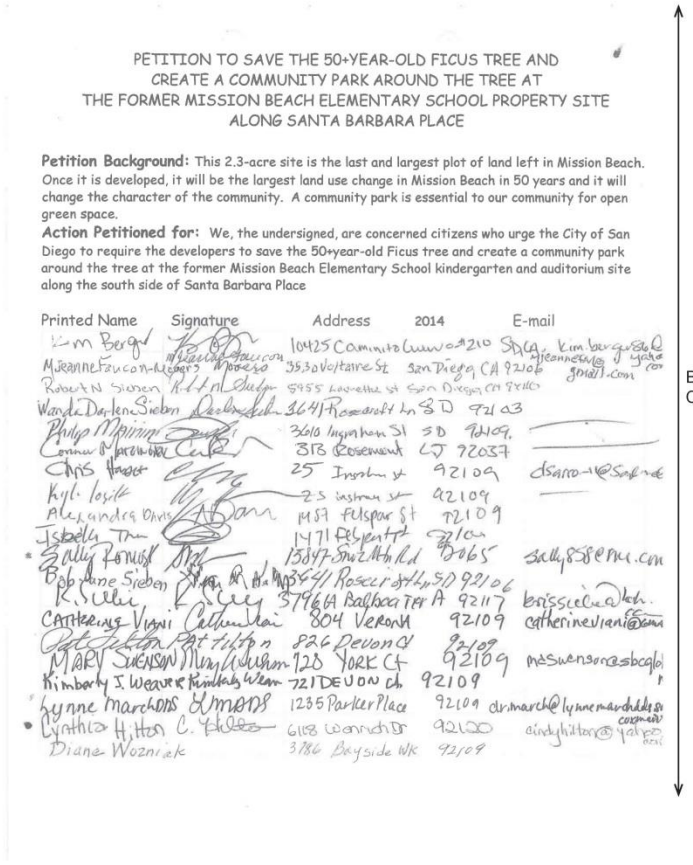

PETITION TO SAVE THE 50+YEAR-OLD FICUS TREE AND
CREATE A COMMUNITY PARK AROUND THE TREE AT
THE FORMER MISSION BEACH ELEMENTARY SCHOOL PROPERTY SITE
ALONG SANTA BARBARA PLACE

Petition Background: This 2.3-acre site is the last and largest plot of land left in Mission Beach. Once it is developed, it will be the largest land use change in Mission Beach in 50 years and it will change the character of the community. A community park is essential to our community for open green space.

Action Petitioned for: We, the undersigned, are concerned citizens who urge the City of San Diego to require the developers to save the 50+year-old Ficus tree and create a community park around the tree at the former Mission Beach Elementary School kindergarten and auditorium site along the south side of Santa Barbara Place

Printed Name	Signature	Address	2014	E-mail
Kim Berger		10425 Caminito Cuervo #210	SD,CA	kimbergerSD@yahoo.com
MJeanne Faucon-Meyers		3530 Voltaire St	San Diego, CA 92106	mjeannefaucon@gmail.com
Robert N Siebert		5955 Lowell St	San Diego CA 92110	
Wanda Darlene Siebert		3641 Rosecroft Ln	SD 92123	
Philip Mamm		3610 Ingraham St	SD 92109	
Connie Marcantel		318 Rosemont	LJ 92037	
Chris Hager		25 Ingraham St	92109	dsarro-k@Sanford
Kyli Iosik		25 Ingraham St	92109	
Alexandra Davis		1857 Feldspar St	92109	
Isabella Tran		1471 Felspar St	92109	
Sally Romish		13847 Swallowtail Rd	92065	Sally85@cox.com
Bobbiane Sieben		3641 Rosecroft Ln, SD	92106	
K Sellei		3796 A Balboa Terr A	92117	brissclee@aol.com
Catherine Vigni		804 Verona	92109	catherinevigni@sbcglobal.net
Pat Tilton		826 Devon Ct	92109	
MARY SWENSON		720 York Ct	92109	maswenson@sbcglobal.net
Kimberly J. Weaver		721 Devon Ct	92109	
Lynne Marchors		1235 Parker Place	92109	dr.march@lynnemarchdds.com
Cynthia Hilton		6118 Wonnich Dr	92120	cindyhilton@yahoo.com
Diane Wozniak		3786 Bayside Wk	92109	

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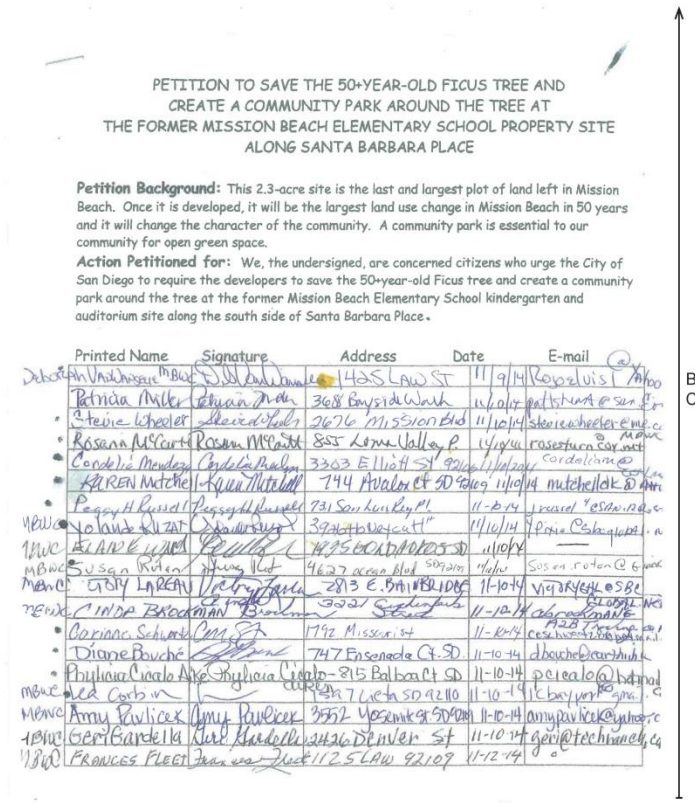

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Printed Name	Signature	Address	Date	E-mail
Ann VanDivier		1435 LAWST	11/9/14	RoseLuis1
Patricia Miller		3608 Bayside Walk	11/9/14	
Steve Wheeler		2676 Mission Blvd	11/10/14	
Rosann McCarthy		855 Loma Valley P.	11/9/14	
Cordelia Mendez		3303 Elliott St	11/10/14	
KAREN Mitchell		744 Avalon Ct SD 92109	11/10/14	
Peggy H Russell		731 San Luis Rey Pl	11-10-14	
Yolanda Kuzat		3944 Delfcott	11/10/14	
ELIANE [illegible]		1425 COLUMBIA SD	11/10/14	
Susan Ruten		4627 Ocean Blvd SD 92109	11/10/14	
CINDY LAREAU		2813 E. BAYRIDGE	11-10-14	
CINDE BROCKMAN		3227	11-10-14	
Carianne Schwartz		1792 Missouri St	11-10-14	
Diane Bouché		747 Ensenada Ct. SD	11-10-14	
Phyllisia Cicalo		815 Balboa Ct SD	11-10-14	
Lea Curtis		3917 Lieth SD 92110	11-10-14	
Amy Pavlicek		3552 Yosemite St SD 92109	11-10-14	
Geri Gardella		2436 Denver St	11-10-14	
FRANCES FLEET		1125 LAW 92109	11-12-14	

B-125
Cont.

B-126 Refer to responses to comments B-56, B-94, and B-95. This comment does not raise an environmental issue pertaining to the MEIR.

Senate Bill 743 (Steinberg, 2013)

Excerpt of Public Resources Code § 21099

(b) (1) The Office of Planning and Research shall prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the guidelines adopted pursuant to Section 21083 establishing criteria ***for determining the significance of transportation impacts*** *of projects within transit priority areas. Those criteria shall* ***promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses****. In developing the criteria, the office shall recommend potential metrics to measure transportation impacts that* ***may include, but are not limited to, vehicle miles traveled****, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. The office may also establish criteria for models used to analyze transportation impacts to ensure the models are accurate, reliable, and consistent with the intent of this section.*

(2) Upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, ***automobile delay****, as described solely by level of service or similar measures of vehicular capacity or traffic congestion* ***shall not be considered a significant impact on the environment*** *pursuant to this division, except in locations specifically identified in the guidelines, if any.*

(3) This subdivision does not relieve a public agency of the requirement to analyze a project's potentially significant transportation impacts related to air quality, noise, safety, or any other impact associated with transportation. The methodology established by these guidelines shall not create a presumption that a project will not result in significant impacts related to air quality, noise, safety, or any other impact associated with transportation. Notwithstanding the foregoing, the adequacy of parking for a project shall not support a finding of significance pursuant to this section.

(4) This subdivision ***does not preclude the application of local general plan policies, zoning codes, conditions of approval, thresholds, or any other planning requirements*** *pursuant to the police power or any other authority.*

(5) ***On or before July 1, 2014****, the Office of Planning and Research shall circulate* ***a draft*** *revision prepared pursuant to paragraph (1).*

(c) (1) The Office of Planning and Research ***may adopt guidelines*** *pursuant to Section 21083* ***establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas****. The alternative metrics may include the retention of traffic levels of service, where appropriate and as determined by the office.*

(2) This subdivision shall not affect the standard of review that would apply to the new guidelines adopted pursuant to this section.

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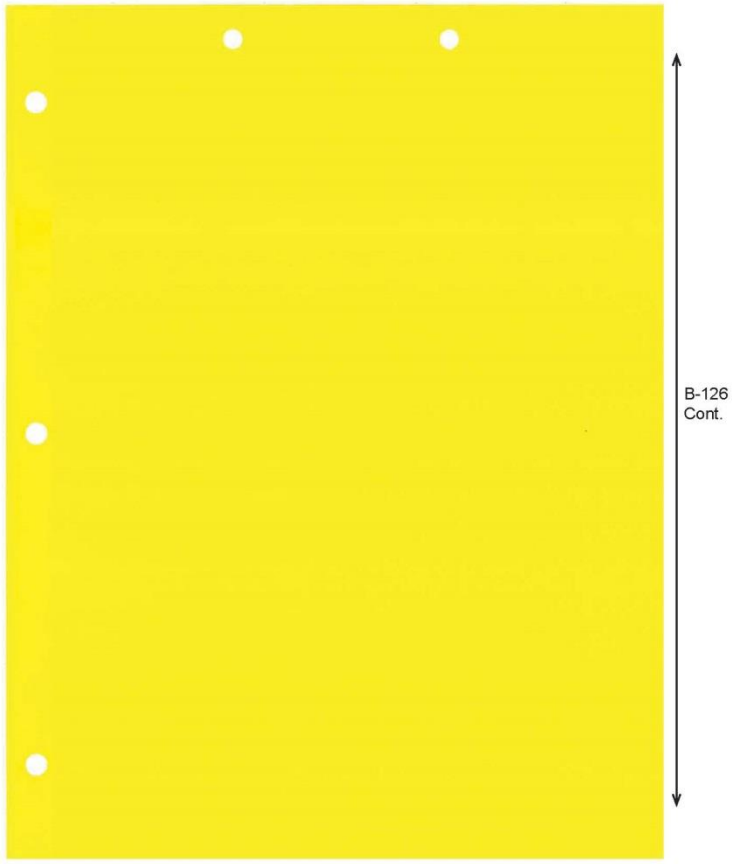
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ATTACHMENT A – HEALTH PUBLICATIONS

a. Residential traffic exposure and childhood leukemia: a systematic review and meta-analysis. Boothe VL1, Boehmer TK2, Wendel AM3, Yip FY2. Published by American Journal of Preventive Medicine on behalf of American Journal of Preventive Medicine.

CONTEXT:
Exposure to elevated concentrations of traffic-related air pollutants in the near-road environment is associated with numerous adverse human health effects, including childhood cancer, which has been increasing since 1975. Results of individual epidemiologic studies have been inconsistent. Therefore, a meta-analysis was performed to examine the association between residential traffic exposure and childhood cancer.

EVIDENCE ACQUISITION:
Studies published between January 1980 and July 2011 were retrieved from a systematic search of 18 bibliographic databases. Nine studies meeting the inclusion criteria were identified. Weighted summary ORs were calculated using a random effects model for outcomes with four or more studies. Subgroup and sensitivity analyses were performed.

EVIDENCE SYNTHESIS:
Childhood leukemia was positively associated (summary OR=1.53, 95% CI=1.12, 2.10) with residential traffic exposure among seven studies using a postnatal exposure window (e.g., childhood period or diagnosis address) and there was no association (summary OR=0.92, 95% CI=0.78, 1.09) among four studies using a prenatal exposure window (e.g., pregnancy period or birth address). There were too few studies to analyze other childhood cancer outcomes.

CONCLUSIONS:
Current evidence suggests that childhood leukemia is associated with residential traffic exposure during the postnatal period, but not during the prenatal period. Additional well-designed epidemiologic studies that use complete residential history to estimate traffic exposure, examine leukemia subtypes, and control for potential confounding factors are needed to confirm these findings. As many people reside near busy roads, especially in urban areas, precautionary public health messages and interventions designed to reduce population exposure to traffic might be warranted.

b. **Examining associations between childhood asthma and traffic flow using a geographic information system**.
P English, R Neutra, R Scalf, M Sullivan, L Waller, and L Zhu

ABSTRACT
Using geographic information systems (GIS) and routinely collected data, we explored whether childhood residence near busy roads was associated with asthma in a low-income population in San Diego County, California. We examined the locations of residences of 5,996 children [less than/equal to] 14 years of age who were diagnosed with asthma in 1993 and compared them to a random control series of non-respiratory diagnoses (n = 2,284). Locations of the children's residences were linked to traffic count data at streets within 550 ft. We also examined the number of medical care visits in 1993 for children with asthma to determine if the number of visits was

B-126
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related to traffic flow. Analysis of the distribution of cases and controls by quintiles and by the 90th, 95th, and 99th percentiles of traffic flow at the highest traffic street, nearest street, and total of all streets within a 550-ft buffer region did not show any significantly elevated odds ratios. However, among cases, those residing near high traffic flows (measured at the nearest street) were more likely than those residing near lower traffic flows to have two or more medical care visits for asthma than to have only one visit for asthma during the year. The results of this exploratory study suggest that higher traffic flows may be related to an increase in repeated medical visits for asthmatic children. Repeated exposure to particulate matter and other air pollutants from traffic exhaust may aggravate asthmatic symptoms in individuals already diagnosed with asthma.

c. The Harmful Effects of Vehicle Exhaust, A Case for Policy Change, John Wargo, Ph.D. *Yale University*, Linda Wargo, MES Nancy Alderman, MES, *President, Environment and Human Health, Inc.*, CONTRIBUTOR TO PROJECT, David R. Brown, Sc.D. , *Public Health Toxicologist, EHHI*

Summary of Findings

- Air Pollution and Human Health - Scientific experts now believe the nation faces an epidemic of illnesses that are exacerbated by air pollution. These illnesses include cardiovascular disease, asthma, chronic obstructive pulmonary disease, lung cancer, and diabetes.
- Children at Special Risk - The American Academy of Pediatrics has concluded that levels of ozone and particulate matter are high enough in many parts of the U.S. to threaten children's health. (1) Eleven million U.S. children live in areas that exceed one or more federal air quality standards; 9 million children live in areas where ozone standards are exceeded; 3.5 million children live in areas where the particulate standards are exceeded, and 2.8 million children live in counties where the carbon monoxide standard is exceeded. (2)
- Elderly at Special Risk - Cardiovascular disease, hypertension, diabetes and cancer are all illnesses disproportionately borne by the elderly. Nearly one-half million Connecticut residents are over 65 years of age.
- Asthma - Chemicals in vehicle exhaust are harmful to asthmatics. Exhaust can adversely affect lung function (3,4,5,6) and may promote allergic reactions and airway constriction. (7) All vehicles, especially diesel engines, emit very fine particles that deeply penetrate lungs and inflame the circulatory system, damaging cells and causing respiratory problems. (8) Even short-term exposure to vehicle exhaust may harm asthmatics. (9,10,11,12) Asthmatic children are particularly sensitive to air pollution. New England states have some of the highest asthma rates in the country. About 9 percent of Connecticut's youth have the disease. (13) Inhalation of vehicle emissions, even for short periods, may be harmful to asthmatics. One study found that children are 40 percent more likely to have an attack on high outdoor pollution days. (14)
- Chronic Obstructive Pulmonary Disease - Vehicle emissions are particularly harmful to people afflicted with chronic obstructive pulmonary disease (COPD), such as chronic bronchitis. Significant and replicated associations have been found between increased ozone levels and a range of adverse effects on the lungs, (15) and several studies have shown increased risk of hospital admission from COPD associated with high ozone levels. (16) There is also a relationship between the levels of PM10 and morbidity (17) in patients with COPD. These associations were noted in Philadelphia, where the major source of these particles is motor vehicles. (18) Fine particle matter is especially harmful to people with COPD (19, 20) and has been found to increase their hospital admission rates. (21) High levels of PM10 are also associated with increased morbidity among those with the illness.
- Cardiovascular Disease - Mortality and hospital admissions for myocardial infarction, congestive cardiac failure and cardiac arrhythmia increase with a rise in the concentrations of particulate and gaseous pollutants. (22) As concentrations of airborne particles increase, those with cardiovascular disease may experience increasing severity of symptoms, rates of hospitalization, and mortality. (23) The risk of having a heart attack is greater for people exposed to pollution from heavy traffic, as well as for those living near air-polluted roadways. (24)

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- Cancer - Vehicles emit numerous carcinogenic chemicals. Diesel contains benzene, formaldehyde, and 1,3-butadiene—all three are well recognized carcinogens. EPA estimates that vehicle emissions account for as many as half of all cancers attributed to outdoor air pollution. (25)
- Diabetes - Increasing levels of air pollution are associated with rising mortality rates among diabetics. Because of the overlap between diabetes and cardiovascular disease, the nature of this association is not yet clear. (26)
- Air Pollution Increases Mortality Among Susceptible Groups - Air pollution kills more Americans than breast and prostate cancers combined, (27) and the premature deaths associated with particulate matter pollution alone are comparable to deaths from traffic accidents. (28) Air pollution is a serious and growing threat to the health of Connecticut residents. We estimate that nearly one million of Connecticut's 3.5 million residents experience one or more of these illnesses, some without knowing it.
- Vehicle Emissions - Mobile emissions that are believed to present the greatest health risk to Connecticut residents include ozone, particulate matter, acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde, and diesel exhaust.
- Ozone and Motor Vehicles - Motor vehicles emit millions of pounds of hazardous pollutants into the air each year in the U.S., including volatile organic compounds and oxides of nitrogen (NOx). These chemicals form ozone in the presence of sunlight.
- Fine Particulate Matter - Fine particulate matter is a serious threat to human health. Fine particles can aggravate both heart and lung diseases. Those with diabetes, older adults, and children are especially sensitive. Fine particulate matter is responsible for several tens of thousands of premature deaths annually in the U.S. (29) and is measured at levels above federal air quality standards in Connecticut. (30)
- Diesel Exhaust - Diesel exhaust is especially dangerous, containing nearly 40 hazardous pollutants. The mixture contains carbon particles that are exceptionally small in size, less than one micron. These fine particles may be deeply inhaled into the lung and carry with them a collection of attached hazardous compounds. Diesel emissions increase the severity and duration of asthma attacks.
- Diesel Emissions - The California Air Resources Board concluded that diesel emissions account for the majority of cancer risk created by all outdoor air pollution sources in the state. The American Academy of Pediatrics recommends that children's exposure to diesel exhaust particles should be decreased and that idling of diesel vehicles in places where children live and congregate should be minimized to protect their health. (31) School bus particulate emissions sometimes exceed the federal PM2.5 standards by as much as ten-fold.

B-126
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15 Including decrements in lung function, aggravation of preexisting respiratory disease, increases in respiratory admissions, and premature respiratory deaths.
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The Harmful Effects of Vehicle Exhaust
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B-126
Cont.

Comment Letter C

Shearer-Nguyen, Elizabeth

From: Cherisse Brantz [2cherisse@gmail.com]
Sent: Monday, August 10, 2015 2:04 AM
To: DSD EAS
Subject: Mission Beach Residences Project No 366139/SCH No. 2014081097
Attachments: 8.15 DMEIR responseMISSION BEACH RESIDENCES PROJECT AND SANTA BARBARA PLACE RESIDENCES PROJECT.docx

My response to the **MISSION BEACH RESIDENCES PROJECT AND SANTA BARBARA PLACE RESIDENCES PROJECT**, Draft Master Environmental Impact Report (DMEIR) City Project No. 366139 SCH No. 2014081097 of June 2015.

I understand that the response to the DMEIR timeline has been extended to August 10, 2015.

Copied and pasted below and duplicate also sent in an attachment...

Input acceptance and response questioned

Lack of adequate notice – time and access

I wrote a letter addressed to E. Shearer-Nguyen, Environmental Planner, City of San Diego Development Services Center on September 23, 2014 and spoke at the "Scoping meeting." I foolishly thought that my real concerns would be validly addressed! I was incorrect in my assumption. We were told that the report would be out in January 2015. But it wasn't. I received a "hidden" e-mail during the time the news media reported not to open e-mails from unknown senders. So, skeptical of who was sending it, I didn't open it. Weeks later (after I was told by a neighbor that the DMEIR had been released), I received an e-mail from a concerned neighbor with the report attached. It would have been nice for the agency to announce to all concerned residents and property owners of the release, not just to those who attended the September meeting or submitted a written inquiry. We should all have equal access to the report.

C-1

Now the same agency wants an immediate reply to a 600-page report! Well, I resent that! I want time to review it. It's like a year's college thesis! Except, in this case, rather than doing the work, it seems that a lot of people made up a lot of assumptions and guesses and then put it in technical and presumptuous writing so the layperson would have to struggle with some of the more scientific concepts. Also, it seems that the statistical analyses are short on meaningful informational gathering. That's OK. I know the truth. I live here! And, furthermore, the issues referred to in my letter, still stand, inappropriately and inadequately addressed or unaddressed.

Nonresponsive to garnered input from interested parties

It seems that after last night's television news story about the DecoBikes being installed in Pacific Beach at the foot of Grand Avenue with the approval of the City and against the votes, input, and outspoken wishes of the residents and business community, that we San Diegans live in a dictatorship. The dictator, San Diego government, officiates, and "elected" officials show little regard or respect for it's citizenry. The Deco Bike story is just one action or incident in a long list of San Diego government one-sided decision-making with the input of large developers and the resulting citizenry be damned.[1]

C-2

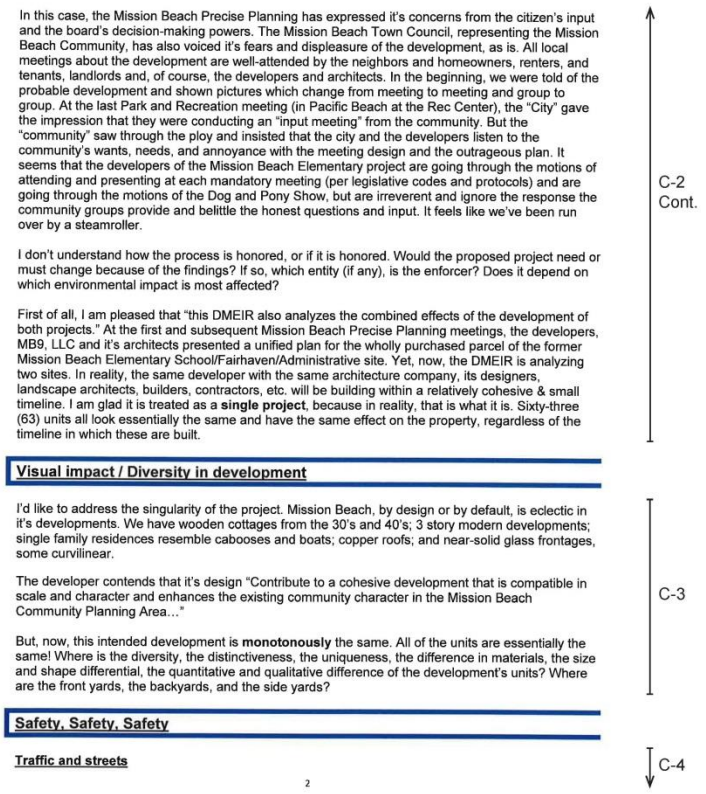
1

RESPONSE TO COMMENT LETTER C

Cherisse Brantz
August 10, 2015

C-1 Section ES-5 of the MEIR states the following regarding areas of known controversy about the projects: "Comments received during this meeting and the Notice of Preparation (NOP) public scoping period were considered during the preparation of this MEIR." (MEIR page ES-30).The MEIR was prepared based on input provided by oral and written comments provided during at the public scoping period.

The City prepared the MEIR to comply with all criteria, standards, and procedures of the CEQA Guidelines, including those required by the City for proper noticing for public comment for the MEIR for the Mission Beach Residences Project and the Santa Barbara Place Residences Project. The City posted a Notice of Availability of the MEIR pursuant to CEQA Guidelines Section 15087. The MEIR was circulated for 60 days for public review and comment from June 12, 2015 to August 10, 2015. That timeframe includes a two week extension of the 45-day review period, based on a request from the Mission Beach Community Planning Group. Refer to responses to comments B-2, B-100, and H-1.



In this case, the Mission Beach Precise Planning has expressed it's concerns from the citizen's input and the board's decision-making powers. The Mission Beach Town Council, representing the Mission Beach Community, has also voiced it's fears and displeasure of the development, as is. All local meetings about the development are well-attended by the neighbors and homeowners, renters, and tenants, landlords and, of course, the developers and architects. In the beginning, we were told of the probable development and shown pictures which change from meeting to meeting and group to group. At the last Park and Recreation meeting (in Pacific Beach at the Rec Center), the "City" gave the impression that they were conducting an "input meeting" from the community. But the "community" saw through the ploy and insisted that the city and the developers listen to the community's wants, needs, and annoyance with the meeting design and the outrageous plan. It seems that the developers of the Mission Beach Elementary project are going through the motions of attending and presenting at each mandatory meeting (per legislative codes and protocols) and are going through the motions of the Dog and Pony Show, but are irreverent and ignore the response the community groups provide and belittle the honest questions and input. It feels like we've been run over by a steamroller.

I don't understand how the process is honored, or if it is honored. Would the proposed project need or must change because of the findings? If so, which entity (if any), is the enforcer? Does it depend on which environmental impact is most affected?

First of all, I am pleased that "this DMEIR also analyzes the combined effects of the development of both projects." At the first and subsequent Mission Beach Precise Planning meetings, the developers, MB9, LLC and it's architects presented a unified plan for the wholly purchased parcel of the former Mission Beach Elementary School/Fairhaven/Administrative site. Yet, now, the DMEIR is analyzing two sites. In reality, the same developer with the same architecture company, its designers, landscape architects, builders, contractors, etc. will be building within a relatively cohesive & small timeline. I am glad it is treated as a **single project**, because in reality, that is what it is. Sixty-three (63) units all look essentially the same and have the same effect on the property, regardless of the timeline in which these are built.

C-2 Cont.

Visual impact / Diversity in development

I'd like to address the singularity of the project. Mission Beach, by design or by default, is eclectic in it's developments. We have wooden cottages from the 30's and 40's; 3 story modern developments; single family residences resemble cabooses and boats; copper roofs; and near-solid glass frontages, some curvilinear.

The developer contends that it's design "Contribute to a cohesive development that is compatible in scale and character and enhances the existing community character in the Mission Beach Community Planning Area…"

But, now, this intended development is **monotonously** the same. All of the units are essentially the same! Where is the diversity, the distinctiveness, the uniqueness, the difference in materials, the size and shape differential, the quantitative and qualitative difference of the development's units? Where are the front yards, the backyards, and the side yards?

C-3

Safety, Safety, Safety

Traffic and streets

C-4

2

C-2 Comment noted. As explained throughout the MEIR, two separate projects are being proposed for development. This comment does not raise an environmental issue pertaining to the MEIR.

C-3 Refer to response to comment B-8. The proposed projects are in compliance with the MBPDO with allowable deviations.

C-4 The MEIR contains analysis regarding the environmental issues raised by this comment as they related to these projects. Section 5.4, Transportation/Circulation and Parking, of the MEIR discusses the project's potential environmental effects related to traffic; Section 7.6, Hydrology and Water Quality, and Section 7.11, Public Utilities, of the MEIR discuss the potential environmental stormwater and drainage impacts; Section 7.10, Public Services and Facilities, of the MEIR discusses the project's potential to fire and police protection impacts. This comment does not raise an environmental issue pertaining to the MEIR.

When Karen Mitchell ran for office on the Mission Beach Town Council twenty years ago, she said she did so for two reasons. First, she was tired of riding the roller coaster through Mission Beach and was hoping that she could do something about it. She was not referring to the roller coaster at Belmont Park. As she said, Mission Beach has two roller coasters – the Belmont Park roller coaster and the Mission Boulevard roller coaster. Well. Here we are twenty years later and we still have that main street roller coaster. Our tax dollars are not being spent in Mission Beach. I suspect that we (Mission Beach property owners) have the third highest tax base in the city (after La Jolla and Point Loma). Yet, we are treated as the poorest area. Our streets are in constant disrepair (with many parts being outright dangerous [to humans] and destructive [to automobiles] compared to almost any other part of the city. We have traffic jams "standstills" throughout the summer at all times (daily, at all day and evening hours) at every intersection, and during rush hours during the (non-tourist) other times. We have potholes every few feet; few alleyways are smooth and cleared of rubbish and debris. The street lights in general, and the street lights on Mission Blvd and Santa Barbara Place, in particular, go dark for months at a time creating an extremely dangerous street for pedestrian crossing and vehicles making turns. When it rains, our poorly constructed streets and inadequate drainage system backs up into pools of water which run into the properties and make the nightly news. We suffer from a high crime rate because, at times, our lovely, very public beach and bay attracts undesirable elements. Bicycles are stolen all over Mission Beach on a regular basis. We have break-ins, robberies, and assaults on a regular basis. We need and deserve police and fire department protections; street and water services; we deserve appropriate trash and recycling services. We're not receiving it. So, I have a new proposal for my hefty property tax dollars. Since we are not provided the city services we need and deserve, why not take a small part of my tax dollars and give me back something I can appreciate? (see idea next paragraph)

C-4 Cont.

Lack of space

Just invest my tax dollars with the developers in a larger piece of the proposed project for a decent sized park! Enough stupid talk about a "pocket park!" The developers can't do anything with that small triangular piece of land, so they're making a big issue of "providing a park." I think the open space should be just that --- open space or parking and part of the development. In addition, there needs to be a substantial piece of land set aside for space. Maybe the "space" needs to be in between each unit. Each unit deserves it's own exposure to the sun and light, air and space. It hardly seems from the plans where the units lie so close together that only the end units really have any "space."

C-5

I think the intent of the regulations in the Mission Beach Precise Plan (MBPP) was to provide each property with access to sunlight, air, and space. But, while the units may meet the regulations, they far miss the boat in intent. The condominiums are combined into one building. We all have met the set back requirements. (15 feet here; ten feet there…) but is that sufficient? In this case, I don't think so because trash cans, bicycles, surfboards, paddleboards, rafts, inflation and flotation devices, wind sailboards, beach and sports paraphernalia, skateboards, portable barbeque units, umbrellas, tents, lawn/beach chairs and other beach-type stuff clutter the space, unlike any other part of the city. In other parts of the city, people have built-in barbeques or portable barbeques stored in the garage or shed. Few people have boats, rafts, boogie boards, surfboards, paddleboards, wind-surf boards and sails stored in the narrow side of their homes and apartments. Other city neighborhoods have larger lots which accommodate "stuff." Property in Mission Beach is unique because the lots are not very wide. This development proposes too, too much! Too big. Too close together. Too burdensome. Too overwhelming. Too intense. Too overwhelming.

C-6

No emergency access / limited emergency access

C-7

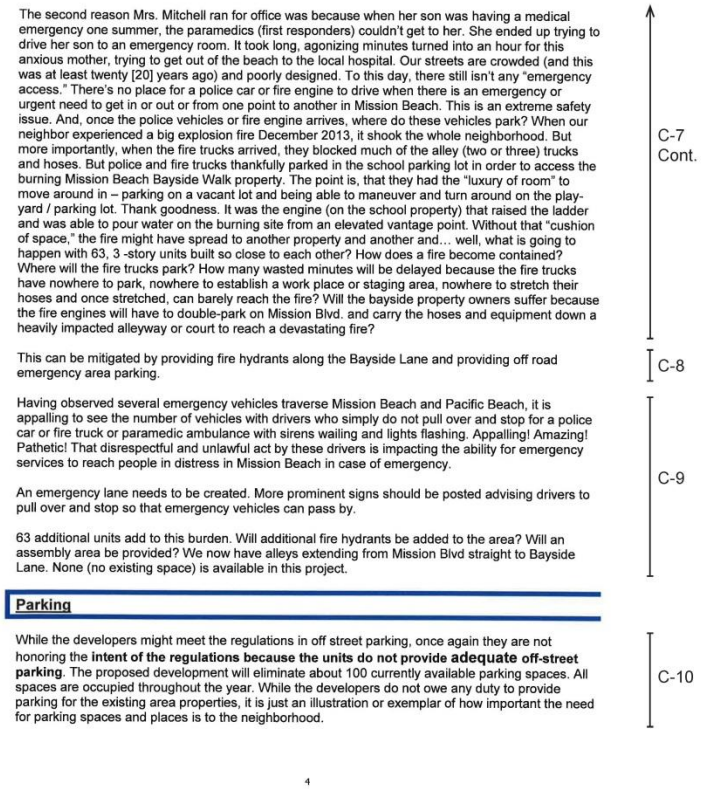
3

C-5 As identified on page 7-120 of the MEIR, the Mission Beach Residences Project proposes a 0.201 acre pocket park along the western edge of the project site, which would meet the City's population-based park requirement due to the proposed Community Plan Amendment. The proposed pocket park, which would be privately constructed, owned, and maintained, would be open to the public. In addition, as identified on page 5.1-1 of the MEIR, the Mission Beach Residences project site is located approximately 100 feet west of Mission Bay and approximately 385 feet east of the Pacific Ocean and beach area.

As identified on page 7-38 of the MEIR, the architectural design of the project would ensure air flow between structures. In addition, the pocket park on-site would allow for greater air flow along Mission Boulevard because this portion of the site would be improved as an open space park and would not include any structures at this location.

Section 5.1, Land Use, the MEIR discusses the potential environmental effects related to density; Section 7.2, Air Quality, of the MEIR discusses the potential environmental effects related to air quality and air flow/movement; and Section 7.10, Public Services and Facilities, of the MEIR discusses the potential environmental effects related to parks, recreational facilities, and open space.

	C-6	Section 5.1, Land Use, the MEIR discusses the potential environmental effects related to density, and specific compliance with the MBPDO with allowable deviations, specifically designed for the Mission Beach community. As identified on page 5.1-12 of the MEIR, the residential development density proposed for the Mission Beach Residences Project site would be approximately 27 dwelling-units per acre; therefore, the project would be consistent with the 36 dwelling-units-per-acre maximum for the MBPD-R-S zone. As identified on page 5.1-17 of the MEIR, at a proposed density of 36 dwelling units per acre, the residential development proposed for the Santa Barbara Place Residences project site would be consistent with the 36-dwelling-units-per-acre maximum for the residential land use within the Mission Beach Precise Plan.
	C-7	Comment regarding 2013 fire in the project vicinity is noted. Section 7.10, Public Services and Facilities, of the MEIR discusses the potential environmental effects related to fire and police protection and Section 5.4, Transportation/Circulation and Parking, of the MEIR discusses the potential environmental effects related to traffic and circulation. As outlined in Section 7.10.3 of the MEIR, both projects would meet site design and construction design standards of the



The second reason Mrs. Mitchell ran for office was because when her son was having a medical emergency one summer, the paramedics (first responders) couldn't get to her. She ended up trying to drive her son to an emergency room. It took long, agonizing minutes turned into an hour for this anxious mother, trying to get out of the beach to the local hospital. Our streets are crowded (and this was at least twenty [20] years ago) and poorly designed. To this day, there still isn't any "emergency access." There's no place for a police car or fire engine to drive when there is an emergency or urgent need to get in or out or from one point to another in Mission Beach. This is an extreme safety issue. And, once the police vehicles or fire engine arrives, where do these vehicles park? When our neighbor experienced a big explosion fire December 2013, it shook the whole neighborhood. But more importantly, when the fire trucks arrived, they blocked much of the alley (two or three) trucks and hoses. But police and fire trucks thankfully parked in the school parking lot in order to access the burning Mission Beach Bayside Walk property. The point is, that they had the "luxury of room" to move around in – parking on a vacant lot and being able to maneuver and turn around on the play-yard / parking lot. Thank goodness. It was the engine (on the school property) that raised the ladder and was able to pour water on the burning site from an elevated vantage point. Without that "cushion of space," the fire might have spread to another property and another and… well, what is going to happen with 63, 3 -story units built so close to each other? How does a fire become contained? Where will the fire trucks park? How many wasted minutes will be delayed because the fire trucks have nowhere to park, nowhere to establish a work place or staging area, nowhere to stretch their hoses and once stretched, can barely reach the fire? Will the bayside property owners suffer because the fire engines will have to double-park on Mission Blvd. and carry the hoses and equipment down a heavily impacted alleyway or court to reach a devastating fire?

C-7 Cont.

This can be mitigated by providing fire hydrants along the Bayside Lane and providing off road emergency area parking.

C-8

Having observed several emergency vehicles traverse Mission Beach and Pacific Beach, it is appalling to see the number of vehicles with drivers who simply do not pull over and stop for a police car or fire truck or paramedic ambulance with sirens wailing and lights flashing. Appalling! Amazing! Pathetic! That disrespectful and unlawful act by these drivers is impacting the ability for emergency services to reach people in distress in Mission Beach in case of emergency.

An emergency lane needs to be created. More prominent signs should be posted advising drivers to pull over and stop so that emergency vehicles can pass by.

63 additional units add to this burden. Will additional fire hydrants be added to the area? Will an assembly area be provided? We now have alleys extending from Mission Blvd straight to Bayside Lane. None (no existing space) is available in this project.

C-9

Parking

While the developers might meet the regulations in off street parking, once again they are not honoring the **intent of the regulations because the units do not provide adequate off-street parking**. The proposed development will eliminate about 100 currently available parking spaces. All spaces are occupied throughout the year. While the developers do not owe any duty to provide parking for the existing area properties, it is just an illustration or exemplar of how important the need for parking spaces and places is to the neighborhood.

C-10

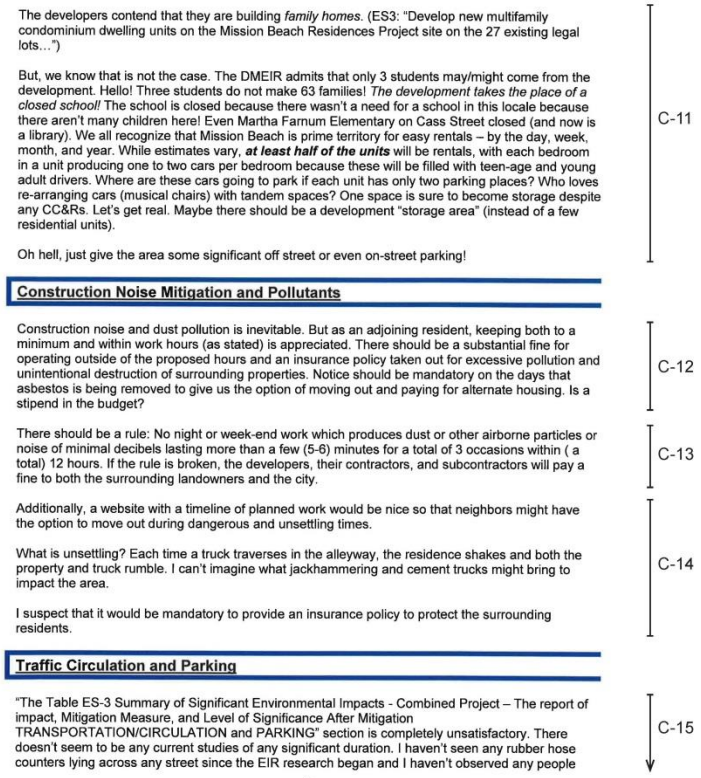
4

City of San Diego Fire-Rescue Department with respect to assuring safety from fire hazards. Additionally, Fire-Rescue Department staff indicated that each project would not result in adverse effects to the department's response times or the provision of fire protection services. Section 7.10 of the MEIR analyzes emergency access issues with respect to implementation of both projects. As noted on page 7-126 of the MEIR, no adverse effects to the department's current response times and the ability to serve the area would result with the implementation of either project or both projects.

C-8 Refer to response to comment C-7. No potentially significant impacts associated with fire services were identified; therefore, no mitigation is required.

C-9 Comment noted. Refer to responses to comments C-7 and C-8. No potentially significant impacts associated with fire services were identified; therefore, no mitigation is required.

C-10 The MEIR contains analysis regarding project parking. Section 5.4, Transportation/Circulation and Parking, of the MEIR discusses the potential environmental effects related to traffic and circulation.



The developers contend that they are building *family homes*. (ES3: "Develop new multifamily condominium dwelling units on the Mission Beach Residences Project site on the 27 existing legal lots…")

But, we know that is not the case. The DMEIR admits that only 3 students may/might come from the development. Hello! Three students do not make 63 families! *The development takes the place of a closed school!* The school is closed because there wasn't a need for a school in this locale because there aren't many children here! Even Martha Farnum Elementary on Cass Street closed (and now is a library). We all recognize that Mission Beach is prime territory for easy rentals – by the day, week, month, and year. While estimates vary, ***at least half of the units*** will be rentals, with each bedroom in a unit producing one to two cars per bedroom because these will be filled with teen-age and young adult drivers. Where are these cars going to park if each unit has only two parking places? Who loves re-arranging cars (musical chairs) with tandem spaces? One space is sure to become storage despite any CC&Rs. Let's get real. Maybe there should be a development "storage area" (instead of a few residential units).

C-11

Oh hell, just give the area some significant off street or even on-street parking!

Construction Noise Mitigation and Pollutants

Construction noise and dust pollution is inevitable. But as an adjoining resident, keeping both to a minimum and within work hours (as stated) is appreciated. There should be a substantial fine for operating outside of the proposed hours and an insurance policy taken out for excessive pollution and unintentional destruction of surrounding properties. Notice should be mandatory on the days that asbestos is being removed to give us the option of moving out and paying for alternate housing. Is a stipend in the budget?

C-12

There should be a rule: No night or week-end work which produces dust or other airborne particles or noise of minimal decibels lasting more than a few (5-6) minutes for a total of 3 occasions within (a total) 12 hours. If the rule is broken, the developers, their contractors, and subcontractors will pay a fine to both the surrounding landowners and the city.

C-13

Additionally, a website with a timeline of planned work would be nice so that neighbors might have the option to move out during dangerous and unsettling times.

What is unsettling? Each time a truck traverses in the alleyway, the residence shakes and both the property and truck rumble. I can't imagine what jackhammering and cement trucks might bring to impact the area.

I suspect that it would be mandatory to provide an insurance policy to protect the surrounding residents.

C-14

Traffic Circulation and Parking

"The Table ES-3 Summary of Significant Environmental Impacts - Combined Project – The report of impact, Mitigation Measure, and Level of Significance After Mitigation TRANSPORTATION/CIRCULATION and PARKING" section is completely unsatisfactory. There doesn't seem to be any current studies of any significant duration. I haven't seen any rubber hose counters lying across any street since the EIR research began and I haven't observed any people

C-15

5

Page 5.4-9 of the MEIR states, "Both projects include two on-grade parking stalls for every proposed residential unit, pursuant to two stalls per unit requirement, regardless of number of bedrooms in each unit, within the Mission Beach PDO within City's Municipal Code Section 1513.0403(b)(1)(A). These proposed 126 parking spaces are in compliance with the City's parking impact overlay zone, residential tandem parking overlay zone, and all associated City parking requirements. Therefore, the projects provide parking for the anticipated increase in vehicles associated with the increase in residential units."

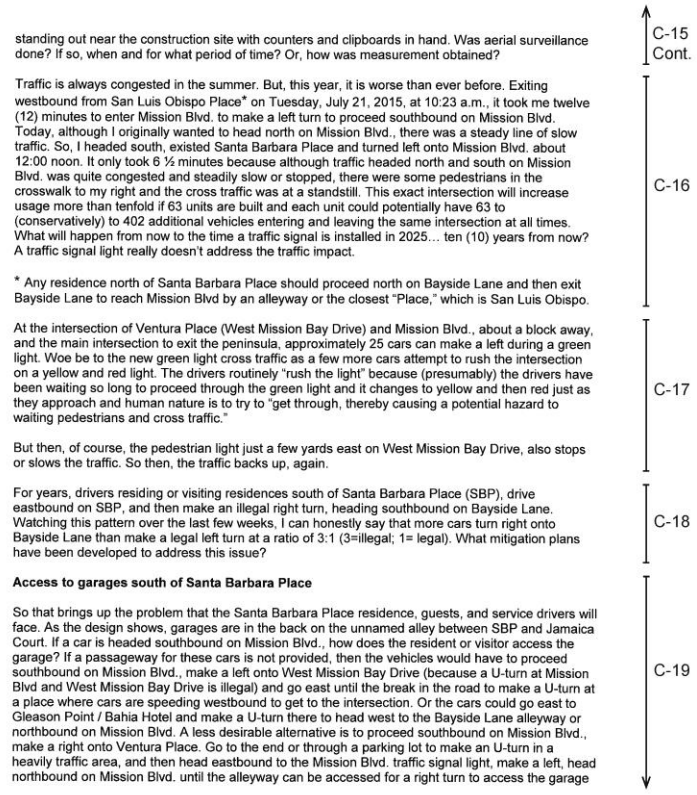
The MEIR notes that implementation of both projects would remove surface parking associated with the old school facility on the applicant's private property (MEIR page 5.1-33). Although free parking historically was allowed on-site, it would not be allowed under any of the various alternatives proposed for the project. This comment does not raise an environmental issue pertaining to the MEIR.

C-11 Refer to response to comment C-10. This comment does not raise an environmental issue pertaining to the MEIR.

C-12 Contractors are required to conduct demolition and/or construction activities pursuant to the City Noise Ordinance, which limits such activities to the hours of

	7:00 am and 7:00 pm, Monday through Saturdays, with the exception of legal holidays, as identified in Section 5.2.2 of the MEIR. MM-NOI-1 further limits construction activities to Monday through Friday, 7 am to 5 pm, as identified in Section 5.2.5 of the MEIR. Mitigation measures MB-HS-2 and SBP-HS-2 state that prior to demolition permit issuance, an asbestos and lead-based paint abatement work plan shall be prepared in compliance with local, state, and federal regulations for any necessary removal and disposal of such materials. Prior to implementation, the work plan must be reviewed and accepted by the San Diego County Department of Environmental Health. A California-licensed lead/asbestos abatement contractor shall be utilized for the removal work and proper removal methodology as outlined in CalOSHA 8 CCR 1529, and all other applicable federal, state, and local regulations regarding the removal, transport and disposal of asbestos-containing material shall be applied. The asbestos and lead-based paint abatement work plan shall include a monitoring plan to be conducted by a qualified consultant during abatement activities to ensure compliance with the work plan requirements and abatement contractor specifications. The work plan shall include provisions for construction worker training, worker protection, and conduction of

	exposure assessments as needed. As part of the work plan, construction contractors shall consult federal Occupational Safety and Health Administration (OSHA) Regulations at 29 CFR 1926.62 and Cal-OSHA Regulations at Title 8, 1532.1, "Lead in Construction" standards for complete requirements. Demolition plans and contract specifications shall incorporate any necessary abatement measures for the removal of materials containing lead-based paint and asbestos to the satisfaction of the City Planning and Building Department. Additionally, mitigation measures MB-HS-3 and SBP-HS-3 state that the project applicants shall prepare and implement during all construction activities a hazardous substance management, handling, storage, disposal, and emergency response plan prior to demolition activities on-site.
	C-13 Refer to response to comment C-12. Contractors are required to conduct demolition and/or construction activities pursuant to the City Noise Ordinance.
	C-14 Refer to response to comment C-12. The commenter's recommendation for a project website including construction schedule information is noted. This comment does not raise an environmental issue pertaining to the MEIR.



standing out near the construction site with counters and clipboards in hand. Was aerial surveillance done? If so, when and for what period of time? Or, how was measurement obtained?

Traffic is always congested in the summer. But, this year, it is worse than ever before. Exiting westbound from San Luis Obispo Place* on Tuesday, July 21, 2015, at 10:23 a.m., it took me twelve (12) minutes to enter Mission Blvd. to make a left turn to proceed southbound on Mission Blvd. Today, although I originally wanted to head north on Mission Blvd., there was a steady line of slow traffic. So, I headed south, existed Santa Barbara Place and turned left onto Mission Blvd. about 12:00 noon. It only took 6 ½ minutes because although traffic headed north and south on Mission Blvd. was quite congested and steadily slow or stopped, there were some pedestrians in the crosswalk to my right and the cross traffic was at a standstill. This exact intersection will increase usage more than tenfold if 63 units are built and each unit could potentially have 63 to (conservatively) to 402 additional vehicles entering and leaving the same intersection at all times. What will happen from now to the time a traffic signal is installed in 2025… ten (10) years from now? A traffic signal light really doesn't address the traffic impact.

* Any residence north of Santa Barbara Place should proceed north on Bayside Lane and then exit Bayside Lane to reach Mission Blvd by an alleyway or the closest "Place," which is San Luis Obispo.

At the intersection of Ventura Place (West Mission Bay Drive) and Mission Blvd., about a block away, and the main intersection to exit the peninsula, approximately 25 cars can make a left during a green light. Woe be to the new green light cross traffic as a few more cars attempt to rush the intersection on a yellow and red light. The drivers routinely "rush the light" because (presumably) the drivers have been waiting so long to proceed through the green light and it changes to yellow and then red just as they approach and human nature is to try to "get through, thereby causing a potential hazard to waiting pedestrians and cross traffic."

But then, of course, the pedestrian light just a few yards east on West Mission Bay Drive, also stops or slows the traffic. So then, the traffic backs up, again.

For years, drivers residing or visiting residences south of Santa Barbara Place (SBP), drive eastbound on SBP, and then make an illegal right turn, heading southbound on Bayside Lane. Watching this pattern over the last few weeks, I can honestly say that more cars turn right onto Bayside Lane than make a legal left turn at a ratio of 3:1 (3=illegal; 1= legal). What mitigation plans have been developed to address this issue?

Access to garages south of Santa Barbara Place

So that brings up the problem that the Santa Barbara Place residence, guests, and service drivers will face. As the design shows, garages are in the back on the unnamed alley between SBP and Jamaica Court. If a car is headed southbound on Mission Blvd., how does the resident or visitor access the garage? If a passageway for these cars is not provided, then the vehicles would have to proceed southbound on Mission Blvd., make a left onto West Mission Bay Drive (because a U-turn at Mission Blvd and West Mission Bay Drive is illegal) and go east until the break in the road to make a U-turn at a place where cars are speeding westbound to get to the intersection. Or the cars could go east to Gleason Point / Bahia Hotel and make a U-turn there to head west to the Bayside Lane alleyway or northbound on Mission Blvd. A less desirable alternative is to proceed southbound on Mission Blvd., make a right onto Ventura Place. Go to the end or through a parking lot to make an U-turn in a heavily traffic area, and then head eastbound to the Mission Blvd. traffic signal light, make a left, head northbound on Mission Blvd. until the alleyway can be accessed for a right turn to access the garage

6

C-15 Cont.

C-16

C-17

C-18

C-19

Construction noise and vibration is addressed in Section 5.2.3 of the MEIR; as stated therein, impacts would be temporarily significant during construction and would be reduced, but not to a level below significance, with implementation of MM-NOI-1 presented in Section 5.2.5.

C-15 Refer to responses to comments B-74 and B-75. The TIA complies with the City of San Diego TISM.

C-16 Refer to responses to comments B-74 and B-75. The TIA complies with the City of San Diego TISM.

C-17 Refer to response to comment C-16. The TIA complies with the City of San Diego TISM.

C-18 In the existing condition, there is currently a one-way sign to alert motorists that Bayside Lane is one-way in the northbound direction.

C-19 The projects assume the same access scenario that currently exists for southbound drivers on Mission Boulevard. Currently, 93 other properties located in the geographic region bound by Santa Barbara Place, Mission Boulevard, Mission Bay Drive, and Bayside Walk have to be accessed by residents. Access was included in the analysis within the TIA (Appendix F of the MEIR). Comment regarding access is noted. The

behind the residence. If the reader thought that was difficult reading the options, then the reader should try actually driving the route! My best guess is that the drivers will risk a ticket, an accident, a serious accident, or just mean stares, by heading eastbound on SBP and then turn right for an illegal south bound on Bayside Lane to the alleyway to get to the "back" of the home. I guess another alternative (and very undesirable) is to have the residence entrance face the unnamed alleyway and have the garages border SBP! I guess that's like showing the rear to the public! I don't know if that would fit the MBPPPDO!

C-19 Cont.

Also, northbound drivers on Bayside Lane routinely do not stop at the stop sign on Bayside Lane and SBP. It is surprising that more accidents haven't occurred at this intersection. Again the ratio is more cars pass through the intersection *without stopping* than *actually do* stop. Those that do not stop are progressing at a pretty good rate (more than 15 MPH) with a chance of hitting a pedestrian or car making a left turn from eastbound on SBP to north on Bayside Lane. This occurs throughout the year, regardless of month or season. How will the increased traffic of the project affect that intersection?

C-20

Personal:

Traffic Safety

Quite frankly, this project scares me. Lately, those of us who are regular (year round) residents have all observed that San Diego in general, and Mission Beach in particular, have far more traffic than any previous year. While I cannot personally quantify it, traffic is so quantitatively different, it is perceptible. Drivers are of every age. So, while age may not be a factor, the quality of drivers following the DMV codes and extending common courtesies has decreased. The significantly increased beach traffic is unmanageable. Drivers do not stop for pedestrians at crosswalks. They tailgate each other going down the Mission Beach strip. Car doors swing open from the parallel parking spaces oblivious to ongoing traffic and bicyclists. As previously said, cars (drivers) do not pull over, slow down, or stop for emergency vehicles with sirens and lights. When looking for available parking, cars suddenly stop without pulling over, endangering long lines of cars following closely. The cars pull out of parking spaces without respect to oncoming traffic.

C-21

Transient residents increase traffic

I cannot imagine or tolerate the idea of so many vehicles accessing or leaving the proposed project site on the same crowded streets at the same time (worse at rush hour). As I said at the September 2014 meeting, if the residences are predictably filled with college students, then the drivers are generally more immature and inexperienced than the general population. There is the potential for "bad" driving, illegal parking causing potential accidents, arguments, road rage, and DUIs. It is the nature of the age and ego (here in the U.S.).

C-22

Also, the general figure of vehicle emissions can't be figured in. Generally, college drivers inherit older cars or buy the less expensive cars. These cars have higher emissions than newer cars. College students and young adults who share condominiums are known to drive motorcycles (less expensive mode of transportation), which can be **extremely** noisy and have terrible exhaust.

C-23

Where are the vehicles going to enter and exit the properties? Do the project alleyways access both Mission Blvd and Bayside Lane like the rest of Mission Beach? Parallel parked cars often block the alleyways that intersect Mission Blvd and visibility for entering the main road is extremely limited. Try it! The reader won't understand this until it is tried! Good luck! The reader might be lucky on a Tues /

C-24

7

properties would be accessed from Bayside Lane, alleys, and Mission Boulevard. This comment does not raise an environmental issue pertaining to the MEIR. Therefore, no further response is provided or required.

C-20 The Bayside Lane/Santa Barbara Place intersection was not evaluated in the TIA for level of service. Any existing issues with northbound drivers on Bayside Lane routinely not stopping at the stop sign is an enforcement issue. The comment regarding the existing problem in the community will be forwarded to the appropriate City department for enforcement.

C-21 Refer to responses to comments C-18, C-19, and C-20. This comment does not raise an environmental issue pertaining to the MEIR. Therefore, no further response is provided or required.

C-22 This comment does not raise an environmental issue pertaining to the MEIR. Therefore, no further response is provided or required.

C-23 Appendix H of the MEIR includes the Air Quality Technical Report prepared for the Mission Beach Residences Project, the Santa Barbara Place Residences Project, and the Combined Project. This analysis, as outlined in Section 7.2, Air Quality, of the MEIR discusses the potential environmental

Fri or a Mon /Thurs between 8 and 10a.m. That's the only time visibility is provided. These are the times signs post "No Parking" because of street cleaning.

If the residences are predictably rented to short-timers, the traffic patterns are significantly increased on move-in days and times and move-out days and times. These people are generally focused on limited time, unloading and loading goods, and people, with resulting behavior that is oblivious to other's needs, rules of the road, service people who service the units, neighbors, regulations, etc. Generally these tourists and college / university students who boost our economy, block the streets, load it with garbage and large items (furniture, appliances, discarded beach paraphernalia) and find it difficult, if not taxing, to be respectful and polite to other residents (permanent or temporary).

Construction potential dangers

While I can't quantify it, I am not sure the DMEIR addresses the effects that the heavy construction trucks will have on the surrounding properties and limit the number of heavy use and service trucks on or around the construction site at the same time. Right now, when a heavy truck (including trash / garbage service trucks; delivery trucks; cement trucks; fire truck) travels north on Bayside Lane, the house shakes. The glass jingles, and the walls creak. It's scary! Sometimes I look to see if the chandelier is swinging to see if we just had an earthquake.

Noise

I can hear the daily jackhammers on Jersey Court and Ocean Front Walk, two blocks away (from the bay side to the ocean side). I can hear the car alarms all along Mission Blvd. and Santa Barbara Place. I can hear the Belmont Park nightclubs, carnival sounds, and rollercoaster with screaming riders. I can often (very often) hear the emergency vehicle sirens wailing from all over the bay area – Ingraham Street, Pacific Beach Drive, Grand Avenue, West Mission Beach Drive, and as these proceed north or south ***all along*** Mission Beach Blvd. The helicopters (sightseeing, military, police) circle and circle the area, single & dual propeller planes sightseeing and or pulling banners, motorboat engines, personal watercraft, beach parties and beach celebrations, children playing, rower guides shouting, Mission Bay Yacht Club speakers, hotel music, bar music, and airport jets all create constant aerial noise throughout the year. In other words, sound travels freely and loudly throughout the bay area. (Water reflects sounds very well. Fireworks are generally confined to the summer months – both legal Sea World and illegal people produced…) What will the impact of this densely populated project bring to the area? Will they have CR&Rs that limit noise impact? The DMEIR already states that the noise exceeds acceptable limits. So what are the mandatory mitigating requirements?

Recent construction destruction

We recently went through several months of a contractor blocking our streets and alleyways as they drained the table water into Mission Bay. I think they were preparing for a sewer pipe replacement. (?)

The recent construction company caused street settling, significant cracks and breaks, holes, and extremely uneven surfaces, and left nails and screws in the streets. I was told that they were "lowering the water table." All I know is that I saw two large pipes (maybe 12 inches in circumference?) pouring water into 10' to 12' high containers which then routed water into the bay with significant force which uprooted and washed out the reed grasses. The "lowering of the water table" has significantly impacted the man-made structures (sidewalks, streets, cement and brick fences and caused cracks in the residential structures). My two cars have had 5 tire replacements

8

C-24 Cont.
C-25
C-26
C-27
C-28

effects related to emission of vehicular traffic generated from the project. Modeling within Appendix H is based on surveys of the vehicle populations in local, regional, and state areas and is representative of a general fleet mix. Potential noise impacts were analyzed within Section 5.2 of the MEIR, and it was concluded that exterior operational noise would less than significant.

C-24 Refer to responses to comments B-97 and C-19. Comment regarding access and visibility is noted. The properties would be accessed from Bayside Lane, alleys, and Mission Boulevard. This comment does not raise an environmental issue pertaining to the MEIR.

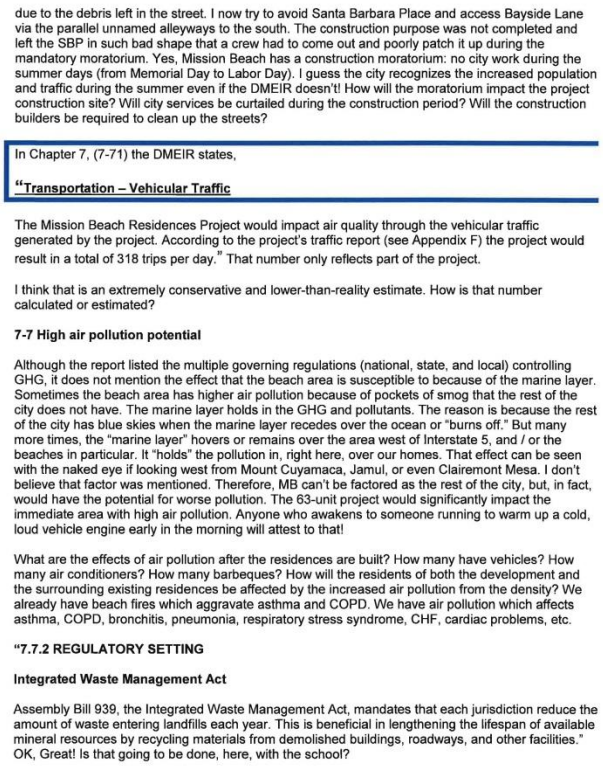
C-25 Comments regarding transient tendencies are noted. This comment does not raise an environmental issue pertaining to the MEIR.

C-26 Refer to response to comment C-12. Construction vibrational impacts are analyzed within Section 5.2 of the MEIR, and it was concluded that construction noise impacts would remain significant after implementation of mitigation.

C-27 Noise impacts associated with implementation of both projects are analyzed in Section 5.2 of the MEIR. This discussion summarizes the findings of two noise

technical reports both included in Appendix C. Mitigation measures MB-NOI-1, MB-NOI-2, SBP-NOI-1, and SBP-NOI-2 are proposed in order to minimize potentially significant impacts associated with construction noise. However, following the implementation of these mitigation measures, noise from construction activities would exceed the City's noise standard for construction. No further additional mitigation measures to reduce noise in the construction area are feasible and impacts would be significant and unavoidable during construction.

As outlined in detail within Section 5.2.5 of the MEIR, MB-NOI-1 identifies that prior to the issuance of the first demolition permit, the applicant shall ensure construction noise is limited to the satisfaction of the City Development Services Department and the City's municipal code restrictions. MB-NOI-2 requires that upon completion of detailed building plans (i.e., room dimensions, wall and roof assemblies and window/door schedules) and prior to the issuance of the first occupancy permit, the applicant shall ensure that an interior noise mitigation analysis be prepared, to the satisfaction of the City Development Services Department and ensure interior noise levels remain at or below 45 dB per the City of San Diego's interior noise standard. SBP-NOI-1 and SBP-NOI-2 mirror



due to the debris left in the street. I now try to avoid Santa Barbara Place and access Bayside Lane via the parallel unnamed alleyways to the south. The construction purpose was not completed and left the SBP in such bad shape that a crew had to come out and poorly patch it up during the mandatory moratorium. Yes, Mission Beach has a construction moratorium: no city work during the summer days (from Memorial Day to Labor Day). I guess the city recognizes the increased population and traffic during the summer even if the DMEIR doesn't! How will the moratorium impact the project construction site? Will city services be curtailed during the construction period? Will the construction builders be required to clean up the streets?

C-28 Cont.

In Chapter 7, (7-71) the DMEIR states,

"Transportation – Vehicular Traffic

The Mission Beach Residences Project would impact air quality through the vehicular traffic generated by the project. According to the project's traffic report (see Appendix F) the project would result in a total of 318 trips per day." That number only reflects part of the project.

C-29

I think that is an extremely conservative and lower-than-reality estimate. How is that number calculated or estimated?

7-7 High air pollution potential

Although the report listed the multiple governing regulations (national, state, and local) controlling GHG, it does not mention the effect that the beach area is susceptible to because of the marine layer. Sometimes the beach area has higher air pollution because of pockets of smog that the rest of the city does not have. The marine layer holds in the GHG and pollutants. The reason is because the rest of the city has blue skies when the marine layer recedes over the ocean or "burns off." But many more times, the "marine layer" hovers or remains over the area west of Interstate 5, and / or the beaches in particular. It "holds" the pollution in, right here, over our homes. That effect can be seen with the naked eye if looking west from Mount Cuyamaca, Jamul, or even Clairemont Mesa. I don't believe that factor was mentioned. Therefore, MB can't be factored as the rest of the city, but, in fact, would have the potential for worse pollution. The 63-unit project would significantly impact the immediate area with high air pollution. Anyone who awakens to someone running to warm up a cold, loud vehicle engine early in the morning will attest to that!

C-30

What are the effects of air pollution after the residences are built? How many have vehicles? How many air conditioners? How many barbeques? How will the residents of both the development and the surrounding existing residences be affected by the increased air pollution from the density? We already have beach fires which aggravate asthma and COPD. We have air pollution which affects asthma, COPD, bronchitis, pneumonia, respiratory stress syndrome, CHF, cardiac problems, etc.

"7.7.2 REGULATORY SETTING

Integrated Waste Management Act

Assembly Bill 939, the Integrated Waste Management Act, mandates that each jurisdiction reduce the amount of waste entering landfills each year. This is beneficial in lengthening the lifespan of available mineral resources by recycling materials from demolished buildings, roadways, and other facilities."
OK, Great! Is that going to be done, here, with the school?

C-31

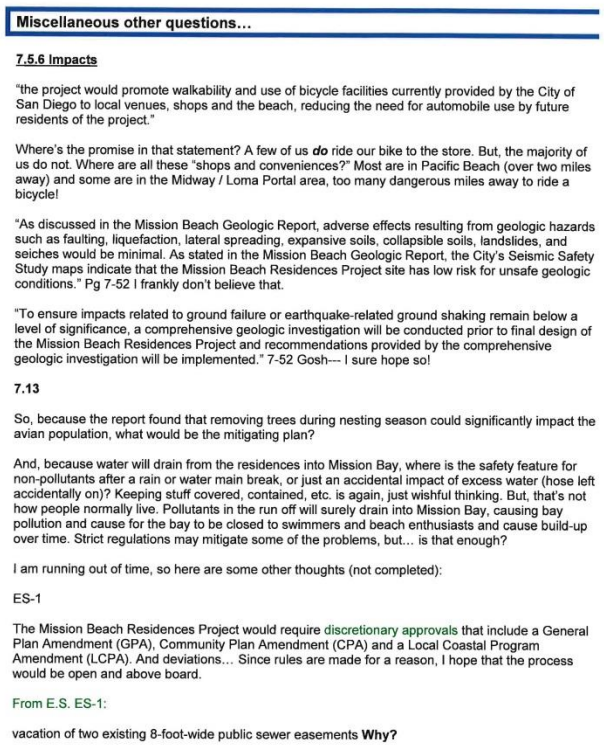
9

these same rules and restrictions for the Santa Barbara Place Residences Project.

C-28 As identified in Section 5.4, a traffic control plan would be prepared separately for each project to specifically address construction traffic within the City's public rights-of-way. The traffic control plans would include provisions for construction times, control plans for allowance of bicyclists, pedestrians, and bus access throughout construction. The traffic control plans would also include provisions to ensure emergency vehicle passage at all times, and include signage and flaggers when necessary to allow the heavy equipment to utilize surrounding streets. City services will still occur during construction, and contractors are required to clean up construction debris under City of San Diego regulations. With implementation of the traffic control plan, impacts related to interference with an emergency response plan would remain less than significant.

C-29 Air quality impacts associated with implementation of both projects are analyzed in Section 7.2 of the MEIR and shown to be less than significant. As shown in Table 5.4-5 and Table 5.4-6 as well as outlined within the TIA (Appendix F of the MEIR), a daily trip rate of 6 ADT per tri- or fourplex, 8 ADT per duplex, and 10

		ADT per single family residence, was used based on the City's Trip Generation Manual.
	C-30	"Climate and Topography" and "Air Pollution Climatology" for the San Diego region are discussed in the MEIR on page 7.2-7. The region does experience temperature inversions at times where warmer dry air "sits" above cooler marine moist air, which can hinder criteria pollutant dispersal. As described in the MEIR on page 7.2-20, the City recommends screening-level thresholds (based on SDAPCD Rule 20.2) be applied for CEQA purposes in order to assess whether a project could cause a significant impact on air quality. Emissions below the screening-level thresholds would not cause a significant impact and would comply with the California Ambient Air Quality Standards and National Ambient Air Quality Standards, which are established to protect public health. These thresholds were applied to the Air Quality impact analysis included in the MEIR, which determined that all impacts to air quality would be less than significant through implementation of both projects.
	C-31	As outlined in Section 7.11 of the MEIR, a Conceptual Waste Management Plan for Mission Beach Residences (WMP) was prepared for the Mission



Miscellaneous other questions…

7.5.6 Impacts

"the project would promote walkability and use of bicycle facilities currently provided by the City of San Diego to local venues, shops and the beach, reducing the need for automobile use by future residents of the project."

Where's the promise in that statement? A few of us ***do*** ride our bike to the store. But, the majority of us do not. Where are all these "shops and conveniences?" Most are in Pacific Beach (over two miles away) and some are in the Midway / Loma Portal area, too many dangerous miles away to ride a bicycle!

"As discussed in the Mission Beach Geologic Report, adverse effects resulting from geologic hazards such as faulting, liquefaction, lateral spreading, expansive soils, collapsible soils, landslides, and seiches would be minimal. As stated in the Mission Beach Geologic Report, the City's Seismic Safety Study maps indicate that the Mission Beach Residences Project site has low risk for unsafe geologic conditions." Pg 7-52 I frankly don't believe that.

"To ensure impacts related to ground failure or earthquake-related ground shaking remain below a level of significance, a comprehensive geologic investigation will be conducted prior to final design of the Mission Beach Residences Project and recommendations provided by the comprehensive geologic investigation will be implemented." 7-52 Gosh--- I sure hope so!

7.13

So, because the report found that removing trees during nesting season could significantly impact the avian population, what would be the mitigating plan?

And, because water will drain from the residences into Mission Bay, where is the safety feature for non-pollutants after a rain or water main break, or just an accidental impact of excess water (hose left accidentally on)? Keeping stuff covered, contained, etc. is again, just wishful thinking. But, that's not how people normally live. Pollutants in the run off will surely drain into Mission Bay, causing bay pollution and cause for the bay to be closed to swimmers and beach enthusiasts and cause build-up over time. Strict regulations may mitigate some of the problems, but… is that enough?

I am running out of time, so here are some other thoughts (not completed):

ES-1

The Mission Beach Residences Project would require discretionary approvals that include a General Plan Amendment (GPA), Community Plan Amendment (CPA) and a Local Coastal Program Amendment (LCPA). And deviations… Since rules are made for a reason, I hope that the process would be open and above board.

From E.S. ES-1:

vacation of two existing 8-foot-wide public sewer easements **Why?**

10

C-32

C-33

C-34

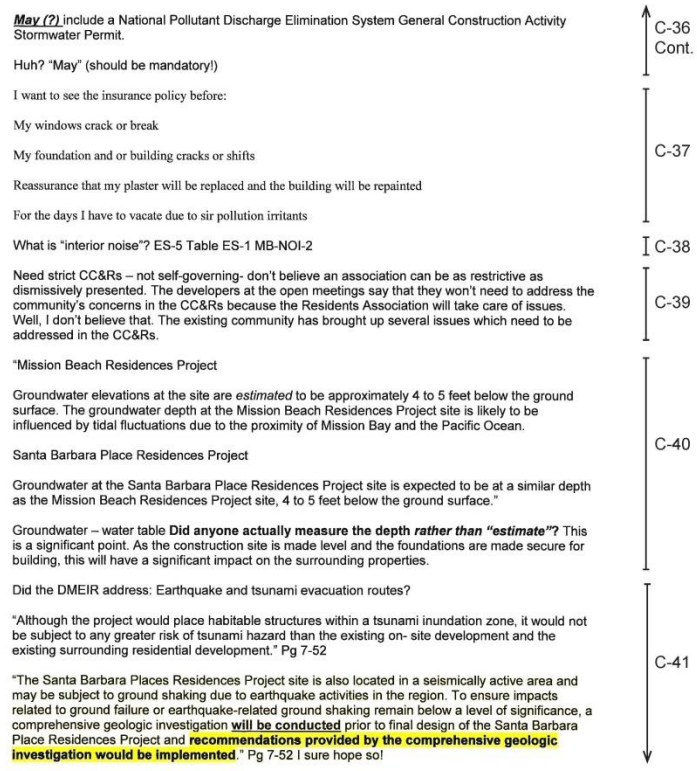
C-35

C-36

Beach Residences Project. As identified on page 7-130 of the MEIR, the Mission Beach WMP addresses impacts, landfill capacity, solid waste services, and strategies to reduce impacts related to the demolition, construction, and occupancy of the project. The Santa Barbara Place Residences Project does not exceed the City's 40,000 cumulative or direct square-footage threshold for solid waste generation and is therefore not required to prepare a waste management plan. The Mission Beach WMP is included as Appendix M of the MEIR. Both the Mission Beach Residences Project and Santa Barbara Place Residences would be served by the Miramar Landfill. As identified on page 7-139, no new impacts to landfill capacity would occur through combination of the two projects.

C-32 The Mission Beach community includes a number of existing local shops and restaurants suitable for bicycling. In addition, a bus stop is located on Mission Boulevard and Santa Barbara Place, and another stop is located at the intersection of West Mission Bay Drive and Mission Boulevard. Both stops allow area residents that connect into the San Diego Metropolitan Transit System network for transport throughout San Diego. Mission Beach, Mission Bay, and Belmont Park are all within walking or bicycling distance from both project sites.

	C-33	The MEIR provides analysis of potential significant impacts of implementation of both projects associated with health and safety and geologic hazards in Sections 5.3 and 7.4 of the MEIR. A comprehensive geotechnical investigation would occur once site design is finalized as a condition of approval. As stated in Section 7.4.4 of the MEIR, the project site is not subject to significant geologic hazards that would preclude development.
	C-34	As stated on page 7-170 of the MEIR, both projects' compliance with the state and federal Migratory Bird Treaty Act regulations would ensure impacts to avian species would be less than significant.
	C-35	As stated on page 7-96 of the MEIR, the project would employ multiple source control best management practices (BMPs), low impact development BMPs, and treatment control BMPs to minimize introduction of pollutants into receiving waters. With implementation of these BMPs, impacts to water quality would be less than significant. As identified in Section 7.6, a Storm Water Pollution Prevention Plan would be prepared for both projects.
	C-36	The Mission Beach Residences Project would fulfill the requirements of the discretionary permit approval process through the City with a General Plan



May (?) include a National Pollutant Discharge Elimination System General Construction Activity Stormwater Permit. C-36 Cont.

Huh? "May" (should be mandatory!)

I want to see the insurance policy before: C-37

My windows crack or break

My foundation and or building cracks or shifts

Reassurance that my plaster will be replaced and the building will be repainted

For the days I have to vacate due to sir pollution irritants

What is "interior noise"? ES-5 Table ES-1 MB-NOI-2 C-38

Need strict CC&Rs – not self-governing- don't believe an association can be as restrictive as dismissively presented. The developers at the open meetings say that they won't need to address the community's concerns in the CC&Rs because the Residents Association will take care of issues. Well, I don't believe that. The existing community has brought up several issues which need to be addressed in the CC&Rs. C-39

"Mission Beach Residences Project

Groundwater elevations at the site are *estimated* to be approximately 4 to 5 feet below the ground surface. The groundwater depth at the Mission Beach Residences Project site is likely to be influenced by tidal fluctuations due to the proximity of Mission Bay and the Pacific Ocean.

Santa Barbara Place Residences Project C-40

Groundwater at the Santa Barbara Place Residences Project site is expected to be at a similar depth as the Mission Beach Residences Project site, 4 to 5 feet below the ground surface."

Groundwater – water table **Did anyone actually measure the depth *rather than "estimate"*?** This is a significant point. As the construction site is made level and the foundations are made secure for building, this will have a significant impact on the surrounding properties.

Did the DMEIR address: Earthquake and tsunami evacuation routes?

"Although the project would place habitable structures within a tsunami inundation zone, it would not be subject to any greater risk of tsunami hazard than the existing on- site development and the existing surrounding residential development." Pg 7-52

"The Santa Barbara Places Residences Project site is also located in a seismically active area and may be subject to ground shaking due to earthquake activities in the region. To ensure impacts related to ground failure or earthquake-related ground shaking remain below a level of significance, a comprehensive geologic investigation **will be conducted** prior to final design of the Santa Barbara Place Residences Project and **recommendations provided by the comprehensive geologic investigation would be implemented**." Pg 7-52 I sure hope so! C-41

11

Amendment, Community Plan Amendment, and Local Coastal Program Amendment through a public hearing at the City Council. During construction of the Mission Beach Residences Project, the existing sewer mains will be removed because they are no longer in use. A private sewer system will be installed for the project which does not require a new public easement. The San Diego RWQCB will decide if a National Pollutant Discharge Elimination System General Construction Activity Stormwater Permit is required. The project will follow all City public noticing regulations and requirements.

C-37 Section 5.3 of the MEIR addresses all potential impacts to health and safety with implementation of the Mission Beach Residences Project, the Santa Barbara Place Residences Project, and the combination of both projects. As identified in Section 5.3.13, implementation of both projects would not result in emissions of hazardous materials, toxic substances, impair an adopted emergency response plan, or expose people or structures to significant risk.

C-38 Interior noise is the noise level that would be experienced within the interior of the proposed residences when complete, as well as the interior of surrounding sensitive receptors during construction

		and operations of the project. As stated in Section 5.1.12, the City and state require that interior noise levels not exceed a CNEL of 45 dBA within multifamily dwelling units. Pursuant to the City's General Plan Noise Element, as identified in Section 5.2.2 of the MEIR, interior noise levels are considered compatible up to 45 dB CNEL.
	C-39	Comment regarding the evaluation of CC&Rs is noted. This comment does not raise an environmental issue pertaining to the MEIR.
	C-40	As outlined in Section 7.4 of the MEIR, based on the preliminary geotechnical analysis included within Appendix I of the MEIR, groundwater is conservatively estimated at 4 to 5 feet below the surface. Groundwater depth would be confirmed when the comprehensive geotechnical investigation occurs once site design is finalized. As stated in Section 7.4.4 of the MEIR, the project site is not subject to significant geologic hazards that would preclude development, provided that a comprehensive geotechnical investigation is performed. Section 7.4.4 concludes that each individual project and the combined projects would have less-than-significant impacts related to geologic hazards.
	C-41	Section 7.4 of the MEIR addresses impacts associated with implementation of both the Mission Beach

Just because the threat is the same as the existing residences, the construction aspect should be addressed. How will these new residences be impacted by earthquakes, tsunamis, as well as flooding? What is the impact of residents all trying to leave the beach at the same time? Should there be city assisted evacuation assists? What are the potential alternatives for reaching a route out of the beach and bay area?

C-41 Cont.

Lastly, and of great importance,

Co-ordination of services –

Last year, the Mission Beach residents received notice that on May 15, 2014 the City Council had approved an Underground Conversion of Utility Lines by Utility Company, Resolution Number 308928 District 2, Residential Project Block 2S2 Jersey Court. It should be absolutely **mandatory** that the proposed development project co-ordinate work efforts with all city utility companies and services and contracts and contractors as well as private enterprises (such as cable and communication companies) so that work in the small area could all be addressed at the same time. It would not be beneficial and most disruptive to all residents to have one entity dig up the streets and alleyways and repave them just to have another entity tear up the same location, again, to lay pipes, wires or whatever. All public and private services should be coordinated to occur at the same time to minimize the effects on the residents.

C-42

Notes:

When I referred to the number of bedrooms, occupants, and potential drivers of the proposed residences, I was referring to the numbers presented by the developers and architects at the open public forums of the Mission Beach Precise Planning Boards and the Mission Beach Town Council meetings. The same was not presented at the Park and Recreation meeting in Pacific Beach nor in the ambiguous drawings of the DMEIR. It was openly presented that most of the residences would have 3 to 4 bedrooms. I assumed that meant from 4 to 8 residents per residence.

C-43

The major problem, issues, and concerns that the MBPPB, the MBTC, the neighbors, concerned residents, and property owners have voiced at the open meetings must be addressed. The issues not yet addressed should be addressed in the final EIR and all issues need to be substantially mitigated. The DMEIR brings up many issues, but does not offer how the problems can be resolved or mitigated. Lacking mitigation and explanations, other permits and approvals should not be issued.

C-44

Thank you for this opportunity to respond to the DMEIR for the Mission Beach residences development and your consideration.

Cherisse Brantz

Owner and resident of the neighboring property of the Mission Beach Proposed Project

C-45

[1] "One Paseo" other city Community Plans, Lifeguard Tower South Mission Beach, other examples…

12

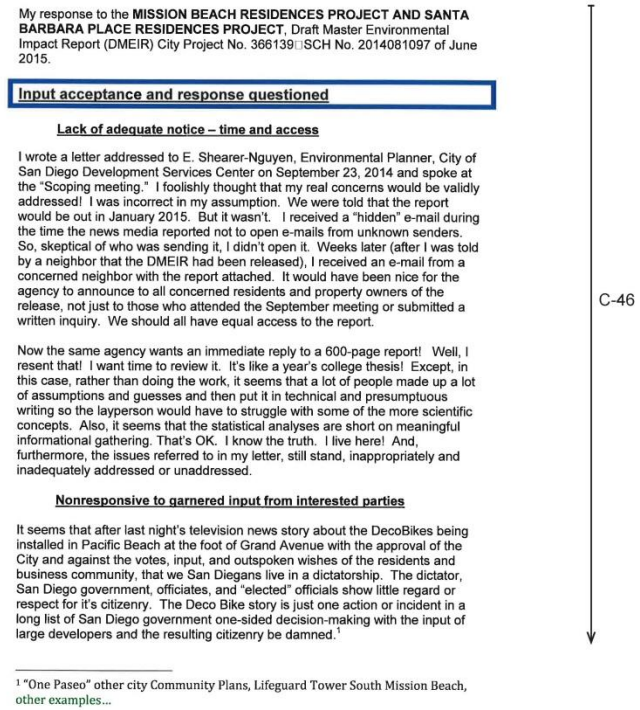
Residences and Santa Barbara Place Residences with respect to tsunami and earthquakes, and identifies that these impacts would be less than significant. Section 7.10 analyzes emergency access issues with respect to implementation of both projects and identifies that these impacts would be less than significant. Impacts associated with flooding due to the implementation of both projects are less than significant, as outlined in Section 7.6 of the MEIR. Implementation of either project would not impede an emergency evacuation plan.

C-42 Refer to response to comment C-28.

C-43 Comment noted. Chapter 3 of the MEIR provided for public review provides an accurate project description and has been updated to clearly identify the building count and unit mix proposed for each project.

C-44 The MEIR analyzes all applicable impact areas and provides mitigation measures as required under CEQA. The identified significant and unmitigated impacts will be presented to the decision makers who will have the opportunity to weigh those impacts against the projects' benefits.

C-45 Comment noted.



My response to the **MISSION BEACH RESIDENCES PROJECT AND SANTA BARBARA PLACE RESIDENCES PROJECT**, Draft Master Environmental Impact Report (DMEIR) City Project No. 366139 SCH No. 2014081097 of June 2015.

Input acceptance and response questioned

Lack of adequate notice – time and access

I wrote a letter addressed to E. Shearer-Nguyen, Environmental Planner, City of San Diego Development Services Center on September 23, 2014 and spoke at the "Scoping meeting." I foolishly thought that my real concerns would be validly addressed! I was incorrect in my assumption. We were told that the report would be out in January 2015. But it wasn't. I received a "hidden" e-mail during the time the news media reported not to open e-mails from unknown senders. So, skeptical of who was sending it, I didn't open it. Weeks later (after I was told by a neighbor that the DMEIR had been released), I received an e-mail from a concerned neighbor with the report attached. It would have been nice for the agency to announce to all concerned residents and property owners of the release, not just to those who attended the September meeting or submitted a written inquiry. We should all have equal access to the report.

Now the same agency wants an immediate reply to a 600-page report! Well, I resent that! I want time to review it. It's like a year's college thesis! Except, in this case, rather than doing the work, it seems that a lot of people made up a lot of assumptions and guesses and then put it in technical and presumptuous writing so the layperson would have to struggle with some of the more scientific concepts. Also, it seems that the statistical analyses are short on meaningful informational gathering. That's OK. I know the truth. I live here! And, furthermore, the issues referred to in my letter, still stand, inappropriately and inadequately addressed or unaddressed.

Nonresponsive to garnered input from interested parties

It seems that after last night's television news story about the DecoBikes being installed in Pacific Beach at the foot of Grand Avenue with the approval of the City and against the votes, input, and outspoken wishes of the residents and business community, that we San Diegans live in a dictatorship. The dictator, San Diego government, officiates, and "elected" officials show little regard or respect for it's citizenry. The Deco Bike story is just one action or incident in a long list of San Diego government one-sided decision-making with the input of large developers and the resulting citizenry be damned.[1]

[1] "One Paseo" other city Community Plans, Lifeguard Tower South Mission Beach, other examples...

C-46

C-46 These are duplicate comments to C1 through C-37. Refer to responses to comments C-1 through C-37. The San Diego RWQCB will decide if a National Pollutant Discharge Elimination System General Construction Activity Stormwater Permit is required.

In this case, the Mission Beach Precise Planning has expressed it's concerns from the citizen's input and the board's decision-making powers. The Mission Beach Town Council, representing the Mission Beach Community, has also voiced it's fears and displeasure of the development, as is. All local meetings about the development are well-attended by the neighbors and homeowners, renters, and tenants, landlords and, of course, the developers and architects. In the beginning, we were told of the probable development and shown pictures which change from meeting to meeting and group to group. At the last Park and Recreation meeting (in Pacific Beach at the Rec Center), the "City" gave the impression that they were conducting an "input meeting" from the community. But the "community" saw through the ploy and insisted that the city and the developers listen to the community's wants, needs, and annoyance with the meeting design and the outrageous plan. It seems that the developers of the Mission Beach Elementary project are going through the motions of attending and presenting at each mandatory meeting (per legislative codes and protocols) and are going through the motions of the Dog and Pony Show, but are irreverent and ignore the response the community groups provide and belittle the honest questions and input. It feels like we've been run over by a steamroller.

I don't understand how the process is honored, or if it is honored. Would the proposed project need or must change because of the findings? If so, which entity (if any), is the enforcer? Does it depend on which environmental impact is most affected?

C-46
Cont.

First of all, I am pleased that "this DMEIR also analyzes the combined effects of the development of both projects." At the first and subsequent Mission Beach Precise Planning meetings, the developers, MB9, LLC and it's architects presented a unified plan for the wholly purchased parcel of the former Mission Beach Elementary School/Fairhaven/Administrative site. Yet, now, the DMEIR is analyzing two sites. In reality, the same developer with the same architecture company, its designers, landscape architects, builders, contractors, etc. will be building within a relatively cohesive & small timeline. I am glad it is treated as a **single project**, because in reality, that is what it is. Sixty-three (63) units all look essentially the same and have the same effect on the property, regardless of the timeline in which these are built.

Visual impact / Diversity in development

I'd like to address the singularity of the project. Mission Beach, by design or by default, is eclectic in it's developments. We have wooden cottages from the 30's and 40's; 3 story modern developments; single family residences resemble cabooses and boats; copper roofs; and near-solid glass frontages, some curvalinear.

The developer contends that it's design "Contribute to a cohesive development that is compatible in scale and character and enhances the existing community

character in the Mission Beach Community Planning Area..."

But, now, this intended development is **monotonously** the same. All of the units are essentially the same! Where is the diversity, the distinctiveness, the uniqueness, the difference in materials, the size and shape differential, the quantitative and qualitative difference of the development's units? Where are the front yards, the backyards, and the side yards?

Safety, Safety, Safety

Traffic and streets

When Karen Mitchell ran for office on the Mission Beach Town Council twenty years ago, she said she did so for two reasons. First, she was tired of riding the roller coaster through Mission Beach and was hoping that she could do something about it. She was not referring to the roller coaster at Belmont Park. As she said, Mission Beach has two roller coasters – the Belmont Park roller coaster and the Mission Boulevard roller coaster. Well. Here we are twenty years later and we still have that main street roller coaster. Our tax dollars are not being spent in Mission Beach. I suspect that we (Mission Beach property owners) have the third highest tax base in the city (after La Jolla and Point Loma). Yet, we are treated as the poorest area. Our streets are in constant disrepair (with many parts being outright dangerous [to humans] and destructive [to automobiles] compared to almost any other part of the city. We have traffic jams "standstills" throughout the summer at all times (daily, at all day and evening hours) at every intersection, and during rush hours during the (non-tourist) other times. We have potholes every few feet; few alleyways are smooth and cleared of rubbish and debris. The street lights in general, and the street lights on Mission Blvd and Santa Barbara Place, in particular, go dark for months at a time creating an extremely dangerous street for pedestrian crossing and vehicles making turns. When it rains, our poorly constructed streets and inadequate drainage system backs up into pools of water which run into the properties and make the nightly news. We suffer from a high crime rate because, at times, our lovely, very public beach and bay attracts undesirable elements. Bicycles are stolen all over Mission Beach on a regular basis. We have break-ins, robberies, and assaults on a regular basis. We need and deserve police and fire department protections; street and water services; we deserve appropriate trash and recycling services. We're not receiving it. So, I have a new proposal for my hefty property tax dollars. Since we are not provided the city services we need and deserve, why not take a small part of my tax dollars and give me back something I can appreciate? (see idea next paragraph)

Lack of space

Just invest my tax dollars with the developers in a larger piece of the proposed project for a decent sized park! Enough stupid talk about a "pocket park!" The

C-46
Cont.

developers can't do anything with that small triangular piece of land, so they're making a big issue of "providing a park." I think the open space should be just that --- open space or parking and part of the development. In addition, there needs to be a substantial piece of land set aside for space. Maybe the "space" needs to be in between each unit. Each unit deserves it's own exposure to the sun and light, air and space. It hardly seems from the plans where the units lie so close together that only the end units really have any "space."

I think the intent of the regulations in the Mission Beach Precise Plan (MBPP) was to provide each property with access to sunlight, air, and space. But, while the units may meet the regulations, they far miss the boat in intent. The condominiums are combined into one building. We all have met the set back requirements. (15 feet here; ten feet there…) but is that sufficient? In this case, I don't think so because trash cans, bicycles, surfboards, paddleboards, rafts, inflation and flotation devices, wind sailboards, beach and sports paraphernalia, skateboards, portable barbeque units, umbrellas, tents, lawn/beach chairs and other beach-type stuff clutter the space, unlike any other part of the city. In other parts of the city, people have built-in barbeques or portable barbeques stored in the garage or shed. Few people have boats, rafts, boogie boards, surfboards, paddleboards, wind-surf boards and sails stored in the narrow side of their homes and apartments. Other city neighborhoods have larger lots which accommodate "stuff." Property in Mission Beach is unique because the lots are not very wide. This development proposes too, too much! Too big. Too close together. Too burdensome. Too overwhelming. Too intense. Too overwhelming.

C-46
Cont.

No emergency access / limited emergency access

The second reason Mrs. Mitchell ran for office was because when her son was having a medical emergency one summer, the paramedics (first responders) couldn't get to her. She ended up trying to drive her son to an emergency room. It took long, agonizing minutes turned into an hour for this anxious mother, trying to get out of the beach to the local hospital. Our streets are crowded (and this was at least twenty [20] years ago) and poorly designed. To this day, there still isn't any "emergency access." There's no place for a police car or fire engine to drive when there is an emergency or urgent need to get in or out or from one point to another in Mission Beach. This is an extreme safety issue. And, once the police vehicles or fire engine arrives, where do these vehicles park? When our neighbor experienced a big explosion fire December 2013, it shook the whole neighborhood. But more importantly, when the fire trucks arrived, they blocked much of the alley (two or three) trucks and hoses. But police and fire trucks thankfully parked in the school parking lot in order to access the burning Mission Beach Bayside Walk property. The point is, that they had the "luxury of room" to move around in – parking on a vacant lot and being able to maneuver and turn around on the play-yard / parking lot. Thank goodness. It was the engine (on the school property) that raised the ladder and was able to pour water on the burning site from an elevated vantage point. Without that "cushion of space," the

fire might have spread to another property and another and… well, what is going to happen with 63, 3 -story units built so close to each other? How does a fire become contained? Where will the fire trucks park? How many wasted minutes will be delayed because the fire trucks have nowhere to park, nowhere to establish a work place or staging area, nowhere to stretch their hoses and once stretched, can barely reach the fire? Will the bayside property owners suffer because the fire engines will have to double-park on Mission Blvd. and carry the hoses and equipment down a heavily impacted alleyway or court to reach a devastating fire?

This can be mitigated by providing fire hydrants along the Bayside Lane and providing off road emergency area parking.

Having observed several emergency vehicles traverse Mission Beach and Pacific Beach, it is appalling to see the number of vehicles with drivers who simply do not pull over and stop for a police car or fire truck or paramedic ambulance with sirens wailing and lights flashing. Appalling! Amazing! Pathetic! That disrespectful and unlawful act by these drivers is impacting the ability for emergency services to reach people in distress in Mission Beach in case of emergency.

An emergency lane needs to be created. More prominent signs should be posted advising drivers to pull over and stop so that emergency vehicles can pass by.

63 additional units add to this burden. Will additional fire hydrants be added to the area? Will an assembly area be provided? We now have alleys extending from Mission Blvd straight to Bayside Lane. None (no existing space) is available in this project.

C-46
Cont.

Parking

While the developers might meet the regulations in off street parking, once again they are not honoring the **intent of the regulations because the units do not provide adequate off-street parking**. The proposed development will eliminate about 100 currently available parking spaces. All spaces are occupied throughout the year. While the developers do not owe any duty to provide parking for the existing area properties, it is just an illustration or exemplar of how important the need for parking spaces and places is to the neighborhood.

The developers contend that they are building *family homes*. (ES3: "Develop new multifamily condominium dwelling units on the Mission Beach Residences Project site on the 27 existing legal lots…")

But, we know that is not the case. The DMEIR admits that only 3 students may/might come from the development. Hello! Three students do not make 63

families! *The development takes the place of a closed school!* The school is closed because there wasn't a need for a school in this locale because there aren't many children here! Even Martha Farnum Elementary on Cass Street closed (and now is a library). We all recognize that Mission Beach is prime territory for easy rentals – by the day, week, month, and year. While estimates vary, ***at least half of the units*** will be rentals, with each bedroom in a unit producing one to two cars per bedroom because these will be filled with teen-age and young adult drivers. Where are these cars going to park if each unit has only two parking places? Who loves re-arranging cars (musical chairs) with tandem spaces? One space is sure to become storage despite any CC&Rs. Let's get real. Maybe there should be a development "storage area" (instead of a few residential units).

Oh hell, just give the area some significant off street or even on-street parking!

Construction Noise Mitigation and Pollutants

Construction noise and dust pollution is inevitable. But as an adjoining resident, keeping both to a minimum and within work hours (as stated) is appreciated. There should be a substantial fine for operating outside of the proposed hours and an insurance policy taken out for excessive pollution and unintentional destruction of surrounding properties. Notice should be mandatory on the days that asbestos is being removed to give us the option of moving out and paying for alternate housing. Is a stipend in the budget?

There should be a rule: No night or week-end work which produces dust or other airborne particles or noise of minimal decibels lasting more than a few (5-6) minutes for a total of 3 occasions within (a total) 12 hours. If the rule is broken, the developers, their contractors, and subcontractors will pay a fine to both the surrounding landowners and the city.

Additionally, a website with a timeline of planned work would be nice so that neighbors might have the option to move out during dangerous and unsettling times.

What is unsettling? Each time a truck traverses in the alleyway, the residence shakes and both the property and truck rumble. I can't imagine what jackhammering and cement trucks might bring to impact the area.

I suspect that it would be mandatory to provide an insurance policy to protect the surrounding residents.

Traffic Circulation and Parking

"The Table ES-3 Summary of Significant Environmental Impacts - Combined Project – The report of impact, Mitigation Measure, and Level of Significance

C-46
Cont.

After Mitigation TRANSPORTATION/CIRCULATION and PARKING" section is completely unsatisfactory. There doesn't seem to be any current studies of any significant duration. I haven't seen any rubber hose counters lying across any street since the EIR research began and I haven't observed any people standing out near the construction site with counters and clipboards in hand. Was aerial surveillance done? If so, when and for what period of time? Or, how was measurement obtained?

Traffic is always congested in the summer. But, this year, it is worse than ever before. Exiting westbound from San Luis Obispo Place* on Tuesday, July 21, 2015, at 10:23 a.m., it took me twelve (12) minutes to enter Mission Blvd. to make a left turn to proceed southbound on Mission Blvd. Today, although I originally wanted to head north on Mission Blvd., there was a steady line of slow traffic. So, I headed south, existed Santa Barbara Place and turned left onto Mission Blvd. about 12:00 noon. It only took 6 ½ minutes because although traffic headed north and south on Mission Blvd. was quite congested and steadily slow or stopped, there were some pedestrians in the crosswalk to my right and the cross traffic was at a standstill. This exact intersection will increase usage more than tenfold if 63 units are built and each unit could potentially have 63 to (conservatively) to 402 additional vehicles entering and leaving the same intersection at all times. What will happen from now to the time a traffic signal is installed in 2025... ten (10) years from now? A traffic signal light really doesn't address the traffic impact.

C-46
Cont.

* Any residence north of Santa Barbara Place should proceed north on Bayside Lane and then exit Bayside Lane to reach Mission Blvd by an alleyway or the closest "Place," which is San Luis Obispo.

At the intersection of Ventura Place (West Mission Bay Drive) and Mission Blvd., about a block away, and the main intersection to exit the peninsula, approximately 25 cars can make a left during a green light. Woe be to the new green light cross traffic as a few more cars attempt to rush the intersection on a yellow and red light. The drivers routinely "rush the light" because (presumably) the drivers have been waiting so long to proceed through the green light and it changes to yellow and then red just as they approach and human nature is to try to "get through, thereby causing a potential hazard to waiting pedestrians and cross traffic."

But then, of course, the pedestrian light just a few street east on West Mission Bay Drive, also stops or slows the traffic. So then, the traffic backs up, again.

For years, drivers residing or visiting residences south of Santa Barbara Place (SBP), drive eastbound on SBP, and then make an illegal right turn, heading southbound on Bayside Lane. Watching this pattern over the last few weeks, I can honestly say that more cars turn right onto Bayside Lane than make a legal left turn at a ratio of 3:1 (3=illegal; 1= legal). What mitigation plans have been developed to address this issue?

Access to garages south of Santa Barbara Place

So that brings up the problem that the Santa Barbara Place residence, guests, and service drivers drivers will face. As the design shows, garages are in the back on the unnamed alley between SBP and Jamaica Court. If a car is headed southbound on Mission Blvd., how does the resident or visitor access the garage? If a passageway for these cars is not provided, then the vehicles would have to proceed southbound on Mission Blvd., make a left onto West Mission Bay Drive (because a u-turn at Mission Blvd and West Mission Bay Drive is illegal) and go east until the break in the road to make a u-turn at a place where cars are speeding westbound to get to the intersection. Or the cars could go east to Gleason Point / Bahia Hotel and make a U-turn there to head west to the Bayside Lane alleyway or northbound on Mission Blvd. A less desirable alternative is to proceed southbound on Mission Blvd., make a right onto Ventura Place. Go to the end or through a parking lot to make an U-turn in a heavily traffic area, and then head eastbound to the Mission Blvd. traffic signal light, make a left, head northbound on Mission Blvd. until the alleyway can be accessed for a right turn to access the garage behind the residence. If the reader thought that was difficult reading the options, then the reader should try actually driving the route! My best guess is that the drivers will risk a ticket, an accident, a serious accident, or just mean stares, by heading eastbound on SBP and then turn right for an illegal south bound on Bayside Lane to the alleyway to get to the "back" of the home. I guess another alternative (and very undesirable) is to have the residence entrance face the unnamed alleyway and have the garages border SBP! I guess that's like showing the rear to the public! I don't know if that would fit the MBPPPDO!

Also, northbound drivers on Bayside Lane routinely do not stop at the stop sign on Bayside Lane and SBP. It is surprising that more accidents haven't occurred at this intersection. Again the ratio is more cars pass through the intersection *without stopping* than *actually do* stop. Those that do not stop are progressing at a pretty good rate (more than 15 MPH) with a chance of hitting a pedestrian or car making a left turn from eastbound on SBP to north on Bayside Lane. This occurs throughout the year, regardless of month or season. How will the increased traffic of the project affect that intersection?

C-46
Cont.

Personal:

Traffic Safety

Quite frankly, this project scares me. Lately, those of us who are regular (year round) residents have all observed that San Diego in general, and Mission Beach in particular, have far more traffic than any previous year. While I cannot personally quantify it, traffic is so quantitatively different, it is perceptible. Drivers

are of every age. So, while age may not be a factor, the quality of drivers following the DMV codes and extending common courtesies has decreased. The significantly increased beach traffic is unmanageable. Drivers do not stop for pedestrians at crosswalks. They tailgate each other going down the Mission Beach strip. Car doors swing open from the parallel parking spaces oblivious to ongoing traffic and bicyclists. As previously said, cars (drivers) do not pull over, slow down, or stop for emergency vehicles with sirens and lights. When looking for available parking, cars suddenly stop without pulling over, endangering long lines of cars following closely. The cars pull out of parking spaces without respect to oncoming traffic.

Transient residents increase traffic

I cannot imagine or tolerate the idea of so many vehicles accessing or leaving the proposed project site on the same crowded streets at the same time (worse at rush hour). As I said at the September 2014 meeting, if the residences are predictably filled with college students, then the drivers are generally more immature and inexperienced than the general population. There is the potential for "bad" driving, illegal parking causing potential accidents, arguments, road rage, and DUIs. It is the nature of the age and ego (here in the U.S.).

Also, the general figure of vehicle emissions can't be figured in. Generally, college drivers inherit older cars or buy the less expensive cars. These cars have higher emissions than newer cars. College students and young adults who share condominiums are known to drive motorcycles (less expensive mode of transportation), which can be **extremely** noisy and have terrible exhaust.

Where are the vehicles going to enter and exit the properties? Do the project alleyways access both Mission Blvd and Bayside Lane like the rest of Mission Beach? The alleyways that intersect Mission Blvd are often blocked by parallel parked cars and visibility for entering the main road is extremely limited. Try it! The reader won't understand this until it is tried! Good luck! The reader might be lucky on a Tues / Fri or a Mon /Thurs between 8 and 10a.m. That's the only time visibility is provided. These are the times signs post "No Parking" because of street cleaning.

If the residences are predictably rented to short-timers, the traffic patterns are significantly increased on move-in days and times and move-out days and times. These people are generally focused on limited time, unloading and loading goods, and people, with resulting behavior that is oblivious to other's needs, rules of the road, service people who service the units, neighbors, regulations, etc. Generally these tourists and college / university students who boost our economy, block the streets, load it with garbage and large items (furniture, appliances, discarded beach paraphernalia) and find it difficult, if not taxing, to be respectful and polite to other residents (permanent or temporary).

Construction potential dangers

C-46
Cont.

While I can't quantify it, I am not sure the DMEIR addresses the effects that the heavy construction trucks will have on the surrounding properties and limit the number of heavy use and service trucks on or around the construction site at the same time. Right now, when a heavy truck (including trash / garbage service trucks; delivery trucks; cement trucks; fire truck) travels north on Bayside Lane, the house shakes. The glass jingles, and the walls creak. It's scary! Sometimes I look to see if the chandelier is swinging to see if we just had an earthquake.

Noise

I can hear the daily jackhammers on Jersey Court and Ocean Front Walk, two blocks away (from the bay side to the ocean side). I can hear the car alarms all along Mission Blvd. and Santa Barbara Place. I can hear the Belmont Park nightclubs, carnival sounds, and rollercoaster with it's screaming riders. I can often (very often) hear the emergency vehicle sirens wailing from all over the bay area – Ingraham Street, Pacific Beach Drive, Grand Avenue, West Mission Beach Drive, and as these proceed north or south ***all along*** Mission Beach Blvd. The helicopters (sightseeing, military, police) circle and circle the area, single & dual propeller planes sightseeing and or pulling banners, motorboat engines, personal watercraft, beach parties and beach celebrations, children playing, rower guides shouting, Mission Bay Yacht Club speakers, hotel music, bar music, and airport jets all create constant aerial noise throughout the year. In other words, sound travels freely and loudly throughout the bay area. (Water reflects sounds very well. Fireworks are generally confined to the summer months – both legal Sea World and illegal people produced…) What will the impact of this densely populated project bring to the area? Will they have CR&Rs that limit noise impact? The DMEIR already states that the noise exceeds acceptable limits. So what are the mandatory mitigating requirements?

C-46
Cont.

Recent construction destruction

We recently went through several months of a contractor blocking our streets and alleyways as they drained the table water into Mission Bay. I think they were preparing for a sewer pipe replacement. (?)

The recent construction company caused street settling, significant cracks and breaks, holes, and extremely uneven surfaces, and left nails and screws in the streets. I was told that they were "lowering the water table." All I know is that I saw two large pipes (maybe 12 inches in circumference?) pouring water into 10' to 12' high containers which then routed water into the bay with significant force which uprooted and washed out the reed grasses. The "lowering of the water table" has significantly impacted the man-made structures (sidewalks, streets, cement and brick fences and caused cracks in the residential structures). My two cars have had 5 tire replacements due to the debris left in the street. I now try to avoid Santa Barbara Place and access Bayside Lane via the parallel unnamed alleyways to the south. The construction purpose was not completed and left the SBP in such bad shape that a crew had to come out and poorly patch

it up during the mandatory moratorium. Yes, Mission Beach has a construction moratorium: no city work during the summer days (from Memorial Day to Labor Day). I guess the city recognizes the increased population and traffic during the summer even if the DMEIR doesn't! How will the moratorium impact the project construction site? Will city services be curtailed during the construction period? Will the construction builders be required to clean up the streets?

In Chapter 7, (7-71) the DMEIR states,

"Transportation – Vehicular Traffic

The Mission Beach Residences Project would impact air quality through the vehicular traffic generated by the project. According to the project's traffic report (see Appendix F) the project would result in a total of 318 trips per day." That number only reflects part of the project.
I think that is an extremely conservative and lower-than-reality estimate. How is that number calculated or estimated?

7-7 High air pollution potential

Although the report listed the multiple governing regulations (national, state, and local) controlling GHG, it does not mention the effect that the beach area is susceptible to because of the marine layer. Sometimes the beach area has higher air pollution because of pockets of smog that the rest of the city does not have. The marine layer holds in the GHG and pollutants. The reason is because the rest of the city has blue skies when the marine layer recedes over the ocean or "burns off." But many more times, the "marine layer" hovers or remains over the area west of Interstate 5, and / or the beaches in particular. It "holds" the pollution in, right here, over our homes. That effect can be seen with the naked eye if looking west from Mount Cuyamaca, Jamul, or even Clairemont Mesa. I don't believe that factor was mentioned. Therefore, MB can't be factored as the rest of the city, but, in fact, would have the potential for worse pollution. The 63-unit project would significantly impact the immediate area with high air pollution. Anyone who awakens to someone running to warm up a cold, loud vehicle engine early in the morning will attest to that!

What are the effects of air pollution after the residences are built? How many have vehicles? How many air conditioners? How many barbeques? How will the residents of both the development and the surrounding existing residences be affected by the increased air pollution from the density? We already have beach fires which aggravate asthma and COPD. We have air pollution which affects asthma, COPD, bronchitis, pneumonia, respiratory stress syndrome, CHF, cardiac problems, etc.

"7.7.2 REGULATORY SETTING

C-46
Cont.

Integrated Waste Management Act

Assembly Bill 939, the Integrated Waste Management Act, mandates that each jurisdiction reduce the amount of waste entering landfills each year. This is beneficial in lengthening the lifespan of available mineral resources by recycling materials from demolished buildings, roadways, and other facilities." OK, Great! Is that going to be done, here, with the school?

Miscellaneous other questions…

7.5.6 Impacts

"the project would promote walkability and use of bicycle facilities currently provided by the City of San Diego to local venues, shops and the beach, reducing the need for automobile use by future residents of the project."

Where's the promise in that statement? A few of us ***do*** ride our bike to the store. But, the majority of us do not. Where are all these "shops and conveniences?" Most are in Pacific Beach (over two miles away and some are in the Midway / Loma Portal area, too many dangerous miles away to ride a bicycle!

"As discussed in the Mission Beach Geologic Report, adverse effects resulting from geologic hazards such as faulting, liquefaction, lateral spreading, expansive soils, collapsible soils, landslides, and seiches would be minimal. As stated in the Mission Beach Geologic Report, the City's Seismic Safety Study maps indicate that the Mission Beach Residences Project site has low risk for unsafe geologic conditions." Pg 7-52 I frankly don't believe that.

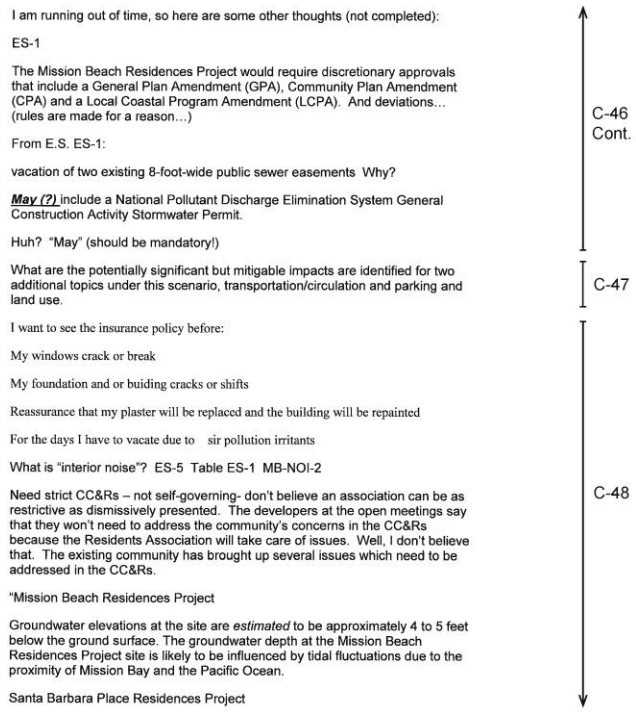
"To ensure impacts related to ground failure or earthquake-related ground shaking remain below a level of significance, a comprehensive geologic investigation will be conducted prior to final design of the Mission Beach Residences Project and recommendations provided by the comprehensive geologic investigation will be implemented." 7-52 Gosh--- I sure hope so!

7.13

So, because the report found that removing trees during nesting season could significantly impact the avian population, what would be the mitigating plan?

And, because water will drain from the residences into Mission Bay, where is the safety feature for non-pollutants after a rain or water main break, or just an accidental impact of excess water (hose left accidentally on)? Keeping stuff covered, contained, etc. is again, just wishful thinking. But, that's not how people normally live. Pollutants in the run off will surely drain into Mission Bay, causing bay pollution and cause for the bay to be closed to swimmers and beach enthusiasts and cause build-up over time. Strict regulations may mitigate some of the problems, but… is that enough?

C-46
Cont.



I am running out of time, so here are some other thoughts (not completed):

ES-1

The Mission Beach Residences Project would require discretionary approvals that include a General Plan Amendment (GPA), Community Plan Amendment (CPA) and a Local Coastal Program Amendment (LCPA). And deviations… (rules are made for a reason…)

From E.S. ES-1:

vacation of two existing 8-foot-wide public sewer easements Why?

May (?) include a National Pollutant Discharge Elimination System General Construction Activity Stormwater Permit.

Huh? "May" (should be mandatory!)

What are the potentially significant but mitigable impacts are identified for two additional topics under this scenario, transportation/circulation and parking and land use.

I want to see the insurance policy before:

My windows crack or break

My foundation and or buiding cracks or shifts

Reassurance that my plaster will be replaced and the building will be repainted

For the days I have to vacate due to sir pollution irritants

What is "interior noise"? ES-5 Table ES-1 MB-NOI-2

Need strict CC&Rs – not self-governing- don't believe an association can be as restrictive as dismissively presented. The developers at the open meetings say that they won't need to address the community's concerns in the CC&Rs because the Residents Association will take care of issues. Well, I don't believe that. The existing community has brought up several issues which need to be addressed in the CC&Rs.

"Mission Beach Residences Project

Groundwater elevations at the site are *estimated* to be approximately 4 to 5 feet below the ground surface. The groundwater depth at the Mission Beach Residences Project site is likely to be influenced by tidal fluctuations due to the proximity of Mission Bay and the Pacific Ocean.

Santa Barbara Place Residences Project

C-46 Cont.

C-47

C-48

C-47 Potentially significant impacts to transportation, circulation, and parking, along with associated mitigation measures, are outlined in Section 5.4, Transportation and Circulation of the MEIR. Potentially significant impacts to land use, along with associated mitigation measures, are outlined in Section 5.1, Land Use of the MEIR.

C-48 These are duplicate comments to C-38 through C-45. Refer to responses to comments C-38 through C-45.

Groundwater at the Santa Barbara Place Residences Project site is expected to be at a similar depth as the Mission Beach Residences Project site, 4 to 5 feet below the ground surface."

Groundwater – water table Did anyone actually measure? This is a significant point. As the construction site is made level and the foundations are made secure for building, this will have a significant impact on the surrounding properties.

Did the DMEIR address: Earthquake, tsunami evacuation routes?

"Although the project would place habitable structures within a tsunami inundation zone, it would not be subject to any greater risk of tsunami hazard than the existing on- site development and the existing surrounding residential development." Pg 7-52

"The Santa Barbara Places Residences Project site is also located in a seismically active area and may be subject to ground shaking due to earthquake activities in the region. To ensure impacts related to ground failure or earthquake-related ground shaking remain below a level of significance, a comprehensive geologic investigation **will be conducted** prior to final design of the Santa Barbara Place Residences Project and **recommendations provided by the comprehensive geologic investigation would be implemented**." Pg 7-52 I sure hope so!

Just because the threat is the same as the existing residences, the construction aspect should be addressed. How will these new residences be impacted by these acts as well as flooding? What is the impact of residents all trying to leave the beach at the same time? Should there be city assisted evacuation assists? What are the potential alternatives for reaching a route out of the beach and bay area?

Lastly, and of great importance,

Co-ordination of services –

Last year, the Mission Beach residents received notice that on May 15, 2014 the City Council had approved an Underground Conversion of Utility Lines by Utility Company, Resolution Number 308928 District 2, Residential Project Block 2S2 Jersey Court. I would absolutely **insist and expect** that the proposed development project co-ordinate work efforts with all city utility companies and services and contracts and contractors as well as private enterprises (such as cable and communication companies) so that work in the small area could all be addressed at the same time. It would not be beneficial and most disruptive to all residents to have one entity dig up the streets and alleyways and repave them just to have another entity tear up the same location, again, to lay pipes, wires or

C-48
Cont.

whatever. All public and private services should be coordinated to occur at the same time to minimize the effects on the residents.

Notes:

When I referred to the number of bedrooms and occupants of the proposed residences, I was referring to the numbers presented by the developers and architects at the open public forums of the Mission Beach Precise Planning Boards and the Mission Beach Town Council meetings. The same was not presented at the Park and Recreation meeting in Pacific Beach nor in the ambiguous drawings of the DMEIR. It was openly presented that most of the residences would have 3 to 4 bedrooms. I assumed that meant from 4 to 8 residents per residence.

The major problem, issues, and concerns that the MBPPB, the MBTC, the neighbors, concerned residents, and property owners have voiced at the open meetings must be addressed. The issues not yet addressed should be addressed in the final EIR and all issues need to be substantially mitigated. The DMEIR brings up many issues, but does not offer how the problems can be resolved or mitigated. Lacking mitigation and explanations, other permits and approvals should not be issued.

C-48
Cont.

Comment Letter D

Shearer-Nguyen, Elizabeth

From: Harry McGahey [harrymcgahey@att.net]
Sent: Monday, August 10, 2015 2:34 PM
To: DSD EAS
Subject: Project no. 366139 Mission Beach Project and Santa Barbara Place Residence Project comments re draft EIR
Attachments: Comments on Project No 366139.pdf

Dear Ms. Elizabeth Shearer-Nguyen:

Please find our comments to the above project no. 366139 Mission Beach Project and Santa Barbara Place Residence Project.

Harry V. McGahey, Esq.
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D-1

1

RESPONSE TO COMMENT LETTER D

McGahey & McGahey, APLC
Harry V. McGahey
August 10, 2015

D-1 This comment is introductory in nature and does not raise specific environmental issues related to the adequacy of the MEIR.

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Harry V. McGahey, Esq.
Afsaneh McGahey, Esq.

Ms. Elizabeth Shearer-Nguyen
Environmental Planner
City of San Diego Development Services Center
1222 First Avenue, MS 501
San Diego, CA 92101

Subject: Project No. 366139 Mission Beach Residences Project and Santa Barbara Place Residences Project

Dear Ms. Shearer-Nguyen:

Thank you for the opportunity to provide comments regarding the Draft Master Environmental Impact Report for the proposed Mission Beach Residences Project and Santa Barbara Place Residences Project. We own the five unit building directly across the street on the west side of the Mission Beach Residences project and two houses directly across from the north side of the project. Although it will be nice to have some new construction in the area, there are two non-mitigated significant impacts that were not sufficiently addressed in the EIR which I would like to call your attention to.

D-1 Cont.

These significant, un-mitigated impacts will be:

1) Parking in the area, which is already a terrible problem for residents, will be severely adversely impacted by this project. The Mission Beach area is unique in the unavailability of parking because there is very little parking to begin with for its residents. This problem is exponentially compounded on weekends and holidays when thousands upon thousands of beach-goers and tourists pour into the area through West Mission Bay Drive onto Mission Blvd going north. People actually fight over parking spaces. They vandalize each others cars. They park in residents' driveways and parking spaces. They park and block alleys. It is a wild west atmosphere over parking one has to see to believe.

The proposed project has only one tandem parking space for two cars, no matter how many bedrooms. These are 2, 3 and 4 bedroom units. This is inadequate in the first place. But when you consider that many of these new units will wind up being "summer rented" with 12 to 15 people in them parking weekly, along with guests and second cars of owners, and you have 80 of these new units going in, this will have a catastrophic affect on the parking problem in the area, which as described above, is already critical.

D-2

D-2 Refer to response to comment C-10. The TIA complies with the City of San Diego TISM.

Page 2 Letter dated 8/10/2015

A traffic study should be done before approval of this project. It should address the current critical lack of parking in the surrounding area, the inadequacy of the parking being installed for the new units of 2, 3 and 4 bedrooms, the expected units that will have occupants that will have more than two cars per unit, the expected number of guests with their own additional cars that will visit each of the 80 new units on weekends, holidays (as well as on a regular basis during the week), the increasing number of units in the area which are "summer rented" (often with 12 to 15 people in them), and the dense affluent USD student housing population with many of their own cars during the winter months. I believe a properly done traffic study will have to conclude that there are significant non-mitigatable impacts on the current severe parking problem from this project which must be mitigated before it is approved. These are impacts which cannot simply be ignored. D-2 Cont.

2) Also, the sewer system in the area is old and overloaded. The pumps which are necessary to remove the sewage cause flooding in the area if they stop or are broken. There have been several such floods in the last few years. Often the City has to bring in a constant stream of trucks to load up and truck sewage out of the area. Adding an additional 80 units to this already overloaded system will cause future damage to the residents with resulting liability for the City of San Diego, because of its failure to properly build, maintain and expand the sewer system. D-3

Regarding land use, the San Diego General Plan emphasizes infill housing to meet the housing demands of our region's growing population which we do not disagree with. The problem is that the Mission Beach Residences Project and Santa Barbara Place Residences Project will provide this infill housing at density levels higher than the current neighborhood parking and sewer infrastructure can withstand at the current three story densities. A two story density with guest parking being required would be much more in keeping with the ability of the area to absorb the impacts. D-4

Having this large of a pocket park seems to be a given without any real thought. Within 400 feet of the west and the east of these projects is one of the most beautiful public recreational areas in the world. Mission Bay and the Beach along the Ocean is comprised of hundreds of acres of public parks. This small park being proposed is not going to make a difference to the residents, or tourists for that matter. The space would be better used to allow the project to be less dense with only two stories, and have more parking for guests and or the public. D-5

Thank you again for considering my comments on the Draft MEIR. I can think of no better use that benefits the region and community more than what these projects propose, if the parking problem and sewer problems are properly addressed.

Yours very truly,

Harry V. McGahey Esq.

D-3 The proposed projects would be serviced for wastewater. As stated on page 7-134 of the MEIR, a proposed network of private sewer mains would travel in the two proposed alleys within the Mission Beach Residences Project and connect to the existing 15-inch sewer main that travels along Bayside Lane to the east. This existing 15-inch sewer main is of capacity to serve the approximately 7,711 gallons per day of wastewater anticipated by the Mission Beach Residences Project. As identified on page 7-136, a similar private network of sewer mains would connect to the existing 15-inch sewer within Bayside Lane for the Santa Barbara Place Residence project. The existing public sewer infrastructure is of sufficient capacity to serve the anticipated 1,814 gallons per day from the Santa Barbara Place Residences Project. This existing public sewer infrastructure is of sufficient capacity to serve the combination of both projects. As identified on page 7-136, the Mission Beach community's existing infrastructure is designed to accommodate the proposed residential land use intensities.

D-4 Refer to responses to comments B-110, C-6. The proposed projects are in compliance with the MBPDO with allowable deviations.

D-5 Comment noted.

Comment Letter E

Shearer-Nguyen, Elizabeth

From: Karl Rand [kar@woldslawgroup.com]
Sent: Monday, August 10, 2015 11:24 AM
To: DSD EAS
Cc: krand@san.rr.com
Subject: Project No. 366139 Mission Beach Residences Project and Santa Barbara Place Residences Project
Attachments: Project No. 366139 Mission Beach Residences Project.pdf

Dear Ms. Shearer-Nguyen -- Attached is a letter with our comments on Project No. 366139 Mission Beach Residences Project. Thank you for your consideration. E-1

Karl A. Rand
Attorney at Law

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www.woldslawgroup.com

1

RESPONSE TO COMMENT LETTER E

Wolds Law Group
Karl A. Rand
August 10, 2015

E-1 This comment is introductory in nature and does not raise specific environmental issues related to the adequacy of the MEIR. It is noted that the commenter supports Combined Project Alternative 2 and opposes Combined Project Alternative 4.

Karl A. Rand, Esq.
Connie J. Rand, Esq.
740 Jersey Court
San Diego, California 92109
August 10, 2015

Via Email to DSDEAS@sandiego.gov

Ms. Elizabeth Shearer-Nguyen
Environmental Planner
City of San Diego Development Services Center
1222 First Avenue, MS 501
San Diego, California 92101

Re: Project No. 366139 Mission Beach Residences Project and
Santa Barbara Place Residences Project

Dear Ms. Shearer-Nguyen:

We own 740 Jersey Court, which is on Mission Boulevard directly across from the proposed Mission Beach Residences Project (Project Nol 366139). Therefore, we are among the people who will be most significantly impacted by this development.

We strongly support Combined Project Alternative 2 (Development Under Existing Plans) and oppose Combined Project Alternative 4 (Expanded Park Alternative) for the following reasons:

1. Public Safety and the Homeless: Because the Alternative Park would not be well lighted (or lighted at all) throughout the night, it would serve as a convenient location for individuals to engage in illegal or undesirable activities. Also, the proposed boundaries of the Alternative Park would make it an attractive location for the homeless to congregate. In contrast, the park space stretched along Mission Boulevard could be lighted at night and would be open and clearly visible to the public and to police patrolling up and down the Boulevard. From a public safety standpoint, Alternative 2 is clearly better than Alternative 4.

2. Beautification: The park in Alternative 2 would be visible to everyone driving on Mission Boulevard in both directions for a fairly long stretch. This presents a great opportunity to really beautify the Boulevard, and we believe the developers (and the homeowners association) will have a great incentive to make it look really beautiful. In contrast, the Alternative Park in Alternative 4 is tucked back from the Boulevard, along Santa Barbara Place, and we believe it is at risk of being neglected or improperly maintained. Also, we believe the existing ficus tree that has been talked about as a key feature of the Alternative Park is actually a problem that needs to be removed. In sum, we strongly believe that Alternative 2 will look much better than Alternative 4 to people walking or driving up and down the Boulevard.

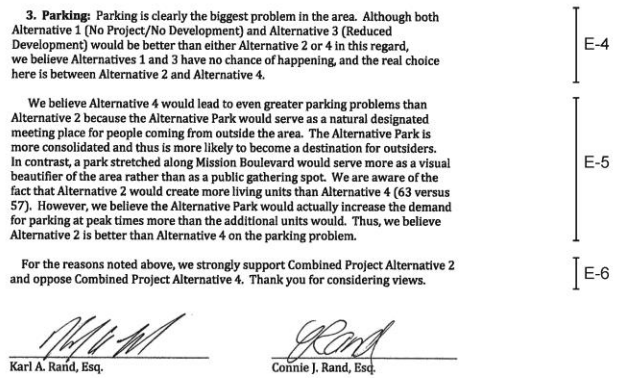
E-1 Cont.

E-2

E-3

E-2 As noted on page 7-162 of the MEIR, all exterior lighting, including walkway/security and park lighting would comply with Chapter 14, Article 2, Division 7, Section 142.0740, Outdoor Lighting Regulations, of the City's Municipal Code. Exterior lighting for the projects' alternatives would also comply with the City's Municipal Code.

E-3 Landscaping for both projects, which is described in Chapter 3 of the MEIR would comply with Mission Beach Precise Plan Section 1513.0402(a)(1). The landscaping in the projects' alternatives would also comply with the Mission Beach Precise Plan and any other City Municipal Code requirements.



3. Parking: Parking is clearly the biggest problem in the area. Although both Alternative 1 (No Project/No Development) and Alternative 3 (Reduced Development) would be better than either Alternative 2 or 4 in this regard, we believe Alternatives 1 and 3 have no chance of happening, and the real choice here is between Alternative 2 and Alternative 4.

We believe Alternative 4 would lead to even greater parking problems than Alternative 2 because the Alternative Park would serve as a natural designated meeting place for people coming from outside the area. The Alternative Park is more consolidated and thus is more likely to become a destination for outsiders. In contrast, a park stretched along Mission Boulevard would serve more as a visual beautifier of the area rather than as a public gathering spot. We are aware of the fact that Alternative 2 would create more living units than Alternative 4 (63 versus 57). However, we believe the Alternative Park would actually increase the demand for parking at peak times more than the additional units would. Thus, we believe Alternative 2 is better than Alternative 4 on the parking problem.

For the reasons noted above, we strongly support Combined Project Alternative 2 and oppose Combined Project Alternative 4. Thank you for considering views.

Karl A. Rand, Esq.

Connie J. Rand, Esq.

E-4

E-5

E-6

E-4 Parking is addressed in Section 5.4 of the MEIR. Analysis of alternatives for the Mission Beach Residences Project, Santa Barbara Place Residences Project, and the Combined Project Analysis is found in Chapter 9, Alternatives, of the MEIR.

E-5 Comment noted. Parking is addressed in Section 5.4 of the MEIR for the proposed project. Potential parking impacts from the proposed alternatives, and how each varies in impacts when compared to the proposed.

E-6 It is noted that the commenter supports Combined Project Alternative 2 and opposes Combined Project Alternative 4.

Comment Letter F

Shearer-Nguyen, Elizabeth

From: Ann Whitman [annwhitman@hotmail.com]
Sent: Monday, August 03, 2015 1:17 PM
To: DSD EAS
Cc: dkwatkns@aol.com
Subject: Mission Beach Residence & Santa Barbara Residences Project #366139/SCH no. 2014081097
Attachments: EIR2.docx

Attached are my comments regarding the MEIR for Mission Beach Residences & Santa Barbara Residences Project #366139/SCH no. 2014081097– please forward to Ms. Shearer-Nguyen.
Thank you, Ann Whitman

F-1

1

RESPONSE TO COMMENT LETTER F

Ann Whitman
August 3, 2015

F-1 This comment is introductory in nature and does not raise specific environmental issues related to the adequacy of the MEIR.

E. Shearer-Nguyen, Environmental Planner
City of San Diego Development Services Department
1222First Avenue, MS501
San Diego CA 92109

July 27, 2015

Dear Ms. Shearer-Nguyen,

Thank you for the opportunity to comment on the adequacy of the draft environmental impact report for the **Mission Beach Residences Project and Santa Barbara Place Residences Project. Project number 366139/SCH No. 2014081097**. My responses are organized to parallel the same order of the report as they occur. At the end of this letter, I have included a diagram to illustrate the decisions that run throughout the EIR that I would like to see addressed. F-1 Cont.

Chapter 5 Land Use 5.1-12 Policy LU-C 2a-1 MISSION BEACH RESIDENCES PROJECT ***Include a variety of residential densities including mixed use, to increase the amount of housing types and sizes and provide affordable housing opportunities*** Applicant has not provided enough information to evaluate whether this condition has been met. Request a summary be included that lists how many units are studios, one bedroom, two bedroom and three bedrooms, preferably this table would be added to Figure 3-1 site plan showing which units are what. The only mention of unit sizes is included in Appendix F Traffic Impact, which cites 50 units are 3 bedrooms and 1 unit is 4 bedrooms. This would not satisfy the above policy. F-2

Policy UD-B.2 ***Achieve a mix of housing types within a single development*** Three of the 51 units are indicated as single family, or duplexes, with the remaining 94% of the units tri-plexes or four-plexes. This is not enough of a mix to "achieve a variety". Applicant to provide a more detailed response to how the 51 units employs a variety of housing products and unit sizes. What are these housing products and unit sizes?? Applicant has not provided enough information to evaluate whether this condition has been met. F-3

Policy UD-B.3 ***Design subdivisions to respect existing lot patterns*** The typical lot lay out in this area of Mission Beach is comprised of 30'x80' lots fronting on the Courts and Places, with the exceptions being the larger trapezoidal, irregularly shaped lots occurring only at the ends of each Court or Place. The site plans included in Appendix A, Figure 4 and Appendix M, Exhibit C, page 59/134 Waste Management Plan come closer to meeting this requirement, with a design that consists of 8 duplexes instead of the design consisting of 2 duplexes shown on Figure 3-1. To comply with this policy, limit the consolidation of lots to just those lots adjacent to Bayside Lane and Mission Blvd. The internal lots should be limited to single family residences and duplexes. **Item B** in attached diagram F-4

Mission Beach Precise Plan Goal ***The permanent control of height and building bulk so that structures will not have adverse effects on surrounding property*** The properties on the north side of Kennebeck Court will be most directly impacted, as this project develops the south side of Kennebeck Court. The existing properties are all one and two story homes on 30'x80' lots (with the typical exception of the end lot along Bayside Lane). Reduce the bulk by providing 4 duplexes fronting Kennebeck Court instead of the bulkier 4-plexes. The lot adjacent to Bayside Lane to remain a triplex. **Item A** in attached diagram F-5

Chapter 5 Land Use 5.1-18 Policy LU-C 2a-1 SANTA BARBARA RESIDENCES PROJECT ***Include a variety of residential densities including mixed use, to increase the amount of housing types and sizes and provide affordable housing opportunities*** Applicant has not provided enough information to evaluate F-6

F-2 Refer to response to comment B-27.

F-3 Refer to response to comment B-29.

F-4 Refer to responses to comments B-6 and B-8. The site plans identified in the comment are the most accurate and up to date portrayal of what is proposed for each project.

F-5 Refer to response to comment B-33.

F-6 Refer to response to comment B-34.

whether this condition has been met. Request a summary be included that lists how many units are studios, one bedroom, two bedroom and three bedrooms, preferably this table would be added to Figure 3-3 site plan showing which units are what. The only mention of this is in Appendix F Traffic Impact, that cites all 12 units are 3 bedrooms. This would not satisfy the above policy. F-6 Cont.

Policy UD-B.2 ***Achieve a mix of housing types within a single development*** Applicant to provide a more detailed response to how the 12 units employs a variety of housing products and unit sizes. What are these housing products and unit sizes?? Applicant has not provided enough information to evaluate whether this condition has been met. F-7

Policy UD-B.3 ***Design subdivisions to respect existing lot patterns*** The typical lot lines for this area of Mission Beach are 30'x80' internal lots with larger lots provided at the irregular shaped ends of each court. To comply with this policy, limit the 3 and/or 4-plexes to the lot adjacent to Mission Blvd. Reduce the consolidation of the remaining lots and provide duplexes. F-8

Mission Beach Precise Plan Goal ***The permanent control of height and building bulk so that structures will not have adverse effects on surrounding property*** The properties on the north side of Jamaica Court will be most directly impacted, as they share the alley with this development. The existing properties immediately across the shared alley are all one and two story structures on 30'x80' lots (with the typical exception of the end lot along Mission Blvd. which is a 2 story 4 plex) These adjacent properties have a mixture of densities, 2 single family residences and 3 duplexes and one 4 plex.. Reduce the bulk by providing duplexes instead of the bulkier 4-plexes. F-9

Mission Beach Residences Deviation requests p5.1-24 and 5.1-25, bullet point no. 3 ***A deviation for the 20' by 20' visibility triangle along Bayside Lane at Jersey Court and Kennebeck Court*** Later in this letter I am requesting the traffic impact report be revised to include Bay Side Lane. This access way is narrow, (16') often with pedestrians, bikers, skateboarders, tourists on segways etc. tooling around. A stop sign, as suggested, is not a replacement for visibility. Do not grant this request. **Item G** in attached diagram F-10

Table 5.1-1 is a restatement of chapter 5.1 – apply my comments from above to the corresponding table items.

Additionally, in this table, Goal Recommendation Number 5, **New construction that is sensitive to the character and quality of the existing neighborhood**, p5.1-35 Mission Beach Residences Applicant's response that Mission Beach Residences project has 93 lots within the 300' noticing radius from the project should be revised to indicate that here are 130 lots within the 300' noticing radius. Applicant to identify how many of these are single family dwellings. Use this data to determine the make-up of dwelling types. Proposed design has 2% single family residences. F-11

Goal Recommendation Number 5, p51-35 Santa Barbara Residences - There are 93 lots, 22 single family. Therefore, to keep the character of the existing neighborhood, 23% of the Santa Barbara Place residences would be single family residences. Proposed design has 0% single family residences. This goal is not met. F-12

Goal Recommendation Policy UD-B.3, **Design subdivisions to respect existing lot patterns** p5.1-38 Applicant's response that Mission Beach Residences project has 93 lots within the 300' noticing radius from the project should be corrected to indicate that here are 130 lots within the 300' noticing radius. Of these 130 lots, there are 5 internal lots that are consolidated and exceed 30' width (excepting end lots on Mission Blvd. and/or Bayside Lane). This is an exception of only 4%. This policy is not met. F-13

F-7 Refer to response to comment B-35.

F-8 Refer to response to comment B-36.

F-9 Refer to response to comment B-37.

F-10 Refer to response to comment B-38.

F-11 Refer to response to comment B-39.

F-12 Refer to response to comment B-41.

F-13 Refer to response to comment B-42.

Santa Barbara Residences: Of the 93 lots, 7 internal lots are consolidated and exceed 30' width (excepting end lots on Mission Blvd. and/or Bayside Lane). This is an exception of only 8%. The Santa Barbara Place residences proposes 100% of the lots be 4 plexes. This policy is not met. F-14

As a general comment, there are no 2nd floor, 3rd floor or roof plans of the units included, which it makes it difficult to evaluate the sizes, variety and bulk each footprint represents. The exterior elevations shown for the Mission Beach Residences Site includes only 3 of 51 units. (The 1 single family unit and the 2 duplex units) F-15

5.4 **Transportation/Circulation and Parking** This chapter and Traffic Analysis Report (Appendix F) should be revised to include the impacts to Bay Side Lane. For traffic coming from the South, this is the back way into the area and there will be an increase in vehicle travel on this lane. Additionally, vehicles coming from the North travelling to Mission Beach Residences will use this lane to access their private alleys to get to their garages. **Item C** in attached diagram F-16

The Santa Barbara Residences project will eliminate a parking lot that also served as an access way to the alley between Santa Barbara Place and Jamaica Court. Confirm that the traffic analysis studies exactly how all the impacted properties (19 Lots) will access this alley when coming from the north on Mission Blvd. It will involve travelling past the alley and making a U turn at some point. Where will this U turn be (3 traffic signals away)? Is this need to circle back around included in the Traffic Report? F-17

CP-TRA-1 p5.4-23 Do not install a traffic signal in 2016 based on an anticipated need in 2030. This signal will be less than 750' away from an existing signal at West Mission Bay Drive and Mission Blvd. It will likely create a traffic back-up and more congestion. **Item D** in attached diagram F-18

Section 5.4-28 identifies Santa Barbara Place as providing pedestrian access. While, not specifically required in the PDO, Santa Barbara Place should have a sidewalk. With the increase in traffic that this project will generate, consider requiring the addition of a sidewalk along the north side of Santa Barbara Place to provide for pedestrian safety. **Item E** in attached diagram F-19

Chapter 7 Best Management Practices Table 7.6-2, p7-89 and Table 7.6-4, p7-92 *Design Trash Storage Areas to reduce pollution contribution.* ***The Mission Beach (and Santa Barbara place) project would use trash enclosures with impervious surfaces, use lids on all trash containers and provide a roof to minimize contact with storm water.*** Correct the legend on Site plans Exhibit 3-1, Exhibit 3-3 to indicate these designated trash enclosures (and not just trash containers) Also, correct the legend on the Waste Management Plan, Appendix M, Exhibit C. F-20

Ensure that there are no path of circulation conflicts with the air conditioning units and the proposed trash enclosures. Clarify with dimensions (one typical condition) showing the size of the air conditioner pads and units, the width of the side-yard and the dimensions of the enclosure. Provide a functional on site arrangement for residents to be able to access the trash enclosures to ensure that trash containers do not end up being stored in the alleys. There is an ongoing problem with flies and scavengers digging through the trash containers in the alleys. For the residents of Mission Beach, this is a priority issue. F-21

Chapter 7, Effects Not Found to be Significant, 7.12.5 Impact, Issues 3 and 4, p7-154 Mission Beach Residences, p7-158 Santa Barbara Place Residences ***Project Bulk, Scale and Size*** Per the reasons outlined in response to Section 5.1, Land Use, the applicant's conclusion that the project(s) would result in the development of consistent bulk and scale is not correct. F-22

F-14 Refer to response to comment B-43.

F-15 Refer to response to comment B-44.

F-16 Refer to response to comment C-20.

F-17 The project follows existing lot patterns of Mission Beach. These patterns dictate that two vehicular alleys should be provided in the east to west direction, aligning with the alleys on the west side of Mission Boulevard. This is how the project has been designed. Proposed alleys would be similar to all existing alleys that cannot be accessed directly from Mission Boulevard via a left turn in the existing condition.

As stated in Section 5.4.9 of the MEIR, these alleys would help to facilitate the circulation network consistent with the existing pattern of streets, alleys, courts, and walks. Access to Jersey Court would require a U turn at Santa Barbara Place or San Luis Obispo Place. This U-turn has been analyzed within the TIA (Appendix F of the Draft EIR). Refer to response to comment C-10 regarding existing parking.

F-18 Refer to response to comment B-96. As stated on page 5.4-23 of the MEIR, implementation of the signal at this intersection would fully mitigate the impact identified in the Horizon Year 2030 With Project scenario to below a level of significance.

	F-19	As described in Section 5.1.6 of the Land Use Section and Table 5.1-3 of the MEIR, both the Mission Beach Residences Project and the Santa Barbara Place Project would be consistent with the development requirements of the MBPDO with allowable deviations. As stated on Page 57 of the Transportation Element of the Community Plan, Places and Alleys primarily serve automobiles, and Courts are sidewalks serving pedestrians. As outlined within Section 5.1 of the MEIR, the Santa Barbara Residences Project is consistent with this neighborhood and community character. No sidewalk is proposed on Santa Barbara Place.
	F-20	The site plans depict the trash enclosures and no revisions are necessary for purposes of analysis contained in the MEIR and the Conceptual Waste Management Plan for Mission Beach Residences (Appendix M to the MEIR). This comment does not raise an environmental issue pertaining to the MEIR.
	F-21	Comment noted. This comment does not raise an environmental issue pertaining to the MEIR. Site plan arrangements and dimensional specifics of trash enclosures and air conditioning units as they relate to resident access do not affect the analysis provided in the MEIR. Trash enclosures are provided for trash containers such that storage in alleys would not be required.

Appendix M, Save the tree. Consider a modified 4 plex at the tree location and a triplex adjacent to the tree. Give the applicant park credit for the land around the tree and reduce the current park square footage to allow for the addition of a unit (to make up for the unit lost at the tree) **Item F** in attached diagram F-23

Other areas to be considered, but were not specifically included in the EIR :
Restrict short term vacation rentals – STVR –to a 30 day minimum stay. With such a tight and dense development, accommodating the noise, extra trash and cars will not be an enhancement to this community. Encourage owner occupied and long term rentals to create a true neighborhood. F-24

In the spirit of LEED and sustainable design, the "ventilation systems" noted throughout the EIR should be changed to operable windows and ceiling fans. Omit the air conditioners! With fewer consolidated lots, there is greater opportunity to create units with windows on all sides to provide cross ventilation.

Please feel free to contact me directly if you would like any clarifications to my remarks. Thank you again for allowing me to provide input to this significant project! F-25
Sincerely,
Ann Whitman
829 Verona Court San Diego, CA 92109
858-750-0587

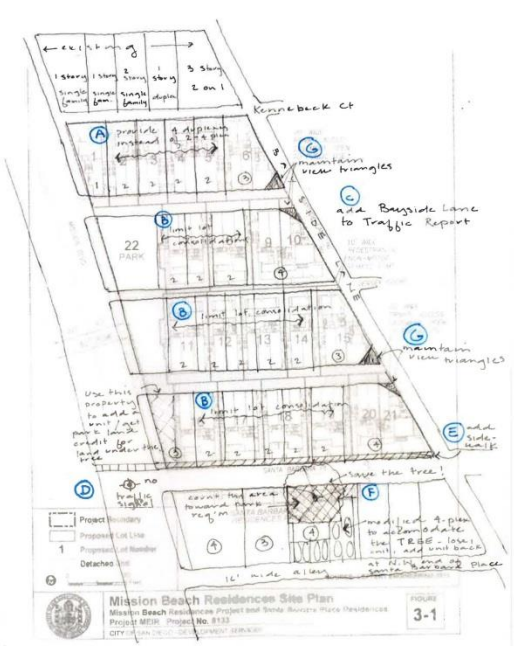
See next page for accompanying illustration

F-22 Refer to responses to comments B-6, B-7, B-27, and B-34.The MEIR analyzes the potential physical impacts of buildout of the projects. The bulk and scale of the proposed projects are analyzed in the Land Use section of the MEIR (Section 5.1.12), in the MEIR Visual Effects and Neighborhood Character section (7.12.3).

F-23 Comment noted.

F-24 This comment does not raise an environmental issue pertaining to the MEIR.

F-25 This comment does not raise an environmental issue pertaining to the MEIR.



F-26

F-26 Refer to responses to comments F-4, F-5, F-10, F-16, F-18 and F-19.

Comment Letter G

Project Name: Mission Beach Residences Project and Santa Barbara Place Residences Project

Project No: 366139/ SCH No. 2014081097

Community Plan Area: Mission Beach

Council District: 2

RECEIVED
AUG 11 2015
Development Services

Pavers in the alley--

The development will use pavers in the alley instead of concrete that is used in all the alleys in Mission Beach. This should not be allowed. Pavers are porous. Dirty water, oil, oil dripping from cars and asbestos from brakes will leak between the pavers into the ground water.

There is a water table 4 to 5 feet below the surface as stated in the EIR. Which flows in and out of the bay determine by the height of the tide.

Currently, water that drains into the concrete alley funnels into Bayside Lane. The storm drains on Bayside Lane were constructed 15 years ago to divert flow into the sewer system during the summer. During the winter rain the storm diverters are suppose to catch the first flow into the sewer. Then the diverter will be shut for the rainwater to enter the bay.

Using Table 7.6.2 in the EIR. Treatment control Best Practice—self retaining area. Parking and alleys – Self treating gravel base cover and would not be under drained. That practice will not protect the ground water from the oil pollutants and asbestos brakes from cars. The ground water below the surface drains in and out of the bay water

This project need to follow San Diego RWQCB's 2008-2010 303(d) list pf water quality limited segment in November . Pollutant causing impairment to receiving water

The run off between the pavers is in violation of the Water Quality Improvement Plan for pollutants and should be mitigated by requiring the alley be constructed in concrete as is the current alleys in Mission Beach.

G-1

Parking from individual units--

Current requirements of the Mission Beach PDO when constructing a new unit is 2 parking spaces per unit. Almost every unit is a 3 bedroom unit.

Using SANDAG January 1, 2012 figures for Mission Beach state that there are 3620 units. According to the city tax on short term rental in Mission Beach there are about 1400 units. There are at least 1/3 of the Mission Beach units are being rented short term. Estimated 1/3 are owner occupied. 1/3 are year round rentals.

G-2

RESPONSE TO COMMENT LETTER G

Mike Meyer
August 1, 2015

G-1 Refer to response to comment B-112.

G-2 Refer to response to comment C-10.

During the summer time. A three bedroom will have usually have 1-2 cars per unit. But that unit during the school year will have 3-6 students in a 3 bedroom with each having there own car. I have observed that most college rentals in Mission Beach are putting a extra person in a unit. So you have 4 cars per unit. So using 1/3 of the units are short term/student rentals in the winter. 20 units will have 4 cars per unit. There would be a need of 80 parking spaces for the students. Only 40 spaces are provided. So there are 40 cars that do not have on site parking.

What impact will this have the traffic looking for a parking space. There are seldom open parking spaces after 1pm on Mission Blvd. The closet parking lot is Belmont Park witch is closed from 2-4 am.

Plus I would like a comment on the 1/3 of the units that will be year round if there are three people in the unit. I will guess that 20 units are occupied year round. That leaves 10 extra parking spaces needed to satisfy a 3 car and bedroom unit.

G-2 Cont.

Are there any mitigation ideas for the extra fifty parking spaces in the new development.

I feel that it is very rare to have more than five people in the development that will take public transportation.

The EIR on page 5.4-7 states "that since appropriate parking" everything is okay. What about the extra 50 cars that do not have adequate off street parking.

The 50 cars driving around Mission Blvd will have an affect on traffic circulation.

It is definitely a significant impact on the community with the additional cars and lack of on site parking.

Existing Parking on the current School Property--

There are currently 40 parking spaces that are used 24 hours seven day a week on the existing school property. There are 21 plus 1 handicap space on the Mission Beach Residence. Plus, there are 17 plus 1 handicap space on the Santa Barbara Residence property.

This will have an effect on the parking on Mission Blvd, when those cars are no longer able to park on the school property. Can you comment on the effect on the surrounding parking and traffic on the elimination of the current 40 parking space on the school property.

G-3

This will have a significant effect when you combine the loss of the 40 parking spaces with the additional 50 spaces needed with the lack of parking for extra cars in the new units in the Mission Beach Residence and Santa Barbara. Will there be any mitigation for the 90 additional cars that will need parking off the development.

2

G-3 Refer to responses to comments C-10 and G-2.

Triplex and 4 plex new buildings--

It is very rare that a 4 plex building is built in Mission Beach in the past 30 years. Plus, I do not remember a three plex building being built in the middle of the courts. I am on the building review committee for the Mission Beach Planning Group for the past 25 years. 3 plex have been built on corner lots on the oceanfront and bay front lots. This construction of all these building in Mission Beach Residence and Santa Barbara is out of character for the neighborhood for new construction.

Almost all of the 6 unit or more building were constructed between 1945 and 1970. The reason the old building were constructed with that many unit was the establish rental for one and two bedroom apartment. Currently units constructed are 90% three or four bedroom bedroom units. Thus it is a poor comparison to take the current proposed triplexes in the middle of the court and 4 units building to all the old building built before 1970.

The only 4 plex that I can remember being built since 1979 are 717 Coronado Ct. (1988), 752 Zanzibar (1987), 2651 Oceanfront Walk (1984), 714 San Luis Obispo (1995), and 804 San Louis Obispo (2009), 713 Allerton Ct. (2007). There may be a few more than I missed but it is rare in the past thirty years for a four plex to be built in Mission Beach. No three plex that I can remember or having ever seen being built in the middle of the courts or places.

G-4

The triplex and 4 plex do not fit in the character of the neighborhood. Should not be allowed. The original plan for this property had duplexes and 4 plex. Go back to the duplexes and get rid of the four plex. Save the 3 plex and 4 plex for ends of the courts and places of unusual shaped lots.

Too much concentration of 4 plex in one area. 6 of the 20 building are 4 plex.

Also the data listed in the EIR for the surrounding neighborhood should not be listed by one unit, 2-4 units or 5 or more. The 2 to 4 units should be broken down by 2 or 4 units. Since the 2 units is the very high majority of new units constructed in Mission Beach since 1979 not the 4 units

The reason people do not build 3 or 4 plex on the court is sun, light and air. You are blocking off half the building with a wall down the middle. Plus in the winter time when it gets colder. There is hardly any sun coming into your building.

Traffic-intersection--

Two different dates were used for the traffic study. One in February and the other in March. The traffic study was done on Thursday February 27, 2014. That day was between a storm the day before and huge storm was predicted for that night. Sunset on that day was 5:20 pm.

G-5

The reason I mention the date of the study and the time of the sunset and a storm is the effect it has on traffic in Mission Beach. This study and the information is highly flawed. There is never any mention of the summer week day traffic or summer weekend in the study. Or the increase traffic in the summer because of the destination of the beach. This will increase the traffic at all the signals and roadway segment. Facts to follow.

The EIR has stated that the project will have an effect on the traffic signal. It meet the 2 second plus

3

G-4 Refer to responses to comments B-6, B-7, B-8, and B-14.

G-5 The comment is correct that two different dates are reported in Appendix B of the TIA. However, the count vendor incorrectly labeled the date of the counts on four of the intersection data sheets. Although the count data sheets at four of the intersections reflect a February 27, 2014 date, all study segments and study intersections counts were completed on March 27, 2014. Refer to responses to comments B-74, B-76, and B-78.

added traffic.

I will first talk about the signal at Mission Blvd and West Mission Bay Drive. Your study data indicated that it is currently a LOS of D. With a 46.5 second in the PM current traffic. With both projects constructed the time will go to 49.6 second LOS of D in the PM(Table 5.4-13). You then go back to 43.0 in the near projection of 2017 (Table 5.4-19). (how do you go down in time with the same intersection) You number are clerical error. Which cause the 2030 number to be to low. The 2030 figure from table 5.4-21 states 42.3 then goes up to 46.3. The correct number should be 49.6 from near term (then adding your number of 4) would mean that 53.6 in 2030. A LOS of F. Which means there should be mitigation.

But I actually did my own observation between 4-6 PM on Wednesday July 1, 2015 and Thursday July 9, 2015. The amount to cycle the signal was about the same on both days. 2:30 on average. That right. Two minutes and thirty seconds. A LOS of F. I have included the data from my observations. Those observation were Wednesday July 1, 2015 4-6 pm and Thursday July 9, 2015 4-6 pm. See attachment1 and 2. Adding traffic that exceed the two second addition to the project requires mitigation.

The mitigation for the LOS of F would be adding a lane west bound at the intersection. So you would have one lane turning right on Mission Blvd, one lane heading into Ventura Blvd, and two lanes turning left into South Mission Blvd.

The traffic at that intersection is even worse on the weekends. On occasional Saturday during the summer or any hot weekend in the Spring or Fall inland the traffic at that intersection will back up on West Mission Bay Drive all the way to the bridge and beyond. Even back to the Ingraham Street loop. On Saturday July 11, 2015 I was caught in stopped traffic in the middle of the bridge. I was lucky it took me 5:41 second to get thru the signal. The light turn red just after I went thru the Mission Blvd signal/West Mission Bay or it would have been another 2:30 minutes.

I have included one of the pictures of the stuck traffic close up and one from San Fernando Place /Bayside Walk that give you a view of stopped traffic on the bridge. You can see the buses and trucks stopped?parked. See attachment 3 and 4 are dated and times are written.

I have pictures of 5 different Saturday summer of 2014 of backed up traffic on the Ventura bridge. That means that the traffic from Mission Blvd/West Mission Bay Drive is backed up to top of the bridge and beyond. I have more photographs if needed.. I did not include any July 4 holiday pictures. The dates are June 21, 2014 1:23pm; June 28, 1:44pm; July 5 4:16pm; July 6 1:40pm and July 12, 2014 at 1:01pm. I was out of town in August. There are other days that the traffic backs up to the top of the bridge and sometimes all the way to Ingraham St.. This can happen on any Santa Ana weekend, Does not have to happen in the summer. I was told that this year at Easter weekend the traffic was backed up. I was out of town. I have enclosed two pictures to verify the date and time above. June 21, 2014 and June 28, 2014.

This development is adding to a LOS F at the intersection of Mission Blvd./West Mission Bay Drive. The mitigation would be an additional lane dedicated to west bound into Ventura Place. This would supplement two left turn lanes into South Mission Beach and one right turn lane into North Mission Beach.

4

G-5 Cont.

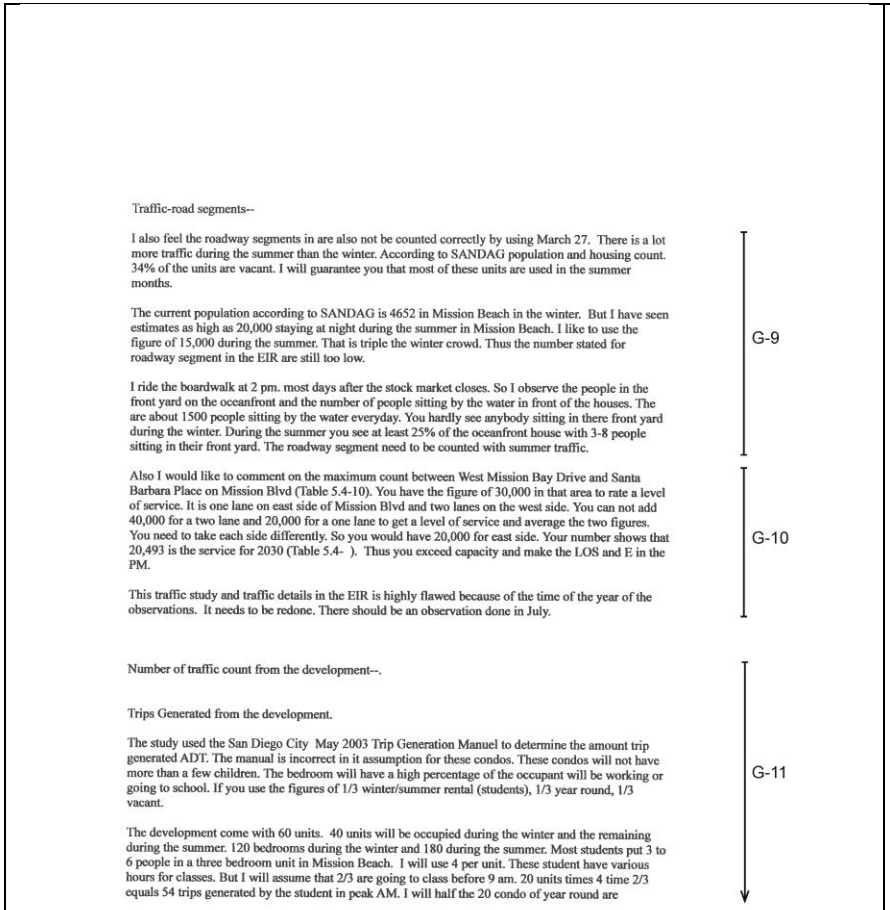
G-6

G-7

G-8

G-6 Refer to response to comment B-92. As traffic volumes gradually increase from the Existing to Year 2030 conditions, delays at study intersections typically increase. This typical trend was not reported in the initial results of the TIA at the intersection of Mission Boulevard / West Mission Bay Drive and at West Mission Bay Drive / Gleason Road despite the fact that the traffic volumes did increase. In response to this comment, signal timing was updated at both intersections in the future condition that reflected an increase in delay from the Existing to Year 2030 conditions. Delay calculations have been updated at the intersections of Mission Boulevard and West Mission Bay Drive and West Mission Bay Drive at Gleason Road as shown in the Tables 5.4-9, 5.4-11, 5.4-13, 5.4-15, 5.4-17, 5.4-19, and 5.4-21 of the MEIR. Following the updates, both intersections are projected to operate at LOS D or better in both the AM and PM peak hour in each study scenario. The updated analysis does not cause any new or more severe significant impacts that have not already been identified in the MEIR. The updated intersections summary tables and worksheets are included in Appendix F2 of the MEIR.

G-7 Refer to responses to comments B-74, B-76, and B-78. The TIA was prepared based on City standards and represents a complete, good faith effort of disclosure.



Traffic-road segments--

I also feel the roadway segments in are also not be counted correctly by using March 27. There is a lot more traffic during the summer than the winter. According to SANDAG population and housing count. 34% of the units are vacant. I will guarantee you that most of these units are used in the summer months.

The current population according to SANDAG is 4652 in Mission Beach in the winter. But I have seen estimates as high as 20,000 staying at night during the summer in Mission Beach. I like to use the figure of 15,000 during the summer. That is triple the winter crowd. Thus the number stated for roadway segment in the EIR are still too low.

I ride the boardwalk at 2 pm. most days after the stock market closes. So I observe the people in the front yard on the oceanfront and the number of people sitting by the water in front of the houses. The are about 1500 people sitting by the water everyday. You hardly see anybody sitting in there front yard during the winter. During the summer you see at least 25% of the oceanfront house with 3-8 people sitting in their front yard. The roadway segment need to be counted with summer traffic.

G-9

Also I would like to comment on the maximum count between West Mission Bay Drive and Santa Barbara Place on Mission Blvd (Table 5.4-10). You have the figure of 30,000 in that area to rate a level of service. It is one lane on east side of Mission Blvd and two lanes on the west side. You can not add 40,000 for a two lane and 20,000 for a one lane to get a level of service and average the two figures. You need to take each side differently. So you would have 20,000 for east side. Your number shows that 20,493 is the service for 2030 (Table 5.4-). Thus you exceed capacity and make the LOS and E in the PM.

This traffic study and traffic details in the EIR is highly flawed because of the time of the year of the observations. It needs to be redone. There should be an observation done in July.

G-10

Number of traffic count from the development--.

Trips Generated from the development.

The study used the San Diego City May 2003 Trip Generation Manuel to determine the amount trip generated ADT. The manual is incorrect in it assumption for these condos. These condos will not have more than a few children. The bedroom will have a high percentage of the occupant will be working or going to school. If you use the figures of 1/3 winter/summer rental (students), 1/3 year round, 1/3 vacant.

The development come with 60 units. 40 units will be occupied during the winter and the remaining during the summer. 120 bedrooms during the winter and 180 during the summer. Most students put 3 to 6 people in a three bedroom unit in Mission Beach. I will use 4 per unit. These student have various hours for classes. But I will assume that 2/3 are going to class before 9 am. 20 units times 4 time 2/3 equals 54 trips generated by the student in peak AM. I will half the 20 condo of year round are

G-11

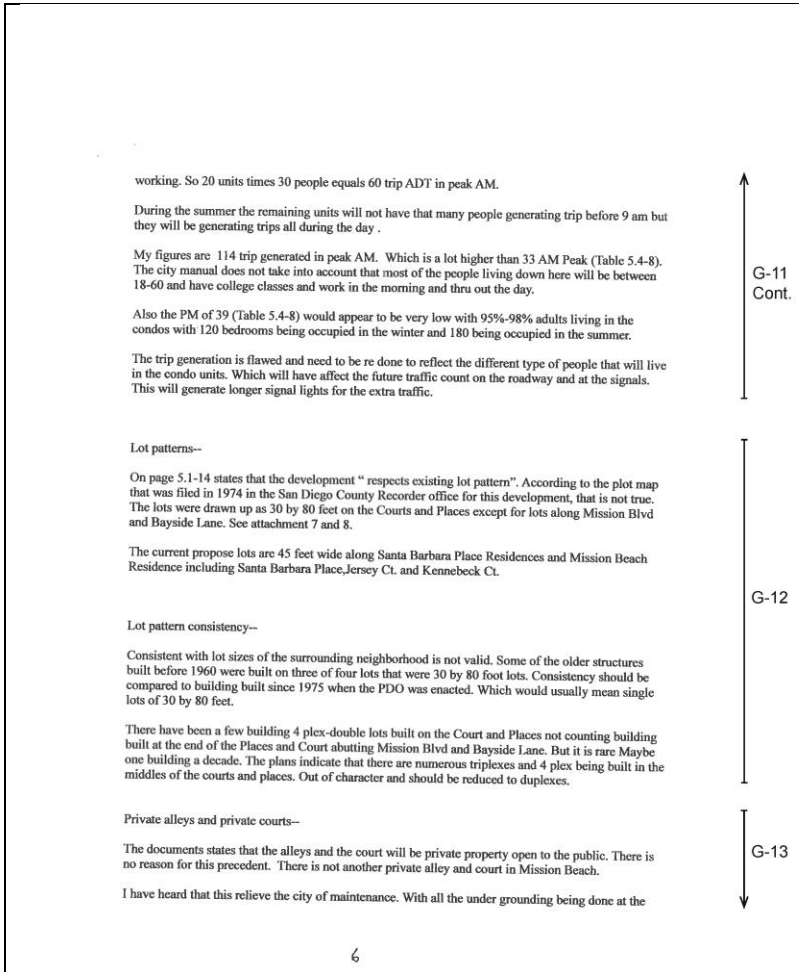
5

G-8 Refer to response to comment G-7.

G-9 Refer to responses to comments B-74, B-76, and B-78.

G-10 Refer to responses to comments B-74, B-76, and B-78.

G-11 Standard trip generation rates were used from the City's Trip Generation Manual. The TIA methodology and assumptions are included within Section 5.4 of the MEIR and Section 6.0 of the TIA. Refer to responses to comments C-29, G-7, and G-9.



working. So 20 units times 30 people equals 60 trip ADT in peak AM.

During the summer the remaining units will not have that many people generating trip before 9 am but they will be generating trips all during the day .

My figures are 114 trip generated in peak AM. Which is a lot higher than 33 AM Peak (Table 5.4-8). The city manual does not take into account that most of the people living down here will be between 18-60 and have college classes and work in the morning and thru out the day.

Also the PM of 39 (Table 5.4-8) would appear to be very low with 95%-98% adults living in the condos with 120 bedrooms being occupied in the winter and 180 being occupied in the summer.

The trip generation is flawed and need to be re done to reflect the different type of people that will live in the condo units. Which will have affect the future traffic count on the roadway and at the signals. This will generate longer signal lights for the extra traffic.

G-11 Cont.

Lot patterns--

On page 5.1-14 states that the development " respects existing lot pattern". According to the plot map that was filed in 1974 in the San Diego County Recorder office for this development, that is not true. The lots were drawn up as 30 by 80 feet on the Courts and Places except for lots along Mission Blvd and Bayside Lane. See attachment 7 and 8.

The current propose lots are 45 feet wide along Santa Barbara Place Residences and Mission Beach Residence including Santa Barbara Place,Jersey Ct. and Kennebeck Ct.

G-12

Lot pattern consistency--

Consistent with lot sizes of the surrounding neighborhood is not valid. Some of the older structures built before 1960 were built on three of four lots that were 30 by 80 foot lots. Consistency should be compared to building built since 1975 when the PDO was enacted. Which would usually mean single lots of 30 by 80 feet.

There have been a few building 4 plex-double lots built on the Court and Places not counting building built at the end of the Places and Court abutting Mission Blvd and Bayside Lane. But it is rare Maybe one building a decade. The plans indicate that there are numerous triplexes and 4 plex being built in the middles of the courts and places. Out of character and should be reduced to duplexes.

Private alleys and private courts--

The documents states that the alleys and the court will be private property open to the public. There is no reason for this precedent. There is not another private alley and court in Mission Beach.

I have heard that this relieve the city of maintenance. With all the under grounding being done at the

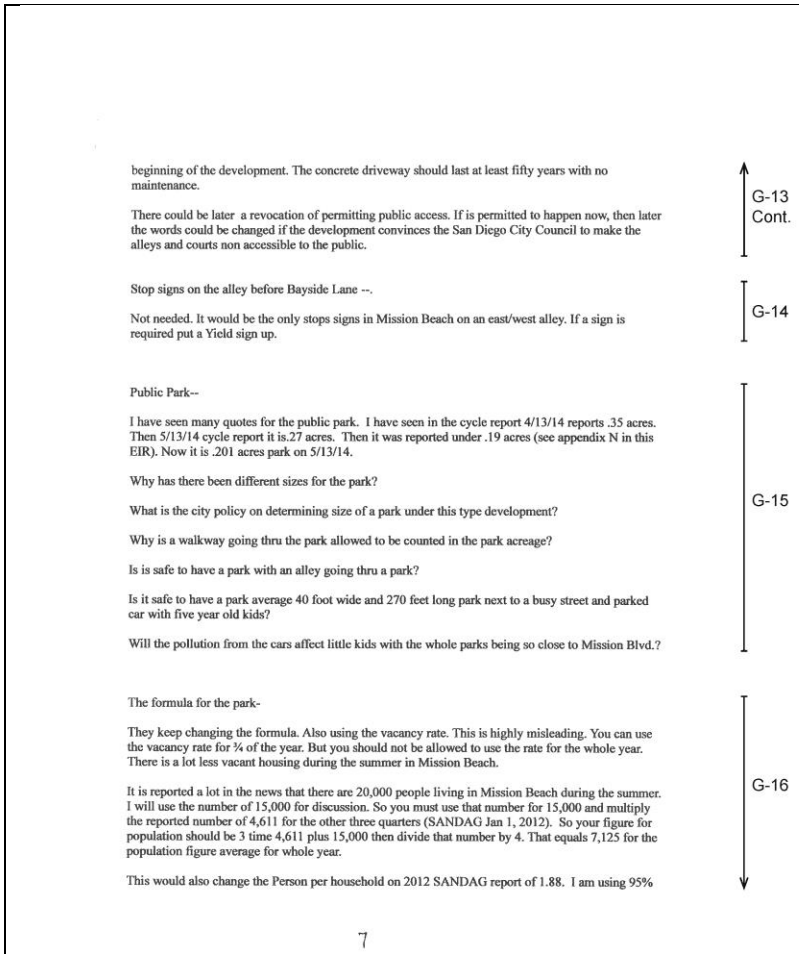
G-13

6

G-12 Refer to response to comment B-7.

G-13 Refer to responses to comments B-7 and B-9.

The applicant will grant public access to the private drives by an irrevocable easement and thus the public will acquire rights not now available. The public will have access to these private drives as they do to all alleys in Mission Beach.



beginning of the development. The concrete driveway should last at least fifty years with no maintenance.

There could be later a revocation of permitting public access. If is permitted to happen now, then later the words could be changed if the development convinces the San Diego City Council to make the alleys and courts non accessible to the public.

G-13 Cont.

Stop signs on the alley before Bayside Lane --.

Not needed. It would be the only stops signs in Mission Beach on an east/west alley. If a sign is required put a Yield sign up.

G-14

Public Park--

I have seen many quotes for the public park. I have seen in the cycle report 4/13/14 reports .35 acres. Then 5/13/14 cycle report it is.27 acres. Then it was reported under .19 acres (see appendix N in this EIR). Now it is .201 acres park on 5/13/14.

Why has there been different sizes for the park?

What is the city policy on determining size of a park under this type development?

Why is a walkway going thru the park allowed to be counted in the park acreage?

Is is safe to have a park with an alley going thru a park?

Is it safe to have a park average 40 foot wide and 270 feet long park next to a busy street and parked car with five year old kids?

Will the pollution from the cars affect little kids with the whole parks being so close to Mission Blvd.?

G-15

The formula for the park-

They keep changing the formula. Also using the vacancy rate. This is highly misleading. You can use the vacancy rate for ¾ of the year. But you should not be allowed to use the rate for the whole year. There is a lot less vacant housing during the summer in Mission Beach.

It is reported a lot in the news that there are 20,000 people living in Mission Beach during the summer. I will use the number of 15,000 for discussion. So you must use that number for 15,000 and multiply the reported number of 4,611 for the other three quarters (SANDAG Jan 1, 2012). So your figure for population should be 3 time 4,611 plus 15,000 then divide that number by 4. That equals 7,125 for the population figure average for whole year.

This would also change the Person per household on 2012 SANDAG report of 1.88. I am using 95%

G-16

7

G-14 Comment noted. Stop signs are proposed on Bayside Lane at the intersections with both alleys, but no stop signs are proposed on the alleys themselves.

G-15 Refer to responses to comments B-46, B-54 through B-57, and B-67 and B-68.

G-16 Refer to responses to comments B-46, B-54 through B-57, B-67, and B-68.

of the household 3620 are occupied. Which is 3439 households with 7,125 average for the year. My number per household is 2.07.

Combine North and South cycle report 4/13/14 of .35 with my new summer crowd it should be .3651 acres

For the North Residency cycle figure of 5/13/14 of .27 acres. Using my summer crowd it should be . 29556 acres.

Plus you can do the same thing on vacancy. You take the .34 vacant time ¾ of the year and use .05 during the summer. You get .34 reduce down .27 vacancy .

The park size need to be adjusted to include summer people living in houses. The usual SANDAG population numbers may be used for a static population count in a neighborhood. But Mission Beach is not static year round.

G-16 Cont.

The city .201 park figure is calculated wrong--

On the city final park figure.201. They are using 2008 person per households.
The 1.89 figure is using person per household is determine but SANDAG does not use vacant house in there original computation. Then the city uses the vacancy rate percentage to get the base figures. The city used the formula current person per household of 1.89, then they take 25.6 (vacancy rate) for your final figure of 1.41. Since I do not have the 2008 figures. I feel that the formula the city used is wrong. SANDAG figure do not include any vacancy in determining person per household. See attachment 5.

Using the 2012 SANDAG numbers SANDAG used the total occupied household of 2451. They then divided the total population of 4611. To get the person person household. You take the 4611 divided by 2451. Which get you 1.88 per household.

I have included in attachment 6, the figures from SANDAG January 1, 2012.

You first determine person per household. You can see from the attachment 5. Go to occupied households 2461. You take that number (2461) and divide it in Household population of 4611 to get Person Per Household of 1.88.

You then multiply 1.88 time the number of units. Let use 51 for the North Residences.
1.88 x 51=95.88 Then you multiply by the standard 2.8/1000= .0.27 acres

G-17

On page 7-112 there is a listing of Community Park + 2,8 acres per 100 residences. Neighborhood parks 3 to 13 acres and serves 5000 people within one miles. The location of this park qualify as a Neighborhood park One Mile is to Pacific Beach Drive and one mile the other way is almost to the jetty. Since the population of Mission Beach is 4611 nine months a year and at least 15,000 in the summer. That means that the 5000 people qualification is met. Thus a neighborhood park should be required.

8

G-17 Refer to responses to comments B-46, B-54 through B-57, B-67, and B-68.

A usable park is desired. Not a 270 foot land park separated by an alley and intersecting a required sidewalk. Should a person have to walk thru a park to exit his house. Shouldn't there be a separation of the walkway and the park?

The proposed park averages 40 feet in width with tables and landscape. What is needed is a normal passive park that has more than 40 feet from a busy street. To include a small toy lot, larger square area of at 75 by120 feet of grass area and tables. Also to have a three foot wall to protects little kids from running into the street. There are thousands of kids that stay in housing in Mission Beach in the summer.

G-18

Including the beach summer crowd living in Mission Beach. That park should be .3651 acres if you include the Mission Beach Residences and Santa Barbara Place Residences.

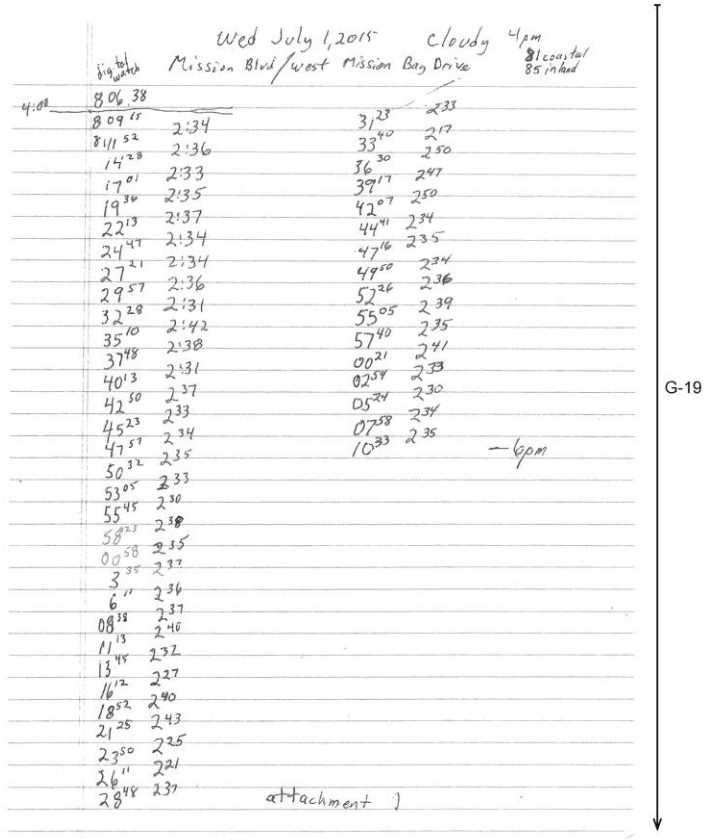
If you do not use the Santa Barbara Place Residences and include the summer housing population then the park required for the Mission Beach residences .29556 per acres.

Mike Meyer
715 Coronado Ct.
San Diego, CA 92109

Mike Meyer 8-1-15

9

G-18 Refer to responses to comments B-46, B-54 through B-57, B-67, and B-68.


Wed July 1, 2015 cloudy 4pm
Mission Blvd/west Mission Bay Drive
81 coastal
85 inland
4:08
806.38
809.15
811.52
14.28
17.01
19.36
22.13
24.47
27.21
29.57
32.28
35.10
37.48
40.13
42.50
45.23
47.57
50.32
53.05
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00.58
3.35
6.11
08.38
11.13
13.45
16.12
18.52
21.25
23.50
26.11
28.48
2:34
2:36
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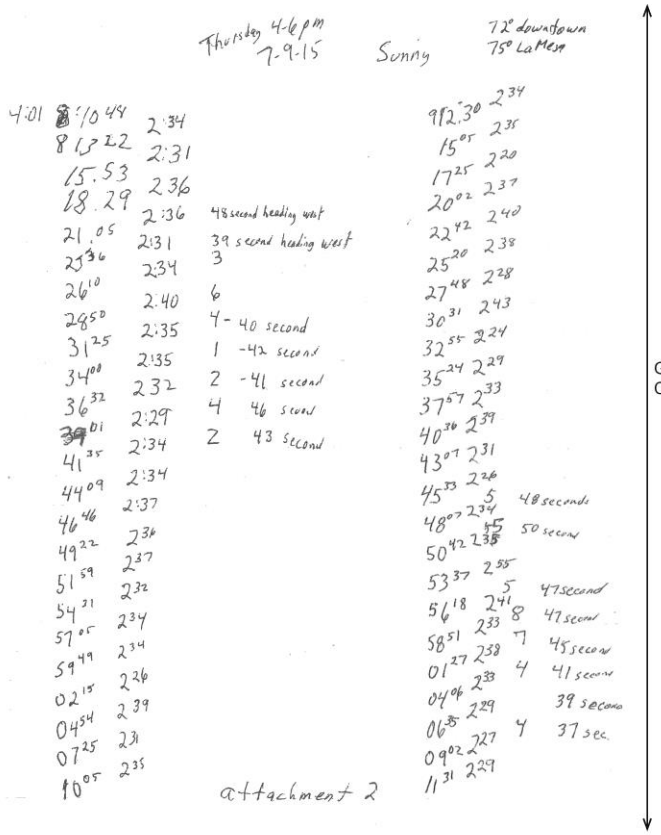
221
2.37
31.23 2.33
33.40 2.17
36.30 2.50
39.17 2.47
42.07 2.50
44.41 2.34
47.16 2.35
49.50 2.34
52.26 2.36
55.05 2.39
57.40 2.35
00.21 2.41
02.54 2.33
05.24 2.30
07.58 2.34
10.33 2.35
— 6pm
attachment 1

G-19

G-19 Comment noted.



Thursday 4-6 pm 7-9-15 Sunny 72° downtown 75° La Mesa

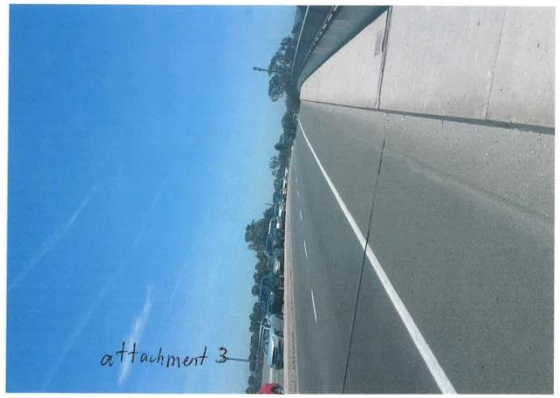
4:01 8:10 44 2:34
8:10 22 2:31
15.53 2:36
18.29 2:36 48 second heading west
21.05 2:31 39 second heading west
23 36 2:34 3
26 10 2:40 6
28 50 2:35 4 - 40 second
31 25 2:35 1 - 42 second
34 08 2:32 2 - 41 second
36 32 2:29 4 46 second
39 01 2:34 2 43 second
41 35 2:34
44 09 2:37
46 46 2:36
49 22 2:37
51 59 2:32
54 31 2:34
57 05 2:34
59 49 2:26
02 15 2:39
04 54 2:31
07 25 2:35
10 05

attachment 2

9 12.30 2:34
15 05 2:35
17 25 2:20
20 02 2:37
22 42 2:40
25 20 2:38
27 48 2:28
30 31 2:43
32 55 2:24
35 24 2:29
37 57 2:33
40 30 2:39
43 07 2:31
45 33 2:26 5 48 seconds
48 07 2:34 5 50 second
50 42 2:35 5
53 37 2:55 5 47 second
56 18 2:41 8 47 second
58 51 2:33 7 45 second
01 27 2:38 4 41 second
04 06 2:33 39 seconds
06 35 2:29 4 37 sec.
09 02 2:27
11 31 2:29

G-19
Cont.

June 21, 2014
1:23 PM
Ventura Street bridge
Traffic not moving. Backed up
from Mission Blvd on West Mission Bay

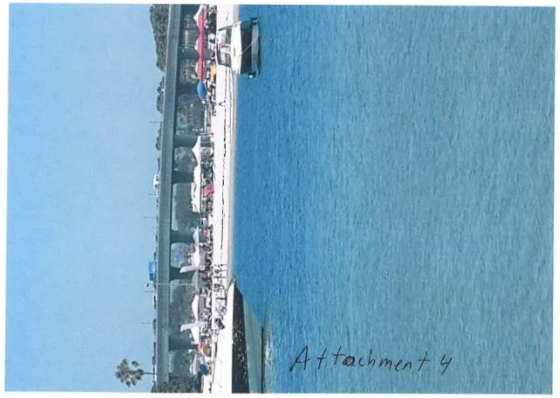


G-19
Cont.

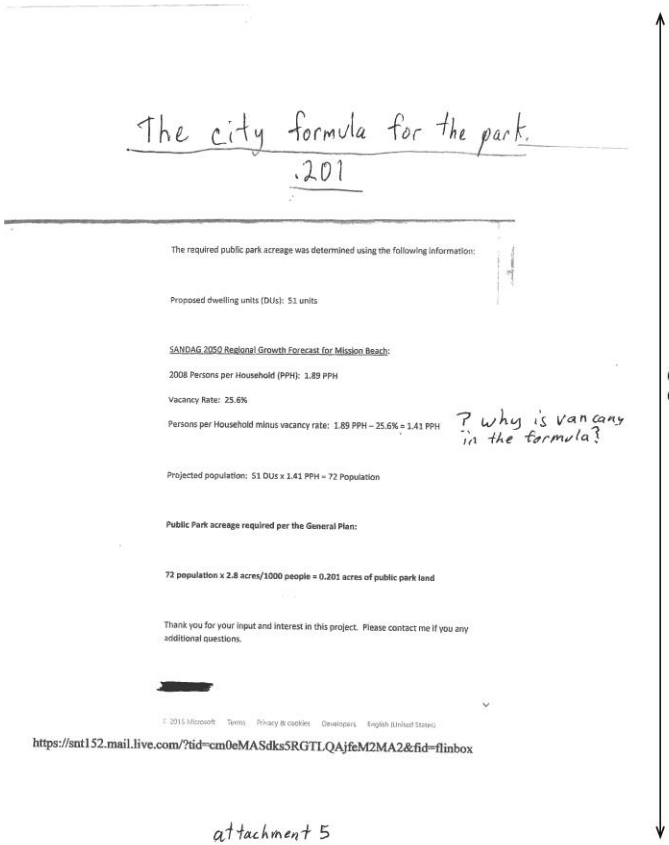
June 28, 2014
1:44 pm

Ventura Street Bridge
picture taken from Bayside Walk/San Fernando Place

Traffic is stopped headed toward Mission Blvd



G-19
Cont.



The city formula for the park.
.201

The required public park acreage was determined using the following information:

Proposed dwelling units (DUs): 51 units

SANDAG 2050 Regional Growth Forecast for Mission Beach:

2008 Persons per Household (PPH): 1.89 PPH

Vacancy Rate: 25.6%

Persons per Household minus vacancy rate: 1.89 PPH – 25.6% = 1.41 PPH

? why is vacancy in the formula?

Projected population: 51 DUs x 1.41 PPH = 72 Population

Public Park acreage required per the General Plan:

72 population x 2.8 acres/1000 people = 0.201 acres of public park land

Thank you for your input and interest in this project. Please contact me if you any additional questions.

[redacted]

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https://snt152.mail.live.com/?tid=cm0eMASdks5RGTLQAjfeM2MA2&fid=flinbox

attachment 5

G-19
Cont.

DEMOGRAPHIC & SOCIO ECONOMIC ESTIMATES
Mission Beach

SANDAG

	Jan 1, 2012
Total Population	4,652
Household Population	4,611
Group Quarters Population	41
Persons Per Household	1.88

HOUSING AND OCCUPANCY

	Total Housing Units	Occuppied Households	Vacancy Rate
Total Housing Units	3,620	2,451	32.3%
Single Family - Detached	580	393	32.2%
Single Family - Multiple-Unit	1,247	892	28.5%
Multi-Family	1,793	1,166	35.0%
Mobile Home and Other	0	0	--

HOUSEHOLD INCOME
Households by Income Category (2010 $, adjusted for inflation)

	Less than $15,000	$15,000-$29,999	$30,000-$44,999	$45,000-$59,999	$60,000-$74,999	$75,000-$99,999	$100,000-$124,999	$125,000-$149,999	$150,000-$199,999	$200,000 or more
% of Total	17%	13%	10%	15%	6%	11%	7%	5%	8%	9%

Median Household Income	2010
Adjusted for Inflation (2010 $)	$54,925
Not adjusted for inflation (current 2011 $)	$56,591

IMPORTANT ADVISORY:

Caution should be taken when using data for small population groups, particularly at small levels of geography. Minor adjustments were made (such as correcting the location of housing units that were erroneously allocated by the Census Bureau to roads and open space) to more accurately reflect the region's true population and housing distribution.

In addition, Census 2010 does not include information about structure type or household income. Those details and other demographic estimates shown here are developed from other sources, including the California Department of Finance E-5 estimates for cities and the County of San Diego; San Diego County Assessor Records, vital events records from the California Department of Health, and income data from the U.S. Census Bureau American Community Survey.

Caution should always be taken when using data for small population groups, particularly at small levels of geography.

Source: SANDAG, Current Estimates
SANDAG
www.sandag.org

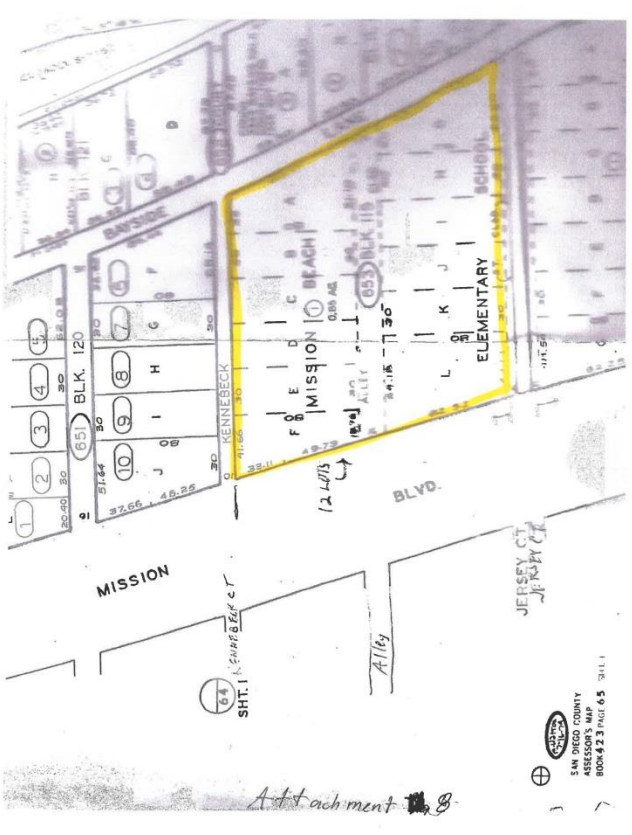
August 29, 2012
Mission Beach
Page 1 of 3

attachment 6

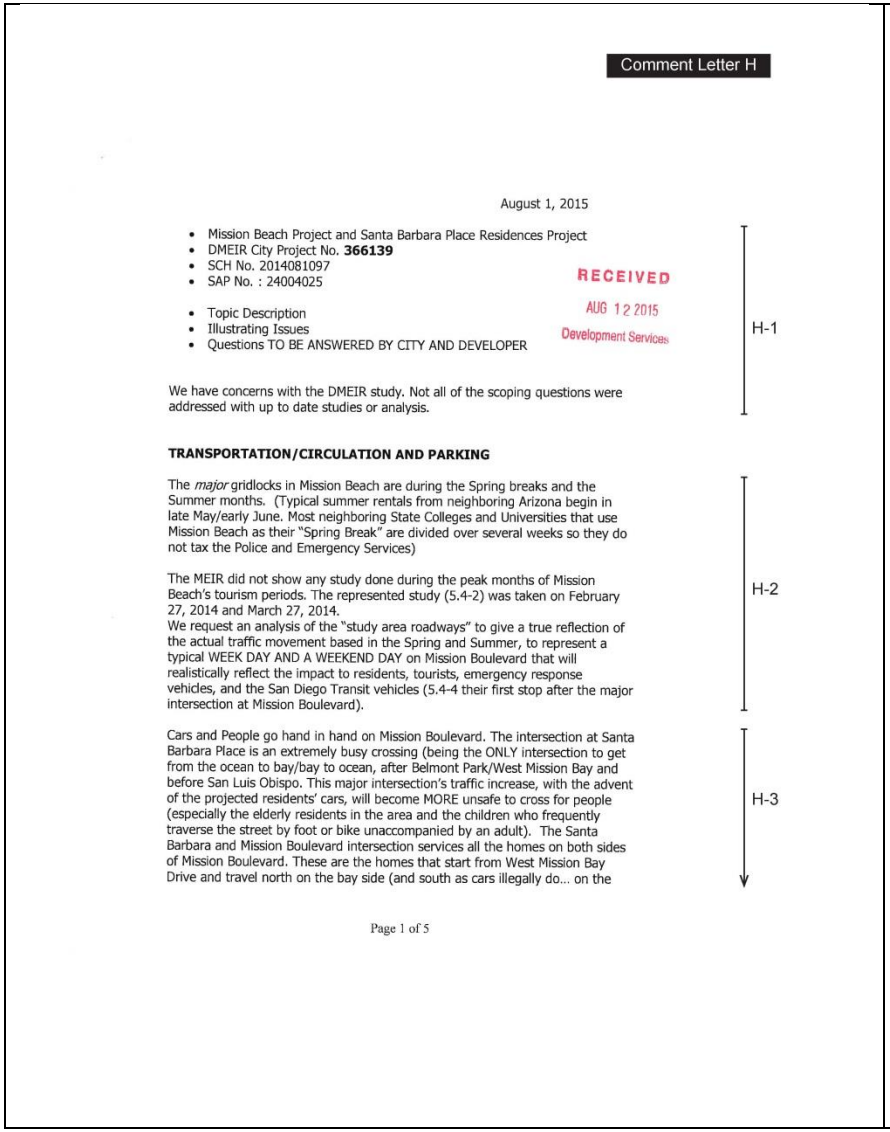
G-19
Cont.


BAYSIDE
BLK. 113
BLK. 112
BLK. 107
BEACH
SCHOOL
ELEMENTARY
SANTA BARBARA PLACE
MISSION
BLVD.
MISSION
alley
SHT. 2
Attachment 7

G-19
Cont.


BAYSIDE
RENNEBECK
MISSION BEACH
ELEMENTARY
SCHOOL
BLK. 120
BLK. 653
MISSION
BLVD.
JERSEY CT
Alley
SAN DIEGO COUNTY
ASSESSOR'S MAP
Attachment 8

G-19
Cont.



Comment Letter H

August 1, 2015

- Mission Beach Project and Santa Barbara Place Residences Project
- DMEIR City Project No. **366139**
- SCH No. 2014081097
- SAP No. : 24004025

RECEIVED
AUG 12 2015
Development Services

- Topic Description
- Illustrating Issues
- Questions TO BE ANSWERED BY CITY AND DEVELOPER

H-1

We have concerns with the DMEIR study. Not all of the scoping questions were addressed with up to date studies or analysis.

TRANSPORTATION/CIRCULATION AND PARKING

The *major* gridlocks in Mission Beach are during the Spring breaks and the Summer months. (Typical summer rentals from neighboring Arizona begin in late May/early June. Most neighboring State Colleges and Universities that use Mission Beach as their "Spring Break" are divided over several weeks so they do not tax the Police and Emergency Services)

The MEIR did not show any study done during the peak months of Mission Beach's tourism periods. The represented study (5.4-2) was taken on February 27, 2014 and March 27, 2014.
We request an analysis of the "study area roadways" to give a true reflection of the actual traffic movement based in the Spring and Summer, to represent a typical WEEK DAY AND A WEEKEND DAY on Mission Boulevard that will realistically reflect the impact to residents, tourists, emergency response vehicles, and the San Diego Transit vehicles (5.4-4 their first stop after the major intersection at Mission Boulevard).

H-2

Cars and People go hand in hand on Mission Boulevard. The intersection at Santa Barbara Place is an extremely busy crossing (being the ONLY intersection to get from the ocean to bay/bay to ocean, after Belmont Park/West Mission Bay and before San Luis Obispo. This major intersection's traffic increase, with the advent of the projected residents' cars, will become MORE unsafe to cross for people (especially the elderly residents in the area and the children who frequently traverse the street by foot or bike unaccompanied by an adult). The Santa Barbara and Mission Boulevard intersection services all the homes on both sides of Mission Boulevard. These are the homes that start from West Mission Bay Drive and travel north on the bay side (and south as cars illegally do... on the

H-3

Page 1 of 5

RESPONSE TO COMMENT LETTER H

Jenine and Jon Whittecar and Michelle and Bruce Rawdin-Baron
August 1, 2015

H-1 Section ES-5 of the MEIR states the following regarding areas of known controversy about the projects: "Comments received during this meeting and the Notice of Preparation (NOP) public scoping period were considered during the preparation of this MEIR. Analysis within the MEIR is based on up the most up-to-date information at the time of preparation and project-specific technical reports. Refer to responses to comment B-2, B-100, and C-1

H-2 Refer to response to comment B-78. Also refer to responses to comments B-74 and B-76 regarding the existing traffic counts.

H-3 Implementation of mitigation measure CP-TRA-1 would ensure that pedestrians could cross at a signalized intersection. Additionally, impacts to public safety are analyzed in detail within Section 5.3, Health and Safety.

bay) and south from Santa Barbara to West Mission Bay Drive on the ocean (and north as cars illegally do... on the ocean). H-3 Cont.

In 5.4-4 noted in the study above, San Diego Transit's bus stop is on the corner of Santa Barbara Place and Mission Boulevard. This stop creates additional delays for this major intersection that does NOT HAVE A STOP SIGN OR A STOP LIGHT. H-4

THERE IS NO INSTALLATION OF TRAFFIC LIGHTS PROJECTED UNTIL 5/1/2025 (ES-29)

A traffic light on Mission Boulevard and Santa Barbara Place should be installed and operational BEFORE THE PROJECT BEGINS. H-5

With the construction of the project comes large hauling trucks, cranes, cement mixers, lumber loaders, steel deliverers, massive plumbing encasement supply trucks, debris containers, tile and flooring and roofing and scaffolding and plastering haulers (to name a few of the vehicles) and this intersection becomes a hazard for residents to get in and out of their homes and emergency vehicles to access a residence or a resident in distress. H-6

The 5.4-18 table shows the existing study to have NO discernable difference in current traffic patterns of peak hours from the "after development" addition of 126 vehicle spaces (the forecast Combined Project of Generated Trips 5.4-9) for cars accessing Mission Boulevard from Santa Barbara Place.

(Page 5.4-9) The information provided is inaccurate because while there are 126 provided parking spaces for the project's residents, there will be NO parking for the accompanying vehicles that will be servicing the infrastructure. (i.e.: USPS, UPS, San Diego City Garbage pick-up, Private Garbage collection companies, Gardeners, Pest Control trucks, Time Warner Cable vehicles, Plumbers, Rental cleaning crews, Repair personnel trucks for washer/dryer, stove, electricians, furniture store deliveries, moving van companies, and the additional cars and motorcycles that almost all the new units will more than likely have, but that are not required in the code to accommodate.) H-7

The current empty school lot's parking spaces are providing parking for these and many other service vehicles to the neighboring homes. The neighborhood will clearly be impacted when the new residences are built and the parking will disappear. This will tremendously alter the existing traffic pattern and now sheds light on the importance of a realistic study of this projected traffic congestion.

Page 2 of 5

H-4 Traffic associated with implementation of both projects at this intersection is analyzed in detail within Section 5.4 of the MEIR and associated Appendix F. As identified in Section 5.4.5 of the MEIR, a potentially significant impact may occur at this intersection in the Horizon Year 2030 with implementation of both projects. This impact would be mitigated to less than significant with implementation of mitigation measure CP-TRA-1, providing signalization at the intersection of Mission Boulevard and Santa Barbara Place.

H-5 Refer to response to comment H-4. Based on the TIA, the signal will be installed no later than May 1, 2025, although "…the City Engineer may require installation of the traffic signal by the Owner/Permittee prior to May 1, 2025, based on the results of annual traffic counts and impact analysis for this intersection submitted by the Owner/Permittee on or before May 1 of each year."

H-6 As identified on pages 5.4-28 and 5.4-29 of the MEIR, both the Mission Beach Residences Project and Santa Barbara Place Residences Project could result in minimal delays in emergency response times during construction. Additionally, all vehicles are required to clear the roadways for emergency access. Refer to response to comment C-28.

H-7 Refer to response to comment C-10.

DENSITY

The study indicates that the project is not anticipating year-round families in the residences. This strongly implies that it may accommodate student housing during the school year and weekly summer rentals during the high tourism season. This indicates a much higher ratio of people and cars then a typical family home.

H-8

NOISE LEVELS (ES-17)

As a direct neighbor of the proposed site we do not want the "night and /or weekend work to be included in any contract package". As neighbors AND tax payers, we need down time from the high decibel noise levels of the construction site (ES-17).

H-9

WASTE MANAGEMENT

Trash collection cans need to be kept behind fences. This is a major concern with current home owners because of the demise of the twice weekly San Diego City trash collection in Mission Beach. We combat trash pickers and pest problems (flies, maggots, rats, mice) daily. The summer rental trades present their own set of problems with excessive abandoned beach paraphernalia and barbeque grills, towels, clothing, shoes, as well as the winter move-outs and the abandoned furniture from the winter student rentals. The amount of unbroken moving boxes and packing material (boxes as large as the largest TV screens at CostCo) blocking the alleys are obscene. In the present plans for the projected residences their trash cans are stored in the walkways from the parking spots to the entry doors with no room to walk through. These cans will end up on the alley ways blocking access to neighboring homes and allowing pickers to create the trash that already exists by the sides of exposed trash cans in the alleys. It already is a problem on the existing older beach homes that never had to have a space to accommodate the newer trash cans that are provided for a fee from the city.

This eventual problem needs to be able to show a very clear resolve. The walkway has to be shown to have clearance for both humans and required city waste collection cans, for the required recycle (blue) and trash (black) in any of the three sizes and the number required to service each unit in the multi-family plexus.

H-10

Page 3 of 5

H-8 The Draft MEIR contains analysis regarding potential environmental effects related to density and subsequent traffic generation in Section 5.1, Land Use (specifically Section 5.1.3 and Table 5.1-1), and Section 5.4, Transportation. Rental use of the units is up to the discretion of home owners.

H-9 Refer to response to comment C-12.

H-10 Comment noted. Proposed walkways and trash enclosures comply with requirements of the City Municipal Code. This comment does not raise an environmental issue pertaining to the MEIR.

PUBLIC SAFETY

In our scoping letter we requested quick accessibility (implying quick as well as easy access) to residences that will be impacted by the new density of the projected complexes. As residences in the beach area have less space between them, it becomes a nightmare for emergency fire response. This was clearly evident in 2014 at a 2 story fire next to the site that quickly burned endangering the surrounding homes. Because the empty school yard was used for the 2 fire engines that arrived on the scene, this catastrophe had mitigated the endangerment to other structures. Bayside Lane is a very narrow and unkempt road. Santa Barbara Place has the most width to turn north on but it is still impossible for a City Trash Truck to maneuver that turn without 3 to 5 adjustments in reversing and forwarding starts. No San Diego City trash truck (let alone an entire length of a fire truck) is able to make a court turn on most of the bayside alley courts. Hence the need for less density at the proposed site and more emergency access. H-11

The MEIR stated where the fire stations were located and the time span for city responses. The report also stated a future proposed site but NOT FUNDED approximately 2.8 miles from the project. Distance stated is inaccurate. On a good day it takes 15 minutes from the project to the proposed fire station site. No study/analysis listed told us how many fire calls the fire station or paramedics receive on busy beach days and weekends. H-11

The fire engines blasts their horns for five consecutive seconds and incremental four seconds because cars cannot move over due to the traffic congestion on Mission Boulevard. Our alleys (Bayside Lane and Strandway) are clogged with cars that have double parked due to nonexistent spaces. Fire fighters are resigned to accessing interior court homes from Mission Boulevard. This takes additional priceless time endangering life and property. Assistant Fire Marshal L. Trames remarks were via email and could not be found by this reader. (pers.comm.2014b) H-12
7-122 "Current response times fail to meet city goals" for fire/emergency response teams.

LAND USE

The proposed residences will change our community character. Nowhere in Mission Beach are there courts and courts of 30 foot plexus. Nor alleys that are H-13

Page 4 of 5

H-11 Refer to responses to comments C-7 and C-8 regarding emergency access and fire department response.

H-12 Refer to responses to comments C-7 and C-8 regarding emergency access and fire department response.

H-13 Refer to responses to comments B-6 through B-14.

suitable for constant rotation of vehicles with tandem garages with accessibility for continuous street traffic to proceed.

H-13 Cont.

POPULATION AND HOUSING

We welcome responsible neighbors who will abide by the Mission Beach PDO and who will enjoy and enrich our community. We also look forward to effective CC&R's to handle the transient population of college/university students in the winter and vacation rentals in the summer.

H-14

Respectfully,

Jenine Whittecar	Bayside Walk and Jersey Court
Jon Whittecar	Bayside Walk and Jersey Court
Michelle Rawdin-Baron	845 Santa Barbara Place
Bruce Rawdin-Baron	845 Santa Barbara Place

Page 5 of 5

H-14 This comment does not raise an environmental issue pertaining to the MEIR.

Comment Letter I

RECEIVED
AUG 12 2015
Development Services

E. Shearer-Nguyen
MEIR Project 366139
Mission Beach Residencies and Santa Barbara Place Residences

August, 2015

We have concerns that the MEIR study contains flawed assumptions and analysis methods. Some charts were dated 2003 (Mission Beach has changed since then) and some studies analysis methods were carried out in the "off season" cold weather months. Mission Beach becomes a different place during the Spring and Summer months. I-1 I-2

TRAFFIC

My home borders the alley between Jamaica Court and Santa Barbara Place. We struggle to enter our garages. We can only access our alley by going NORTH from Mission Blvd. An addition of 24 cars in the same small alley will increase the time of accessing Mission Blvd. in the morning and in returning to our garages in the evening by more than 5 minutes. This alley can not be accessed from a south entrance off of Mission Blvd.
As we are already experiencing, cars enter the alley by going the wrong way on Bayside Lane. They also speed down Bayside Lane and make the right turn at a very sharp angle. The study did not indicate this difficult maneuver.
Has the City or the Developer tried to see if a car (let alone 24 additional cars) could maneuver tandem parking into a garage off of this small alley? The need is to improve and increase public/owner vehicular access.
5.4-26 Common sense shows there would be a significant impact, of 24 cars / moving vans, in the alley between Jamaica Court and Santa Barbara Place. I-3

RESPONSE TO COMMENT LETTER I

Christina Starr
August 12, 2015

I-1 The MEIR provides analysis of the projects as required by CEQA. All requisite analysis has been completed based on City and state standards. The MEIR is based on the most up to date information available at the time the Notice of Preparation.

I-2 Refer to responses to comments B-74, B-76, and B-78.

I-3 Refer to response to comment B-97.

Traffic analysis is based on the thresholds for significance outlined within the City CEQA Significance Determination Thresholds (City of San Diego 2011). Pursuant to these thresholds, the only potentially significant impact associated with traffic is outlined in Section 5.4.5, in the Horizon Year 2030 with implementation of both projects. This impact would be mitigated to less than significant with implementation of mitigation measure CP-TRA-1, providing signalization at the intersection of Mission Boulevard and Santa Barbara Place.

MEIR report show that the traffic study on Mission Boulevard was completed on only 2 winter days. What, no summer weekend statistics? I-4

Santa Barbara Place Residences Project

This area is a great place for a community park. The community has indicated there is a strong desire for a park situated around the 50 year old Ficus tree, at this location. A child and pet friendly park.
A park, as indicated in the study, along Mission Boulevard is not a peaceful respite from cars, pollution, buses. The "pocket park" indicated by the developers (along the boulevard) is a great location for additional guest parking and service trucks that will need to service this massive addition in Mission Beach. Service trucks (cable, plumbing, electrical, appliance repair etc…) can not fit into tandem garages and will block alleys and streets while servicing the condos. I-5

ES-4 states that an objective of the project is to "Create cohesive development that is compatible in scale and character and enhances the existing community character in the MB Community Planning Area…" . Three - four plexus are **not** in character with the community. I-6

Public Safety

We do not want to wait 15 years or more for a traffic light to be installed on Mission Boulevard and Santa Barbara Place. The need is now-- BEFORE construction vehicles block our vision. The residents of Mission Beach need a safe way to cross the street by foot or by car. I-7

I-4 Refer to responses to comments B-74, B-76, and B-78.

I-5 Refer to response to comment D-5.

I-6 Refer to responses to comments B-7, B-8, and B-14.

I-7 Refer to responses to comments H-3 and H-5.

We are one block north from Belmont Park and Santa Barbara Place has the first turn lane right or left . People who realize they have overshot the park area tend to use this lane and turn. They are more focused on turning and not on foot traffic. Now it is a pedestrian hazard it will deteriorate with construction and an increase of residences. The Developer can pay for a new traffic signal before the construction begins.

I-7 Cont.

There are many more issues that the EMIR did not address with this project. This is an incredibly bad project for Mission Beach and we didn't even touch on the infrastructure this project will impact.

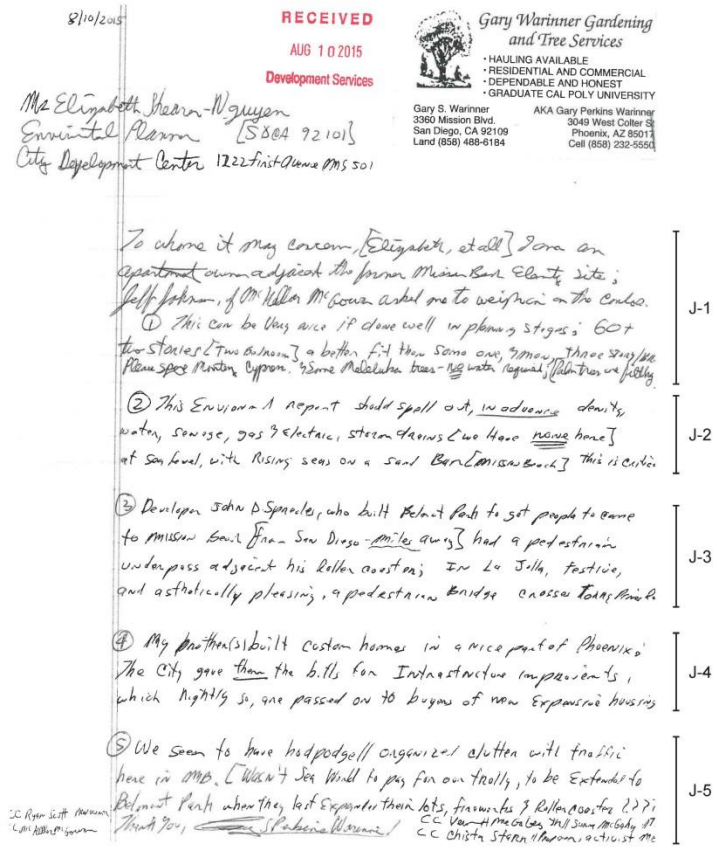
I-8

Respectfully,

Christina Starr 824 Jamaica Court resident
Mission Beach, CA

I-8 Comment noted. The MEIR contains analysis regarding potential environmental effects related to infrastructure in Section 7.11, Public Utilities. Based on this analysis, the MEIR concluded that implementation of both projects would not result in significant impacts to infrastructure.

Comment Letter J



8/10/2015

RECEIVED
AUG 10 2015
Development Services

Gary Warinner Gardening and Tree Services
• HAULING AVAILABLE
• RESIDENTIAL AND COMMERCIAL
• DEPENDABLE AND HONEST
• GRADUATE CAL POLY UNIVERSITY

Gary S. Warinner
3360 Mission Blvd.
San Diego, CA 92109
Land (858) 488-6184

AKA Gary Perkins Warinner
3049 West Colter St
Phoenix, AZ 85017
Cell (858) 232-5550

Ms Elizabeth Hearn-Nguyen
Environtal Planner [5804 92101]
City Development Center 1222 first Avenue MS 501

To whom it may concern, [Elizabeth, et all] I own an apartment complex adjacent the former Mission Bay Liquor site; Jeff Jackson, of McMillin McGowan asked me to weigh in on the Condos.

① This can be very nice if done well in planning stages; 60+ two stories [Two bedroom] a better fit then some one, 3 story. Those 3 story are Please space Pinetree, Cypress, 4 Some Melaleuca trees - no water required, Palm trees are pretty.

② This Environmental report should spell out, in addendum density, water, sewage, gas & electric, storm drains [we have none here] at sea level, with Rising seas on a sand Bar [Mission Beach] this is critical

③ Developer John D Spreckles, who built Belmont Park to get people to come to Mission Beach from San Diego - miles away] had a pedestrain underpass adjacent his Roller coasters In La Jolla, festive, and aesthetically pleasing, a pedestrian bridge crosses Torrey Pines Rd

④ My brother(s) built custom homes in a nice part of Phoenix, The City gave them the bills for Infrastructure improvements, which rightly so, are passed on to buyers of new Expensive housing

⑤ We seem to have haphazard organized clutter with traffic here in MB. [Wasn't Sea World to pay for our trolly, to be Extended to Belmont Park when they last Expanded their lots, frameworks & Roller coasters ???]

Thank You, Gloria Warinner

CC Ryan Scott Newman
CC Mike Kelley McGowan

CC Vern Hughes Cox Cable, Phil Simon McGuire, 97
CC Christa Stern Hearn, activist me

J-1
J-2
J-3
J-4
J-5

RESPONSE TO COMMENT LETTER J

Gary Warinner Gardening and Tree Services
Gary Warinner
August 10, 2015

J-1 Pursuant to Section 3.2.4, all three proposed buildings within the Santa Barbara Place Residences Project are three stories with three bedrooms per unit. The Mission Beach Residences Project includes duplexes, triplexes, and fourplexes. As stated in Section 3.1.4 and 3.2.4 of the MEIR, both projects would provide landscaping with non-invasive drought tolerant native species in coordination with the principles behind the anticipated LEED Silver Certification.

J-2 The MEIR contains analysis regarding specific environmental issues raised by this comment. Section 5.1, Land Use, (specifically Section 5.1.3 and Table 5.1-1) of the MEIR discusses the potential environmental effects related to density; Section 7.6, Hydrology and Water Quality, and Section 7.11, Public Utilities, of the MEIR discuss the potential environmental effects related to stormwater, storm drains, and drainage; Section 7.10, Public Services and Facilities, of the MEIR discusses the potential environmental effects related to utilities through project implementation.

	J-3 This comment does not raise an environmental issue pertaining to the MEIR. **J-4** Comment regarding infrastructure funding is noted. **J-5** This comment does not raise an environmental issue pertaining to the MEIR.

Comment Letter K

MICHAEL DUCKOR, ESQ.

3306 Bayside Walk
San Diego, CA 92109

(858) 539-1810 (Home Office)
(619) 200-9422 (Cell)
(636) 548-6046 (Fax)
daleni@duckor.net

August 5, 2015

RECEIVED
AUG 06 2015
Development Services

Ms. Elizabeth Shearer-Nguyen
Environmental Planner
City of San Diego Development Services Center
1222 First Avenue, MS 501
San Diego, CA 92101

Subject: Project No. 366139 Mission Beach Residences Project and
Santa Barbara Place Residences Project

Dear Ms. Shearer-Nguyen:

I am a resident of Mission Beach at 3306 Bayside Walk, and my home backs on the Bayside Lane "alley" and is directly across from the referenced project. I have observed the evolution of this site and attended numerous community meetings regarding this project. K-1

Thank you for the opportunity to provide comments regarding the Draft Master Environmental Impact Report for the proposed Mission Beach Residences Project and Santa Barbara Place Residences Project. I have reviewed the document and find, overall, the projects will provide numerous benefits to the community, including housing and a park, while improving a currently abandoned and neglected site. K-1

Regarding land use, the San Diego General Plan emphasizes infill housing to meet the housing demands of our region's growing population. The Mission Beach Residences Project and Santa Barbara Place Residences Project will provide this infill housing at density levels consistent with the current neighborhood in which they will be built. K-2

The projects will also provide the community with better access to both Mission Beach and Mission Bay by completing the grid of pedestrian walkways and alleys. These components serve to enhance the views to Mission Bay, especially along Jersey Court. The park proposed adjacent to Mission Boulevard also enhances the views for that gateway to the community. K-3

In regard to the Draft Master Environmental Impact Report for the projects referenced above, I would like to register my support for the site of the proposed elongated park adjacent to Mission Boulevard and the shared design of the projects, which preserves the community character of the Mission Beach community. K-4

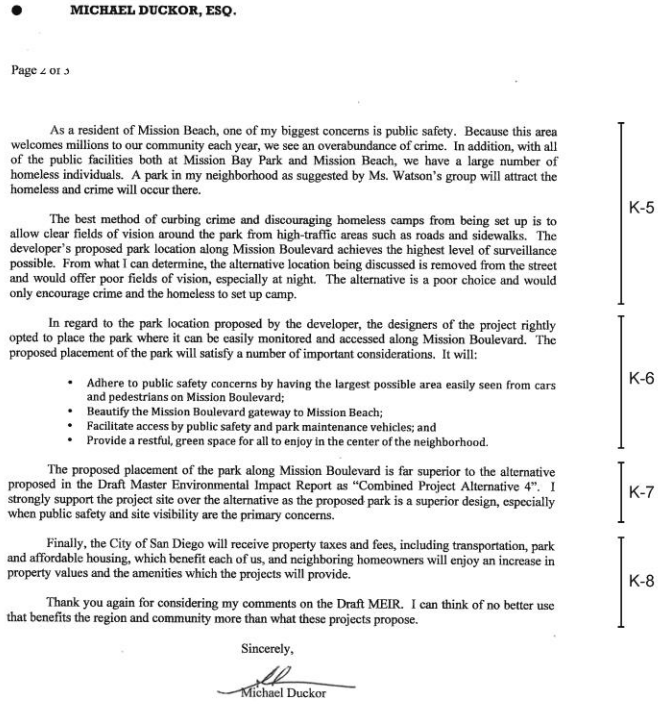
RESPONSE TO COMMENT LETTER K

Michael Duckor, ESQ.
Michael Duckor
August 5, 2015

K-1 This comment does not raise an environmental issue pertaining to the MEIR.

K-2 As noted in the comment, proposed densities would be consistent with the surrounding community (see MEIR Section 5.1, Land Use, Table 5.1-5 on page 5.1-35).

K-3 As stated in Section 5.1, Land Use on page 5.1-15 of the MEIR, "The Mission Beach Residences Project would extend the existing Jersey Court and two unnamed alleys and connect to the similar existing pedestrian network in the surrounding residential community. Extension of Jersey Court would also provide additional visual access to Mission Bay and the beach". Similarly, as stated in Table 5.1-1 on page 5.1-60, "Extension of Jersey Court, as shown in Figure 5.12-3, would provide a new view from Mission Boulevard/Jersey Court to Mission Bay and the beach which is currently obstructed by the existing school structure. Implementation of the project would increase visual and physical access to Mission Bay, the beach and coastal resources."



● MICHAEL DUCKOR, ESQ.

Page 2 of 3

As a resident of Mission Beach, one of my biggest concerns is public safety. Because this area welcomes millions to our community each year, we see an overabundance of crime. In addition, with all of the public facilities both at Mission Bay Park and Mission Beach, we have a large number of homeless individuals. A park in my neighborhood as suggested by Ms. Watson's group will attract the homeless and crime will occur there.

The best method of curbing crime and discouraging homeless camps from being set up is to allow clear fields of vision around the park from high-traffic areas such as roads and sidewalks. The developer's proposed park location along Mission Boulevard achieves the highest level of surveillance possible. From what I can determine, the alternative location being discussed is removed from the street and would offer poor fields of vision, especially at night. The alternative is a poor choice and would only encourage crime and the homeless to set up camp.

In regard to the park location proposed by the developer, the designers of the project rightly opted to place the park where it can be easily monitored and accessed along Mission Boulevard. The proposed placement of the park will satisfy a number of important considerations. It will:

- Adhere to public safety concerns by having the largest possible area easily seen from cars and pedestrians on Mission Boulevard;
- Beautify the Mission Boulevard gateway to Mission Beach;
- Facilitate access by public safety and park maintenance vehicles; and
- Provide a restful, green space for all to enjoy in the center of the neighborhood.

The proposed placement of the park along Mission Boulevard is far superior to the alternative proposed in the Draft Master Environmental Impact Report as "Combined Project Alternative 4". I strongly support the project site over the alternative as the proposed park is a superior design, especially when public safety and site visibility are the primary concerns.

Finally, the City of San Diego will receive property taxes and fees, including transportation, park and affordable housing, which benefit each of us, and neighboring homeowners will enjoy an increase in property values and the amenities which the projects will provide.

Thank you again for considering my comments on the Draft MEIR. I can think of no better use that benefits the region and community more than what these projects propose.

Sincerely,

Michael Duckor

K-5

K-6

K-7

K-8

K-4 As stated in Section 5.1, Land Use in Table 5.1-1 on page 5.1-60, "…the location of the pocket park along Mission Boulevard would provide improved pedestrian access to passive open space opportunities."

K-5 As stated in Section 5.1, Land Use in Table 5.1-1 on page 5.1-48 of the MEIR, "The addition of residential units to the site where a currently vacated, fenced-in site exists would activate the pedestrian streetscape and provide additional "eyes on the street" improving safety and sense of community." As noted on page 7-162 of the MEIR, while specific lighting plans are not known at this time, all exterior lighting, including walkway/security and park lighting would comply with Chapter 14, Article 2, Division 7, Section 142.0740, Outdoor Lighting Regulations, of the City's Municipal Code.

Furthermore, as stated in Section 7.10, Public Services and Facilities, on page 7-121 of the MEIR, Crime Prevention through Environmental Design would help address security concerns and would increase safety and security at the Mission Beach Residences Project site. The commenter's opposition to the Expanded Park Alternative is noted. This comment does not raise an environmental issue pertaining to the MEIR.

	K-6 Refer to responses to comments K-4 and K-5. As stated in Section 7.0 Visual Effects and Neighborhood Character, on page 7-156 of the MEIR, "The proposed pocket park would provide for a large buffer from the major public right-of-way, Mission Boulevard, lessening the apparent bulk of the Mission Beach Residences Project by creating an aesthetically pleasing appearance from Mission Boulevard." Public safety and maintenance vehicles would have access to the pocket park via Mission Boulevard. **K-7** This comment does not raise an environmental issue pertaining to the MEIR. **K-8** This comment does not raise an environmental issue pertaining to the MEIR.

Comment Letter L

MARC B. GELLER
ATTORNEY AT LAW
A PROFESSIONAL CORPORATION

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July 29, 2015

RECEIVED
AUG 04 2015
Development Services

Ms. Elizabeth Shearer-Nguyen
Environmental Planner
City of San Diego Development Services Center
1222 First Avenue, MS 501
San Diego, CA 92101

Subject: Project No. 366139 Mission Beach Residences Project and Santa Barbara Place Residences Project

Dear Ms. Shearer-Nguyen:

I have resided in Mission Beach for over 40 years and I have seen many changes in my community. Where once many owned homes and raised families, now a majority of properties are rentals to serve the visitors we receive each year. When Mission Beach Elementary was sold, it was understood by us residents that the site would be developed into additional housing to fit in with the surrounding neighborhood. It has taken too long for something to happen there, and the site has become an attractive nuisance for graffiti and trash.

When I reviewed the Draft Master Environmental Impact Report for these two projects, I liked how they complete the grid pattern in the community and provide greater access to coastal resources and views to Mission Bay. The park, adjacent to Mission Boulevard, will be a major amenity for our neighborhood and will be easier to police and maintain than the alternative discussed in the Draft MEIR because of the access it provides being nearer to the street. As a neighbor to the site, I am excited that it will clean up this area.

L-1

Sincerely,

MARC B. GELLER

RESPONSE TO COMMENT LETTER L

Marc B. Geller
July 29, 2015

L-1 This comment does not raise an environmental issue pertaining to the MEIR.

Comment Letter M

Shearer-Nguyen, Elizabeth

From: Weaver, Kent R [Kent.Weaver@morganstanley.com]
Sent: Friday, August 07, 2015 2:03 PM
To: DSD EAS
Subject: Comments on proposed Mission Beach new home development
Attachments: Mission Beach EIR Comment Ltr Park FINAL.docx

Please accept my attached comments on the proposed new development in Mission Beach. M-1

KRW

Kent R. Weaver, CRPC®

Vice President / Financial Advisor
MSW Group
Morgan Stanley Wealth Management
14850 North Scottsdale Road
Suite 600
Scottsdale, AZ 85254

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1

RESPONSE TO COMMENT LETTER M

Kent R. Weaver
August 7, 2015

M-1 This comment is introductory in nature and does not raise specific issues related to the adequacy of the MEIR.

Ms. Elizabeth Shearer-Nguyen
Environmental Planner
City of San Diego Development Services Center
1222 First Avenue, MS 501
San Diego, CA 92101

Subject: Project No. 366139 Mission Beach Residences Project and Santa Barbara Place Residences Project

Dear Ms. Shearer-Nguyen,

I would like to take the opportunity to register my comments regarding the proposed Mission Beach Residences Project and Santa Barbara Place Residences Project.

First, let me say that I began looking at Mission Beach 3 years ago to purchase a place on the boardwalk after having a home in Lajolla for 10 years. After seeing some of the new development going on and a sense that the area was being cleaned up I decided to move forward and make a purchase. I renovated the property and now have a place that looks brand new and has increased in price. I never would have purchased the property if I hadn't seen the new development happening with the Draft, Cannonball and some of the new renovations of duplex's and condo's. I'm in favor of this project and believe it will enhance the Mission Beach area.

M-1 Cont.

In regard to the proposed park, the designers of the project rightly opted to place the park where it can be easily monitored and accessed along Mission Boulevard. The proposed placement of the park will satisfy a number of important considerations. It will:

- Adhere to public safety concerns by having the largest possible area easily seen from cars and pedestrians on Mission Boulevard
- Beautify the Mission Boulevard gateway to Mission Beach
- Facilitate access by public safety and park maintenance vehicles
- Provide a restful, green space for all to enjoy in the center of the neighborhood

M-2

The proposed placement of the park along Mission Boulevard is far superior to the alternative proposed in the Draft Master Environmental Impact Report as "Combined Project Alternative 4". I strongly support the project site over the alternative as the proposed park is a superior design, especially when public safety and site visibility are the primary concerns.

M-3

Thank you for the opportunity to offer my comments.

Sincerely,

Kent R. Weaver

Mission Beach EIR Comment Ltr Park FINAL.docx

M-2 Refer to response to comment K-6.

M-3 This comment does not raise an environmental issue pertaining to the MEIR.

Comment Letter N

Shearer-Nguyen, Elizabeth

From: Steve Cairncross [steve@teamcairncross.com]
Sent: Monday, August 10, 2015 3:06 PM
To: DSD EAS
Subject: Project No. 366139 Mission Beach & Santa Barbara Pl Residences
Attachments: 201508101502.pdf

Hello,

Please see attached my letter to the city regarding project no. 366139 Mission Beach Residences and Santa Barbara Place Residences Project. N-1

Please kindly confirm receipt.

Thank you

Regards
Steve Cairncross

Steve Cairncross | Team Cairncross
Licensed Associate Real Estate Broker
Re/Max Coastal Properties
SRE: 00859218
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Fax: +1.858.272.9077
Steve@TeamCairncross.com

www.TeamCairncross.com

1

RESPONSE TO COMMENT LETTER N

Steve Cairncross
August 10, 2015

N-1 Refer to response to comment K-6.

Ms. Elizabeth Shearer-Nguyen
Environmental Planner
City of San Diego Development Services Center
1222 First Avenue, MS 501
San Diego, CA 92101

Subject: Project No. 366139 Mission Beach Residences Project and Santa Barbara Place Residences Project

Dear Ms. Shearer-Nguyen,

I would like to take the opportunity to register my comments regarding the proposed Mission Beach Residences Project and Santa Barbara Place Residences Project.

In regard to the proposed park, the designers of the project rightly opted to place the park where it can be easily monitored and accessed along Mission Boulevard. The proposed placement of the park will satisfy a number of important considerations. It will:

- Adhere to public safety concerns by having the largest possible area easily seen from cars and pedestrians on Mission Boulevard
- Beautify the Mission Boulevard gateway to Mission Beach
- Facilitate access by public safety and park maintenance vehicles
- Provide a restful, green space for all to enjoy in the center of the neighborhood

The proposed placement of the park along Mission Boulevard is far superior to the alternative proposed in the Draft Master Environmental Impact Report as "Combined Project Alternative 4". I strongly support the project site over the alternative as the proposed park is a superior design, especially when public safety and site visibility are the primary concerns.

Thank you for the opportunity to offer my comments.

Sincerely,

Steve Cairncross

Steve Cairncross
Broker Associate, DRE 00859218
RE/MAX Coastal Properties
4444 Mission Blvd., San Diego, CA 92109
Office (858) 490-4139, Cell (858) 735-1045

SteveCairnx@gmail.com, www.BeachSeller.com

Each Office Independently Owned and Operated

N-1 Cont.

N-2

N-2 This comment does not raise an environmental issue pertaining to the Draft MEIR.

Comment Letter O

Shearer-Nguyen, Elizabeth

From: Joelle Hanson [joelle@thepatiosd.com]
Sent: Monday, August 03, 2015 4:20 PM
To: DSD EAS
Subject: Letter in Support of Project # 366139, Mission Beach Residences Project and Santa Barbara Place Residences Project
Attachments: Mission Beach Residences Project.pdf

To whom it May Concern,

Attached, you will find a letter from the Director of BeautifulMB, Gina Champion-Cain, in support of Project # 366139, the Mission Beach Residences Project and Santa Barbara Place Residences Project. Thank you for your consideration.

O-1

Respectfully,

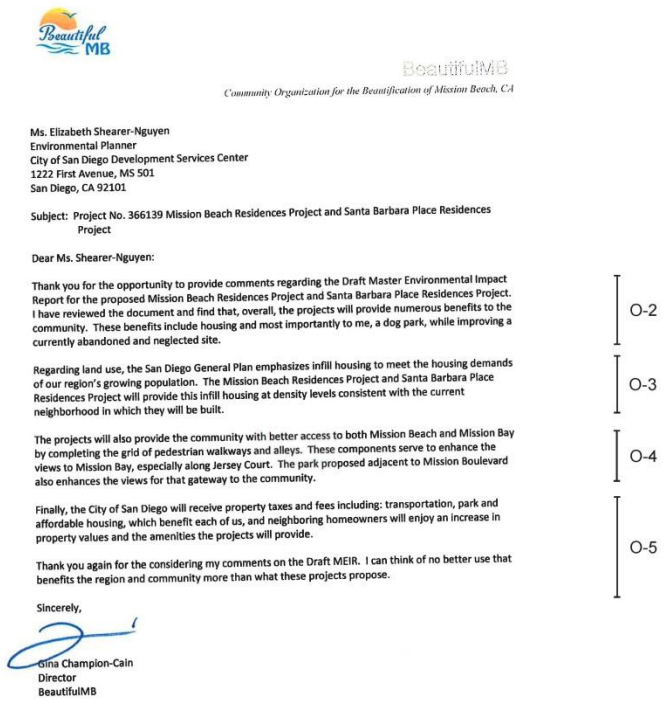
Joelle Hanson
Executive Assistant
Mail:
joelle@americannationalinvestments.com
Phone: 858-270-9900

1

RESPONSE TO COMMENT LETTER O

Joelle Hanson
August 3, 2015

O-1 This comment does not raise specific environmental issues related to the adequacy of the MEIR.



BeautifulMB

Community Organization for the Beautification of Mission Beach, CA

Ms. Elizabeth Shearer-Nguyen
Environmental Planner
City of San Diego Development Services Center
1222 First Avenue, MS 501
San Diego, CA 92101

Subject: Project No. 366139 Mission Beach Residences Project and Santa Barbara Place Residences Project

Dear Ms. Shearer-Nguyen:

Thank you for the opportunity to provide comments regarding the Draft Master Environmental Impact Report for the proposed Mission Beach Residences Project and Santa Barbara Place Residences Project. I have reviewed the document and find that, overall, the projects will provide numerous benefits to the community. These benefits include housing and most importantly to me, a dog park, while improving a currently abandoned and neglected site. O-2

Regarding land use, the San Diego General Plan emphasizes infill housing to meet the housing demands of our region's growing population. The Mission Beach Residences Project and Santa Barbara Place Residences Project will provide this infill housing at density levels consistent with the current neighborhood in which they will be built. O-3

The projects will also provide the community with better access to both Mission Beach and Mission Bay by completing the grid of pedestrian walkways and alleys. These components serve to enhance the views to Mission Bay, especially along Jersey Court. The park proposed adjacent to Mission Boulevard also enhances the views for that gateway to the community. O-4

Finally, the City of San Diego will receive property taxes and fees including: transportation, park and affordable housing, which benefit each of us, and neighboring homeowners will enjoy an increase in property values and the amenities the projects will provide.

Thank you again for the considering my comments on the Draft MEIR. I can think of no better use that benefits the region and community more than what these projects propose. O-5

Sincerely,

Gina Champion-Cain
Director
BeautifulMB

O-2 It should be noted that while dogs would be permitted within the proposed park, it would not be a designated dog off-leash area.

O-3 Refer to response to comment K-2.

O-4 Refer to response to comment K-3.

O-5 This comment does not raise an environmental issue pertaining to the MEIR.

Comment Letter P

Shearer-Nguyen, Elizabeth

From: Matt Gardner [mgardner@Lfsurf.com]
Sent: Thursday, July 30, 2015 9:37 AM
To: DSD EAS
Subject: Mission Beach School development project and EIR

To whom it may concern,
My name is Matt Gardner and I am a community member of Mission Beach. I own three businesses here and have a residence in Mission Beach. I am also a member of the board on the Mission Beach Town Council. I am writing you today with a letter of overall support for the development project made by Mckellar Mcgowan development. To be fair, I have not gone over the EIR in very much detail, and I am not very clear about the viability of the studies that have been conducted for the EIR. Nor am I very well versed in the municipal codes, laws and local development rules so I cannot speak to these very important points. What I can speak on is my own opinion on this matter, for whatever it is worth as a long term citizen and community member of this beach area. Ever since I've moved here I have seen that empty lot and abandoned school noting it as more than just an eyesore. And it makes me happy to see that someone is finally making good use of this space. Even though we have a lot of residential units already in Mission Beach, it is better to have more residential availability in a land starved area such as Mission Beach. Even though the park proposal that these developers have made doesn't seem to be as good as it could be for the community, I am glad that we are in fact getting a park with this project and that they have built a system in place where the park will be maintained by the homeowners (essentially) rather than the city of San Diego. I am sure that there are better ways to develop this area in many facets, but I still support this Mckellar Mcgowan proposal because they are doing something acceptable with it that is better than what we have now. Again, please do not mistake this for expert opinion, and I know that this opinion does not reflect the general tone of dislike from the Mission Beach Town Council or the Mission Beach Precise Planning Board. This is simply how I feel on this matter at this time. Feel free to call or email if you would like to discuss this further.

P-1
P-2
P-3
P-4

Thank you,
Matt Gardner
(858)220-2781

1

RESPONSE TO COMMENT LETTER P

Matt Gardner
July 30, 2015

P-1 This comment does not raise an environmental issue pertaining to the MEIR.

P-2 This comment does not raise an environmental issue pertaining to the MEIR.

P-3 The park would be maintained by the developer. This comment does not raise an environmental issue pertaining to the MEIR.

P-4 This comment does not raise an environmental issue pertaining to the MEIR.

Comment Letter Q

August 11, 2015

Ms. Elizabeth Shearer-Nguyen
Environmental Planner
City of San Diego development Services Center
122 First Ave, MS501
San Diego, CA 92101

Dear Ms. Shearer-Nguyen

We are writing you to give our support to the project titled: Mission Beach Residence Project and Santa Barbara Place Residences Project.

We have reviewed the Draft Master Environmental Impact Report and weighing the benefits of the project we feel that this project as proposed is appropriate, and will certainly provide many benefits to the community.

We have lived in the Beach area for over 30 years and certainly feel this will have a positive impact on our unique beach community as well as Beautify this sadly deteriorated piece of land.

Thank you for your consideration and for the opportunity to voice our support.

Sincerely,

Mary and David Bradstreet
2970 Bayside Walk
San Diego, CA 92109

Q-1

RESPONSE TO COMMENT LETTER Q

Mary and David Bradstreet
August 11, 2015

Q-1 This comment does not raise an environmental issue pertaining to the MEIR.

Comment Letter R

Shearer-Nguyen, Elizabeth

From: Carol Sharpe [csharpe58@gmail.com]
Sent: Sunday, August 09, 2015 2:50 PM
To: DSD EAS
Subject: My Coment letter om project #366139
Attachments: Ms Elizabeth Shearer.pdf

R-1

RESPONSE TO COMMENT LETTER R

Carol Sharpe
August 9, 2015

R-1 This comment does not raise an environmental issue pertaining to the MEIR.

Ms Elizabeth Shearer-Nguyen
Environmental Planner
City of San Diego Development Services Center
1222 First Avenue, MS 501
San Diego, CA 92101

Dear Ms Shearer-Nguyen,

I am writing you in reference to Project NO. 366139 Mission Beach Residences Project and the Santa Barbara Place Residences Project. I wanted to share of few of my reasons for being in support of these projects. R-1 Cont.

After reviewing the EIR I feel this project will not only benefit the community but will also beautify an area that currently has been so neglected, thus I feel decreasing the property values in the area. R-2

It will provide much needed housing for our growing population in the area while staying in line and consistent with the density levels that the neighborhood was originally designed. R-3

The City of San Diego will receive much needed property taxes while the adjacent neighbors will benefit with increased property values and much needed beautification of the current site as proposed. R-4

With the new walkways and alleys it will provide the area with improved access to the beach and bay area. In some areas it looks to improve the views to the bay. The park is such an asset to the area also. R-5

Thank you for reading my comments on the Draft MEIR. I hope that you will consider them when making your decision. I would be very excited to see such a project go forward in my community. R-6

Sincerely,

Carol Sharpe
711 Ensenada Court, San Diego

R-2 This comment does not raise an environmental issue pertaining to the MEIR.

R-3 This comment does not raise an environmental issue pertaining to the MEIR.

R-4 Refer to response to comment K-4. This comment does not raise an environmental issue pertaining to the MEIR.

R-5 This comment does not raise an environmental issue pertaining to the MEIR.

R-6 This comment does not raise an environmental issue pertaining to the MEIR.

Comment Letter S

Shearer-Nguyen, Elizabeth

From: Richard Sharpe [rhsharpe1@gmail.com]
Sent: Sunday, August 09, 2015 2:13 PM
To: DSD EAS
Subject: My comment letter for project #366139
Attachments: My letter.pdf

Hi Ms Shearer-Nguyen,

Attached is my comment letter on the proposed project #366139

S-1

My Phone # is 858-395-2420
Address 711 Ensenada Court, San Diego

Sincerely , Richard H Sharpe

1

RESPONSE TO COMMENT LETTER S

Richard Sharpe
August 9, 2015

S-1 This comment does not raise an environmental issue pertaining to the MEIR.

Ms. Elizabeth Shearer-Nguyen
Environmental Planner
City of San Diego Development Services Center
1222 First Avenue, MS 501
San Diego, CA 92101

Subject: Project No. 366139 Mission Beach Residences Project and Santa Barbara Place Residences Project

Dear Ms. Shearer-Nguyen,

My name is Richard Sharpe and I own three properties in Mission Beach. I love the beach community and really like the layout of the courtyards and alleyways. The Schoolyard on Mission Blvd has been an eyesore from the road for many years.

That's why when I heard about a potential development that would replace the old school with a similar theme of homes and layout as the other streets, I was very excited. I have reviewed the Draft EIR and I would like to register my support for the siting of the park adjacent to Mission Boulevard. I also support design and layout of the proposed residences in the development as proposed.

I attended several of the developer meetings that were in the community center to see what was being planned and really loved the park proposed along Mission Blvd vs. the park put down the alley off the main street.

The proposed park on the mission Boulevard could be patrolled from the main street and would be a beautiful amenity for the area. The park would open up the Boulevard and allow a place for pedestrians to take a break.

I am concerned however, if the park would be built down the alley as it would be sheltered from a drive-by patrol car on Mission Boulevard and could become a place for crime to take place and homeless to gather at night.

Thanks for allowing me to comment as a neighbor in support of the plan as filed.

Sincerely,
Richard H Sharpe
711 Ensenada Court
San Diego—Mission Beach

S-1 Cont.

S-2

S-3

S-2 This comment does not raise an environmental issue pertaining to the MEIR.

S-3 This comment does not raise an environmental issue pertaining to the MEIR.

Comment Letter T

July 30, 2015

RECEIVED
AUG 06 2015
Development Services

Ms. Elizabeth Shearer-Nguyen
Environmental Planner
City of San Diego Development Services Center
1222 First Avenue, MS 501
San Diego, CA 92101

Subject: Project No. 366139 Mission Beach Residences Project and Santa Barbara Place Residences Project

Dear Ms. Shearer-Nguyen:

I have resided in Mission Beach for over 50 years and I have seen many changes in my community. Where once many owned homes and raised families, now a majority of properties are rentals to serve the visitors we receive each year. When Mission Beach Elementary was sold, it was understood by us residents that the site would be developed into additional housing to fit in with the surrounding neighborhood. It has taken too long for something to happen there, and the site has become an attractive nuisance for graffiti and trash.

When I reviewed the Draft Master Environmental Impact Report for these two projects, I liked how they complete the grid pattern in the community and provide greater access to coastal resources and views to Mission Bay. The park, adjacent to Mission Boulevard, will be a major amenity for our neighborhood and will be easier to police and maintain than the alternative discussed in the Draft MEIR because of the access it provides being nearer to the street. As a neighbor to the site, I am excited that it will clean up this area.

T-1

Overall, I am pleased with the projects studied in the Draft MEIR and look forward to them being built. Thank you.

Sincerely,

Greg Edwards
3343 Bayside Walk #B
San Diego CA 92019

RESPONSE TO COMMENT LETTER T

Greg Edwards
August 6, 2015

T-1 This comment does not raise an environmental issue pertaining to the MEIR.

Comment Letter U

Shearer-Nguyen, Elizabeth

From: Justin Parsons [jparsons94@gmail.com]
Sent: Tuesday, August 04, 2015 1:46 PM
To: DSD EAS
Subject: Mission Beach project# 366139 park placement
Attachments: DOC080415-001.pdf

To whom it may concern,

Please see the attached letter regarding placement of the park at the new development at Santa Barbra Place. U-1

Thank you,

Justin Parsons
2640 Bayside Walk
San Diego, Ca. 92109

1

RESPONSE TO COMMENT LETTER U

Justin Parsons
August 4, 2015

U-1 This comment does not raise a specific environmental issue pertaining to the MEIR.

Ms. Elizabeth Shearer-Nguyen
Environmental Planner
City of San Diego Development Services Center
1222 First Avenue, MS 501
San Diego, CA 92101

Subject: Project No. 366139 Mission Beach Residences Project and Santa Barbara Place Residences Project

Dear Ms. Shearer-Nguyen,

I would like to take the opportunity to register my comments regarding the proposed Mission Beach Residences Project and Santa Barbara Place Residences Project.

In regard to the proposed park, the designers of the project rightly opted to place the park where it can be easily monitored and accessed along Mission Boulevard. The proposed placement of the park will satisfy a number of important considerations. It will: U-2

- Adhere to public safety concerns by having the largest possible area easily seen from cars and pedestrians on Mission Boulevard
- Beautify the Mission Boulevard gateway to Mission Beach
- Facilitate access by public safety and park maintenance vehicles
- Provide a restful, green space for all to enjoy in the center of the neighborhood

The proposed placement of the park along Mission Boulevard is far superior to the alternative proposed in the Draft Master Environmental Impact Report as "Combined Project Alternative 4". I strongly support the project site over the alternative as the proposed park is a superior design, especially when public safety and site visibility are the primary concerns. U-3

Thank you for the opportunity to offer my comments.

Sincerely,

Mission Beach EIR Comment Ltr Park jj edits har edits.docx

U-2 Refer to response to comment K-6.

U-3 This comment does not raise an environmental issue pertaining to the MEIR.

MISSION BEACH RESIDENCES PROJECT AND SANTA BARBARA PLACE RESIDENCES PROJECT

Final Master Environmental Impact Report
City Project No. 366139
SCH No. 2014081097

Lead Agency:

The City of San Diego
Development Services Department
Land Development Review Division
1222 First Avenue
San Diego, California 92101

DECEMBER 2015

Printed on 30% post-consumer recycled material.

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LIST OF ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AB	Assembly Bill
ACOE	U.S. Army Corps of Engineers
ADD	Assistant Deputy Director
ADT	average daily trips
ALUCP	Airport Land Use Compatibility Plan
APCD	Air Pollution Control District
APZ	Accident Potential Zone
AQMD	air quality management district
ATCM	Airborne Toxics Control Measure
CalEPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CAAQS	California Ambient Air Quality Standards
CAFÉ	Corporate Average Fuel Economy
CARB	California Air Resources Board
CBC	California Building Code
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of San Diego
CM	Construction Manager
CMP	congestion management program
CO	carbon monoxide
CNEL	Community Noise Equivalent Level
CPA	community plan amendment
CRHR	California Register of Historical Resources
CSVR	Consultant Site Visit Record
CWA	Clean Water Act
dB	decibel
EDR	Environmental Data Resources
EIR	environmental impact report
EISA	Energy Independence and Security Act
ESA	Endangered Species Act
ESD	Environmental Services Department
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FBA	Facilities Benefit Assessment
GHG	greenhouse gas
GWP	global warming potential
HA	hydrologic area
HAP	hazardous air pollutant
I-5	Interstate 5

Acronym/Abbreviation	Definition
ICLEI	International Council for Local Environmental Initiatives
HFC	hydrofluorocarbon
I-805	Interstate 805
LCFS	Low Carbon Fuel Standard
LEED	Leadership in Energy and Environmental Design
LOS	level of service
MBTA	Migratory Bird Treaty Act
MCAS	Marine Corps Air Station
MHPA	Multi-Habitat Planning Area
MMC	Mitigation Monitoring Coordination
Mpg	miles per gallon
mph	miles per hour
MPO	metropolitan planning organization
MRZ	Mineral Resource Zone
MSCP	Multiple Species Conservation Plan
NAAQS	National Ambient Air Quality Standards
NHTSA	National Highway Traffic Safety Administration
NOP	Notice of Preparation
NO	nitric oxide
NO_x	oxides of nitrogen
NO_2	Nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
PDP	planned development permit
PFC	perfluorocarbon
PFFP	Public Facilities Financing Plan
PI	Principal Investigator
PID	planned industrial development
$PM_{2.5}$	particulate matter less than 2.5 microns
PM_{10}	particulate matter less than 10 microns
PME	Paleontological Monitoring Exhibit
ppm	parts per million by volume
PRP	Paleontological Recovery Program
PV	photovoltaic
RAQS	Regional Air Quality Strategy
RFS	Renewable Fuel Standard
ROG	reactive organic gas
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	Senate Bill
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDG&E	San Diego Gas & Electric

Acronym/Abbreviation	Definition
SDP	site development permit
SIP	State Implementation Plan
SO_x	sulfur oxides
SO_2	sulfur dioxide
SUSMP	Standard Urban Stormwater Mitigation Plan
SWRCB	State Water Resources Control Board
SWPPP	stormwater pollution prevention plan
TAC	toxic air contaminant
TMDL	Total Maximum Daily Load
TNM	Traffic Noise Model
UCSD	University of California, San Diego
URBEMIS	urban emissions software
USFWS	U.S. Fish and Wildlife Service
VOC	volatile organic compound
VTM	vesting tentative map
WDR	Waste Discharge Requirement

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EXECUTIVE SUMMARY

ES-1 INTRODUCTION

This Master Environmental Impact Report (MEIR) has been prepared by the City of San Diego (City) as lead agency pursuant to the California Environmental Quality Act (CEQA) California Public Resources Code 21000 et seq., and the CEQA Guidelines (California Code of Regulations (CCR), Section 15000 et seq.). This MEIR has been prepared to evaluate the environmental effects of two individual projects: (1) the Mission Beach Residences Project and (2) the Santa Barbara Place Residences Project, both at the former Mission Beach Elementary School site within the Mission Beach Community Planning Area of the City. In addition to evaluating environmental effects of each project individually, this MEIR also analyzes the combined effects of the development of both projects.

The Mission Beach Residences Project site, which is owned by MB9 Owner LLC, is approximately 1.88 acres and is generally bound by Mission Boulevard to the west, Bayside Lane to the east, Kennebeck Court to the north, and Santa Barbara Place to the south. The site is made up of 27 legal lots.

The Santa Barbara Place Residences Project site, which is separately owned by Santa Barbara Place Owner MB9, LLC, is approximately 0.34 acre and is generally bound by Mission Boulevard to the west, Santa Barbara Place to the north, an unnamed alley to the south, and existing residential to the east. The site contains six legal lots.

The two sites and surrounding area are zoned as Mission Beach Planned District–Residential Subdistrict–Southern (MBPD-R-S) with a maximum-allowed density of 36 dwelling units per acre. The sites are currently developed as the former Mission Beach Elementary School and associated educational buildings. Surrounding land uses include single-family and multifamily residential units, parks, Mission Bay, and beaches. The Pacific Ocean is approximately 0.1 mile to the west; Mission Bay with its associated beaches, coves, marinas, parks and recreational water facilities to the east; and Belmont Park is to the south.

The Mission Beach Residences Project would require discretionary approvals that include a General Plan Amendment (GPA), Community Plan Amendment (CPA) and a Local Coastal Program Amendment (LCPA). These amendments would include graphic and/or textual changes to the City of San Diego General Plan for consistency with the CPA and modifications to the Mission Beach Precise Plan and LCP. The project proposes ~~three~~ deviations, including two from Section 1513.0304 of the San Diego Municipal Code, ~~and~~ one from Section 113.0273 from the San Diego Land Development Code. Additional discretionary approvals would include a Vesting Tentative Map

(VTM) to develop 51 residential condominiums, a Coastal Development Permit (CDP), a Site Development Permit (SDP), and the vacation of two existing 8-foot-wide public sewer easements.

The Santa Barbara Place Residences Project would require discretionary approvals that include a VTM to develop 12 residential condominiums, and a Coastal Development Permit (CDP).

The City would use this MEIR and supporting documentation in its decision to review the required discretionary permits, as described previously and render a decision. The San Diego Regional Water Quality Control Board would also use this MEIR and supporting documentation in its decision to review and issue water quality permits that may include a National Pollutant Discharge Elimination System General Construction Activity Stormwater Permit. This MEIR may also be used by the California Coastal Commission (CCC) in its review and processing of the LCPA.

ES-2 PROJECT DESCRIPTION AND BACKGROUND

Mission Beach Residences Project

The Mission Beach Residences Project includes 18 three-story residential buildings creating a total 51 residential condominium units on approximately 1.88 acres comprised of 27 existing legal lots. In addition, the project includes 102 on-grade enclosed garage tandem parking spaces, an approximately 0.201-acre pocket park, and an extension of Jersey Court from Mission Boulevard to Bayside Lane. Construction of the project would involve the demolition of the existing school facility structures and other ancillary improvements on site. The elementary school function ceased in the summer of 1973, upon which the facility was converted to a special education school until the mid-1980s. Upon closure of the site as an education facility, it was used for limited administrative purposes by San Diego Unified School District until 2013. On January 22, 2013, the Board of Education for the San Diego Unified School District adopted a Resolution declaring the site as excess land and, after offering it to other public agencies and entities (with no takers) listed the property for sale and solicited competitive bids. On May 14, 2013, the Board formally selected MB9 Owner, LLC and escrow closed on December 20, 2013. The Mission Beach School facilities are currently vacant. The Mission Beach Residences Project will contain sustainable building design measures and the applicant has agreed to design the project to meet Leadership in Energy and Environmental Design (LEED) Silver certification and include a photovoltaic (PV) system.

Additional detailed project description information, including descriptions of the proposed new structures, the pocket park, access and roadway improvements, landscaping, and anticipated construction schedule is provided in *Chapter 3* of this MEIR.

The objectives of the Mission Beach Residences Project are as follows:

- Adaptively reuse a vacant, developed site.
- Develop new multifamily condominium dwelling units on the Mission Beach Residences Project site on the 27 existing legal lots to accommodate the current and growing housing demand in the Mission Beach Community Planning Area as called for in the City of San Diego General Plan.
- In keeping with the City of Villages strategy and Smart Growth policies of the City of San Diego General Plan, maximize residential development at an infill site, where public facilities, transit, and services are within walking distance.
- Contribute to a cohesive development that is compatible in scale and character and enhances the existing community character in the Mission Beach Community Planning Area, in compliance with Mission Beach Planned District Ordinance standards.
- Implement a roof-mounted photovoltaic (PV) system consisting of solar panels sufficient to generate at least 50% of the project's project energy consumption, in conformance with the criteria of the Affordable/In-fill Housing and sustainable Buildings Expedite Program and sustainable building design measures to ensure compliance with Leadership in Energy and Environmental Design (LEED) Silver Certification Standards.
- Increase and improve public vehicular and pedestrian access.
- Create a new pedestrian access and public view to Mission Bay from Jersey Court.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project includes three three-story residential buildings with a total of 12 residential condominium units on approximately 0.34 acre comprised of six existing legal lots. In addition, the project includes 24 on-grade enclosed garage tandem parking spaces. Construction of the project would involve the demolition of the existing educational building and other related ancillary improvements on site that are associated with the southern portion of the former Mission Beach Elementary School site. The facility is currently vacant. On January 22, 2013, the Board of Education for the San Diego Unified School District adopted a Resolution declaring the site as excess land and, after offering it to other public agencies and entities (with no takers) listed the property for sale and solicited competitive bids. On May 14, 2013, the Board formally selected MB9 Owner, LLC and escrow closed on December 20, 2013. Santa Barbara Place Owner MB9, LLC acquired the site from MB9 Owner, LLC on February 20, 2014. The Santa Barbara Place Residences Project will contain sustainable building design measures and the applicant has agreed to design the project to meet LEED Silver certification and include a PV system.

Additional detailed project description information, including descriptions of the proposed new structures, access and roadway improvements, landscaping, and anticipated construction schedule is provided in *Chapter 3* of this MEIR.

The objectives of the Santa Barbara Place Residences Project are as follows:

- Adaptively reuse a vacant, developed site.
- Develop new multifamily condominium dwelling units on the existing six legal lots to accommodate the current and growing housing demand in the Mission Beach Community Planning Area as called for in City of San Diego General Plan.
- In keeping with the City of Villages strategy and Smart Growth policies of the City of San Diego General Plan, maximize residential development at an infill site, where public facilities, transit, and services are within walking distance.
- Create cohesive development that is compatible in scale and character and enhances the existing community character in the Mission Beach Community Planning Area in compliance with Mission Beach Planned District Ordinance standards.
- Implement a roof-mounted photovoltaic (PV) system consisting of solar panels sufficient to generate at least 50% of the project's project energy consumption, in conformance with the criteria of the Affordable/In-fill Housing and sustainable Buildings Expedite Program and sustainable building design measures to ensure compliance with LEED Silver Certification Standards.
- Increase and improve public vehicular access.
- Create a small corner landscape element at the corner of Santa Barbara Place and Mission Boulevard.

ES-3 IMPACTS DETERMINED TO BE SIGNIFICANT

Table ES-1 provides a summary of significant impacts of the Mission Beach Residences Project, *Table ES-2* provides a summary of significant impacts of the Santa Barbara Place Residences Project. Construction noise was the only topic identified as being significant and unavoidable for each project individually. *Table ES-3* provides a summary of significant impacts of both projects combined. In addition to the significant effects identified for each project individually, potentially significant but mitigable impacts are identified for two additional topics under this scenario, transportation/circulation and parking and land use.

Table ES-1
Summary of Significant Environmental Impacts – Mission Beach Residences Project

Impact	Mitigation Measures	Level of Significance After Mitigation
Noise		
The construction noise level could exceed the City's noise criterion by up to 6 decibels (dB) at the closest existing residences. These residences are located to the north and east of the project, across from Kennebeck Court and Bayside Lane.	**MB-NOI-1** **Construction Noise Mitigation:** Prior to the issuance of the first demolition permit, the applicant shall ensure the following, to the satisfaction of the City of San Diego Development Services Department: • All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. • Temporary sound barriers/shielding are installed. This may comprise shielding of equipment in the vicinity of non-mobile equipment where this is the source, or alternatively shielding at the site boundaries (i.e., the northern, southern, and eastern sides, where adjacent residences are closest). • Construction noise reduction methods, such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools rather than diesel equipment, shall be used where feasible. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive noise receivers. • During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive land uses. • The project shall limit construction activities, including grading, to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday.	Mitigation measure MB-NOI-1 would reduce construction-related noise impacts but not to a level below significance. Construction noise impacts would remain significant and unavoidable.
Interior noise levels of proposed lots 1, 11, and 16 closest to Mission Boulevard are likely to exceed the City's threshold of 45 dB Community Noise Equivalent Level (CNEL) and impacts would be potentially significant.	**MB-NOI-2** **Interior Noise Mitigation Analysis for Proposed Lots 1, 11, and 16:** Upon completion of detailed building plans (i.e., room dimensions, wall and roof assemblies and window/door schedules) and prior to the issuance of the first occupancy permit, the applicant shall ensure that an interior noise mitigation analysis be prepared, to the satisfaction of the City of San Diego Development Services Department. The analysis shall identify specific mitigation measures to ensure interior noise levels remain at or below 45 dB per the City of San Diego's interior noise standard. Noise abatement features shall be identified to attenuate noise and shall be incorporated into project design as necessary. Such features may include mechanical ventilation or an air-conditioning system, sound-rated windows and sound-rated doors.	With the incorporation of mitigation measure MB-NOI-2, potentially significant land use compatibility impacts related to interior noise would be reduced to a less-than-significant level.

Table ES-1
Summary of Significant Environmental Impacts – Mission Beach Residences Project

Impact	Mitigation Measures	Level of Significance After Mitigation
	Health and Safety	
Site investigations have indicated that the site contains hazardous building materials, including lead-based paint and asbestos-containing building materials. Demolition of the on-site facilities without proper removal of these materials may result in potential health and environmental hazards.	**MB-HS-1** Prior to demolition permit issuance, the project applicant shall provide proof to the City of San Diego that: A qualified environmental specialist has inspected the site buildings for the presence of polychlorinated biphenyls, mercury, and other hazardous building materials. If found, these materials shall be managed in accordance with the Metallic Discards Act of 1991 (California Public Resources Code, Sections 42160–42185) and other state and federal guidelines and regulations. Demolition plans and contract specifications shall incorporate any necessary abatement measures in compliance with the Metallic Discards Act, particularly Section 42175, which describes materials requiring special handling, for the removal of mercury switches, polychlorinated biphenyl-containing ballasts, and refrigerants. **MB-HS-2** Prior to demolition permit issuance, an asbestos and lead-based paint abatement work plan shall be prepared in compliance with local, state, and federal regulations for any necessary removal and disposal of such materials. Prior to implementation, the work plan must be reviewed and accepted by the San Diego County Department of Environmental Health. A California-certified asbestos removal contractor shall be utilized for the removal work and proper removal methodology as outlined in CalOSHA 8CCR1529, and all other applicable federal, state, and local regulations regarding the removal, transport and disposal of asbestos-containing material shall be applied. The asbestos and lead-based paint abatement work plan shall include a monitoring plan to be conducted by a qualified consultant during abatement activities to ensure compliance with the work plan requirements and abatement contractor specifications. The work plan shall include provisions for construction worker training, worker protection, and conduction of exposure assessments as needed. As part of the work plan, construction contractors shall consult federal Occupational Safety and Health Administration (OSHA) Regulations at 29 CFR 1926.62 and Cal-OSHA Regulations at Title 8, 1532.1, "Lead in Construction" standards for complete requirements. Demolition plans and contract specifications shall incorporate any necessary abatement measures for the removal of materials containing lead-based paint and asbestos to the satisfaction of the City Planning and Building Department. The measures shall be consistent with the abatement work plan prepared for the project and conducted by a California-licensed lead/asbestos abatement contractor.	With the incorporation of mitigation measures MB-HS-1 MB-HS-2, and MB-HS-3, impacts related to release of hazardous materials would be reduced to below a level of significance.

Table ES-1
Summary of Significant Environmental Impacts – Mission Beach Residences Project

Impact	Mitigation Measures	Level of Significance After Mitigation
	MB-HS-3 To reduce the risk of accidental release of hazardous materials during construction activities at the site, the project applicant shall prepare and implement during all construction activities a hazardous substance management, handling, storage, disposal, and emergency response plan prior to demolition on-site. This plan shall be implemented during all project related construction activities. A hazardous materials spill kit shall be maintained on site for small spills. Additionally, the project applicant shall monitor all contractors for compliance with applicable regulations, including regulations regarding hazardous materials and hazardous wastes, including disposal. Hazardous materials shall not be disposed of or released on the ground, in the underlying groundwater, or any surface water. Totally enclosed containment shall be provided for all trash. All construction waste, including trash and litter, garbage, and other solid waste shall be diverted, recycled, or properly disposed. Petroleum products and other potentially hazardous materials shall be removed to a waste facility permitted to treat, store, or dispose of such materials. The hazardous substance management, handling, storage, disposal, and emergency response plan shall be prepared prior to demolition permit issuance, to the satisfaction of the City of San Diego. The plan shall be provided to the City of San Diego Development Services for review prior to issuance of a grading permit.	
	Historical Resources	
Implementation of the project would have the potential to disturb unknown subsurface cultural resources and/or human remains during construction activities.	**MB-CUL-1** The following shall be implemented to protect unknown archaeological resources and/or grave sites that may be identified during project construction phases. The following City of San Diego mitigation measure is current through October 2011. **I. Prior to Permit Issuance** A. Entitlements Plan Check 1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the applicable construction documents through the plan check process.	With the incorporation of mitigation measure MB-CUL-1, impacts related to unknown subsurface cultural resources and/or human remains during construction activities would be reduced to below a level of significance.

Table ES-1
Summary of Significant Environmental Impacts – Mission Beach Residences Project

Impact	Mitigation Measures	Level of Significance After Mitigation
	B. Letters of Qualification have been submitted to ADD 1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation. 2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG. 3. Prior to the start of work, the applicant must obtain written approval from MMC for any personnel changes associated with the monitoring program. **II. Prior to Start of Construction** A. Verification of Records Search 1. The PI shall provide verification to MMC that a site specific records search (1/2 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. 3. The PI may submit a detailed letter to MMC requesting a reduction to the 1/4 mile radius. B. PI Shall Attend Precon Meetings 1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American Monitor	

Table ES-1
Summary of Significant Environmental Impacts – Mission Beach Residences Project

Impact	Mitigation Measures	Level of Significance After Mitigation
	shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor. a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Identify Areas to be Monitored a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. b. The AME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation). 3. When Monitoring Will Occur a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur. b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present. **III. During Construction** A. Monitor(s) Shall be Present During Grading/Excavation/Trenching 1. The Archaeological Monitor shall be present full time during all soil disturbing and	

Table ES-1
Summary of Significant Environmental Impacts – Mission Beach Residences Project

Impact	Mitigation Measures	Level of Significance After Mitigation
	grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. **The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the AME.** 2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/ excavation/ trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Section III.B-C and IV.A-D shall commence. 3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present. 4. The archaeological and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly **(Notification of Monitoring Completion)**, and in the case of ANY discoveries. The RE shall forward copies to MMC. B. Discovery Notification Process 1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to digging, trenching, excavating or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.	

Table ES-1
Summary of Significant Environmental Impacts – Mission Beach Residences Project

Impact	Mitigation Measures	Level of Significance After Mitigation
	3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible. 4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered. C. Determination of Significance 1. The PI and Native American consultant/monitor, where Native American resources are discovered shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below. a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) which has been reviewed by the Native American consultant/monitor, and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. **Note: If a unique archaeological site is also an historical resource as defined in CEQA, then the limits on the amount(s) that a project applicant may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.** c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required. **IV. Discovery of Human Remains –** If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State	

Table ES-1
Summary of Significant Environmental Impacts – Mission Beach Residences Project

Impact	Mitigation Measures	Level of Significance After Mitigation
	Health and Safety Code (Sec. 7050.5) shall be undertaken: A. Notification 1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS) of the Development Services Department to assist with the discovery notification process. 2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone. B. Isolate discovery site 1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains. 2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance. 3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin. C. If Human Remains **ARE** determined to be Native American 1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, **ONLY** the Medical Examiner can make this call. 2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information. 3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health & Safety Codes. 4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.	

Table ES-1
Summary of Significant Environmental Impacts – Mission Beach Residences Project

Impact	Mitigation Measures	Level of Significance After Mitigation
	5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and, if: a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR; b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, THEN, c. In order to protect these sites, the Landowner shall do one or more of the following: (1) Record the site with the NAHC; (2) Record an open space or conservation easement on the site; (3) Record a document with the County. d. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and items associated and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above. D. If Human Remains are **NOT** Native American 1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial. 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98). 3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man.	

Table ES-1
Summary of Significant Environmental Impacts – Mission Beach Residences Project

Impact	Mitigation Measures	Level of Significance After Mitigation
	V. Night and/or Weekend Work A. If night and/or weekend work is included in the contract 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting. 2. The following procedures shall be followed. a. No Discoveries - In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVR and submit to MMC via fax by 8AM of the next business day. b. Discoveries - All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery. c. Potentially Significant Discoveries - If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed. d. The PI shall immediately contact MMC, or by 8AM of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. B. If night and/or weekend work becomes necessary during the course of construction 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify MMC immediately. C. All other procedures described above shall apply, as appropriate. **VI. Post Construction** A. Preparation and Submittal of Draft Monitoring Report 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix C/D), which describes the results, analysis, and conclusions of all phases	

Table ES-1
Summary of Significant Environmental Impacts – Mission Beach Residences Project

Impact	Mitigation Measures	Level of Significance After Mitigation
	of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. **It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.** a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report. b. Recording Sites with State of California Department of Parks and Recreation – The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report. 2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to MMC for approval. 4. MMC shall provide written verification to the PI of the approved report. 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. B. Handling of Artifacts 1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued 2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and	

Table ES-1
Summary of Significant Environmental Impacts – Mission Beach Residences Project

Impact	Mitigation Measures	Level of Significance After Mitigation
	chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. 3. The cost for curation is the responsibility of the property owner. C. Curation of artifacts: Accession Agreement and Acceptance Verification 1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC. 3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5. D. Final Monitoring Report(s) 1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.	

Table ES-2
Summary of Significant Environmental Impacts - Santa Barbara Place Residences Project

Impact	Mitigation Measure	Level of Significance After Mitigation
Noise		
The construction noise level could exceed the City's noise criterion by up to 14 dB at the closest existing residences. These residences are located to the east of the project, across Bayside Lane.	**SBP-NOI-1** **Construction Noise Mitigation:** prior to the issuance of the first demolition permit, the applicant shall ensure the following, to the satisfaction of the City of San Diego Development Services Department: • All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. • Temporary sound barriers/shielding are installed. This may comprise shielding of equipment in the vicinity of non-mobile equipment where this is the source, or alternatively shielding at the site boundaries (i.e., the southern and eastern sides, where adjacent residences are closest). • Construction noise reduction methods, such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools rather than diesel equipment, shall be used where feasible. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive noise receivers. • During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive land uses. • The project shall limit construction activities, including grading, to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday.	Mitigation measure SBP-NOI-1 would reduce construction-related noise impacts but not to a level below significance. Construction noise impacts would remain significant and unavoidable.
Interior noise levels of proposed lot 1 closest to Mission Boulevard is likely to exceed the City's threshold of 45 dB CNEL and impacts would be potentially significant.	**SBP-NOI-2** **Interior Noise Mitigation Analysis for Proposed Lot 1:** Upon completion of detailed building plans (i.e., room dimensions, wall and roof assemblies and window/door schedules) and prior to the issuance of the first occupancy permit, the applicant shall ensure that an interior noise mitigation analysis be prepared, to the satisfaction of the City of San Diego Development Services Department. The analysis shall identify specific mitigation measures to ensure interior noise levels remain at or below 45 dB per the City of San Diego's interior noise standard. Noise abatement features shall be identified to attenuate noise and shall be incorporated into project design as necessary. Such features may include mechanical ventilation or an air-conditioning system, sound-rated windows and sound-rated doors.	With the incorporation of mitigation measure SBP-NOI-2, potentially significant land use compatibility impacts related to interior noise would be reduced to a less-than-significant level.

Table ES-2
Summary of Significant Environmental Impacts - Santa Barbara Place Residences Project

Impact	Mitigation Measure		Level of Significance After Mitigation
Health and Safety			
Site investigations have indicated that the site contains hazardous building materials, including lead-based paint and asbestos-containing building materials. Demolition of the on-site facilities without proper removal of these materials may result in potential health and environmental hazards.	**SBP-HS-1**	Prior to demolition permit issuance, the project applicant shall provide proof to the City of San Diego that: A qualified environmental specialist has inspected the site buildings for the presence of polychlorinated biphenyls, mercury, and other hazardous building materials. If found, these materials shall be managed in accordance with the Metallic Discards Act of 1991 (California Public Resources Code, Sections 42160–42185) and other state and federal guidelines and regulations. Demolition plans and contract specifications shall incorporate any necessary abatement measures in compliance with the Metallic Discards Act, particularly Section 42175, which describes materials requiring special handling, for the removal of mercury switches, polychlorinated biphenyl-containing ballasts, and refrigerants.	With the incorporation of mitigation measures SBP-HS-1 SBP-HS-2, and SBP-HS-3, impacts related to release of hazardous materials would be reduced to below a level of significance.
	SBP-HS-2	Prior to demolition permit issuance, an asbestos and lead-based paint abatement work plan shall be prepared in compliance with local, state, and federal regulations for any necessary removal and disposal of such materials. Prior to implementation, the work plan must be reviewed and accepted by the San Diego County Department of Environmental Health. A California-certified asbestos removal contractor shall be utilized for the removal work and proper removal methodology as outlined in CalOSHA 8CCR1529, and all other applicable federal, state, and local regulations regarding the removal, transport and disposal of asbestos-containing material shall be applied. The asbestos and lead-based paint abatement work plan shall include a monitoring plan to be conducted by a qualified consultant during abatement activities to ensure compliance with the work plan requirements and abatement contractor specifications. The work plan shall include provisions for construction worker training, worker protection, and conduction of exposure assessments as needed. As part of the work plan, construction contractors shall consult federal Occupational Safety and Health Administration (OSHA) Regulations at 29 CFR 1926.62 and Cal-OSHA Regulations at Title 8, 1532.1, "Lead in Construction" standards for complete requirements. Demolition plans and contract specifications shall incorporate any necessary abatement measures for the removal of materials containing lead-based paint and asbestos to the satisfaction of the City Planning and Building Department. The measures shall be consistent with the abatement work plan prepared for the project and conducted by a California-licensed lead/asbestos abatement contractor.	

Table ES-2
Summary of Significant Environmental Impacts - Santa Barbara Place Residences Project

Impact	Mitigation Measure	Level of Significance After Mitigation
	SBP-HS-3 To reduce the risk of accidental release of hazardous materials during construction activities at the site, the project applicant shall prepare and implement during all construction activities a hazardous substance management, handling, storage, disposal, and emergency response plan prior to demolition on-site. This plan shall be implemented during all project related construction activities. A hazardous materials spill kit shall be maintained on site for small spills. Additionally, the project applicant shall monitor all contractors for compliance with applicable regulations, including regulations regarding hazardous materials and hazardous wastes, including disposal. Hazardous materials shall not be disposed of or released on the ground, in the underlying groundwater, or any surface water. Totally enclosed containment shall be provided for all trash. All construction waste, including trash and litter, garbage, and other solid waste shall be diverted, recycled, or properly disposed. Petroleum products and other potentially hazardous materials shall be removed to a waste facility permitted to treat, store, or dispose of such materials. The hazardous substance management, handling, storage, disposal, and emergency response plan shall be prepared prior to demolition permit issuance, to the satisfaction of the City of San Diego. The plan shall be provided to the City of San Diego Development Services for review prior to issuance of a grading permit.	
	Historical Resources	
Implementation of the project would have the potential to disturb unknown subsurface cultural resources and/or human remains during construction activities.	**SBP-CUL-1** The following shall be implemented to protect unknown archaeological resources and/or grave sites that may be identified during project construction phases. The following City of San Diego mitigation measure is current through October 2011. **I. Prior to Permit Issuance** A. Entitlements Plan Check 1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the applicable construction documents through the plan check process.	With the incorporation of mitigation measure SBP-CUL-1, impacts related to unknown subsurface cultural resources and/or human remains during construction activities would be reduced to below a level of significance.

Table ES-2
Summary of Significant Environmental Impacts - Santa Barbara Place Residences Project

Impact	Mitigation Measure	Level of Significance After Mitigation
	B. Letters of Qualification have been submitted to ADD 1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation. 2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG. 3. Prior to the start of work, the applicant must obtain written approval from MMC for any personnel changes associated with the monitoring program. **II. Prior to Start of Construction** A. Verification of Records Search 1. The PI shall provide verification to MMC that a site specific records search (1/2 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. 3. The PI may submit a detailed letter to MMC requesting a reduction to the 1/4 mile radius. B. PI Shall Attend Precon Meetings 1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and	

Table ES-2
Summary of Significant Environmental Impacts - Santa Barbara Place Residences Project

Impact	Mitigation Measure	Level of Significance After Mitigation
	MMC. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor. a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Identify Areas to be Monitored a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. b. The AME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation). 3. When Monitoring Will Occur a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur. b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.	

Table ES-2
Summary of Significant Environmental Impacts - Santa Barbara Place Residences Project

Impact	Mitigation Measure	Level of Significance After Mitigation
	III. During Construction A. Monitor(s) Shall be Present During Grading/Excavation/Trenching 1. The Archaeological Monitor shall be present full time during all soil disturbing and grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. **The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the AME.** 2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/excavation/ trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Section III.B-C and IV.A-D shall commence. 3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present. 4. The archaeological and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly **(Notification of Monitoring Completion)**, and in the case of ANY discoveries. The RE shall forward copies to MMC. B. Discovery Notification Process 1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil	

Table ES-2
Summary of Significant Environmental Impacts - Santa Barbara Place Residences Project

Impact	Mitigation Measure	Level of Significance After Mitigation
	disturbing activities, including but not limited to digging, trenching, excavating or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible. 4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered. C. Determination of Significance 1. The PI and Native American consultant/monitor, where Native American resources are discovered shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below. a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) which has been reviewed by the Native American consultant/monitor, and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. **Note: If a unique archaeological site is also an historical resource as defined in CEQA, then the limits on the amount(s) that a project applicant may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.**	

Table ES-2
Summary of Significant Environmental Impacts - Santa Barbara Place Residences Project

Impact	Mitigation Measure	Level of Significance After Mitigation
	c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required. **IV. Discovery of Human Remains –** If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken: A. Notification 1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS) of the Development Services Department to assist with the discovery notification process. 2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone. B. Isolate discovery site 1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains. 2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance. 3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin. C. If Human Remains **ARE** determined to be Native American 1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, **ONLY** the Medical Examiner can make this call.	

Table ES-2
Summary of Significant Environmental Impacts - Santa Barbara Place Residences Project

Impact	Mitigation Measure	Level of Significance After Mitigation
	2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information. 3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health & Safety Codes. 4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods. 5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and, if: a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR; b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, THEN, c. In order to protect these sites, the Landowner shall do one or more of the following: (1) Record the site with the NAHC; (2) Record an open space or conservation easement on the site; (3) Record a document with the County. d. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and items associated and buried with	

Table ES-2
Summary of Significant Environmental Impacts - Santa Barbara Place Residences Project

Impact	Mitigation Measure	Level of Significance After Mitigation
	Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above. D. If Human Remains are **NOT** Native American 1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial. 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98). 3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man. **V. Night and/or Weekend Work** A. If night and/or weekend work is included in the contract 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting. 2. The following procedures shall be followed. a. No Discoveries - In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVR and submit to MMC via fax by 8AM of the next business day. b. Discoveries - All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery. c. Potentially Significant Discoveries - If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed. d. The PI shall immediately contact MMC, or by 8AM of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.	

Table ES-2
Summary of Significant Environmental Impacts - Santa Barbara Place Residences Project

Impact	Mitigation Measure	Level of Significance After Mitigation
	B. If night and/or weekend work becomes necessary during the course of construction 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify MMC immediately. C. All other procedures described above shall apply, as appropriate. **VI. Post Construction** A. Preparation and Submittal of Draft Monitoring Report 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix C/D), which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. **It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.** a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report. b. Recording Sites with State of California Department of Parks and Recreation – The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.	

Table ES-2
Summary of Significant Environmental Impacts - Santa Barbara Place Residences Project

Impact	Mitigation Measure	Level of Significance After Mitigation
	2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to MMC for approval. 4. MMC shall provide written verification to the PI of the approved report. 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. B. Handling of Artifacts 1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued 2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. 3. The cost for curation is the responsibility of the property owner. C. Curation of artifacts: Accession Agreement and Acceptance Verification 1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC. 3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5.	

Table ES-2
Summary of Significant Environmental Impacts - Santa Barbara Place Residences Project

Impact	Mitigation Measure	Level of Significance After Mitigation
	D. Final Monitoring Report(s) 1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.	

Table ES-3
Summary of Significant Environmental Impacts - Combined Project

Impact	Mitigation Measure	Level of Significance After Mitigation
Transportation/Circulation and Parking		
The combined cumulative impact of the 51 units proposed for the Mission Beach Residences Project and the 12 units proposed for the Santa Barbara Place Residences Project would result in an increase in projected traffic that is substantial in relation to the existing traffic load and capacity of the street system. The project would add an average of an 8-second delay in the Horizon Year 2030 at the intersection of Mission Boulevard and Santa Barbara Place due to the addition of both the Mission Beach Residences Project and Santa Barbara Place Residences Project.	**CP-TRA-1** Prior to issuance of the first building permit in either the Mission Beach Residences project or the Santa Barbara Residences project, the Owner/Permittee shall assure by permit and bond the installation of a traffic signal at the intersection of Mission Boulevard and Santa Barbara Place to the satisfaction of the City Engineer. The traffic signal shall be installed by the Owner/Permittee no later than May 1, 2025, to the satisfaction of the City Engineer; provided, however, that the City Engineer may require installation of the traffic signal by the Owner/Permittee prior to May 1, 2025, based on the results of annual traffic counts and impact analysis for this intersection submitted by the Owner/Permittee on or before May 1 of each year. Fair share for the traffic signal shall be divided 82% to the Owner/Permittee of Mission Beach Residences project and 18% to the Owner/Permittee of the Santa Barbara Place Residences project.	Mitigation measure CP-TRA-1 would fully mitigate the combined project's impacts to the Mission Boulevard and Santa Barbara Place intersection and achieve an acceptable level of service (LOS) at this location and reduce impacts to below a level of significance.

Table ES-3
Summary of Significant Environmental Impacts - Combined Project

Impact	Mitigation Measure		Level of Significance After Mitigation
	Land Use		
The combined land use impact of the 51 units proposed for the Mission Beach Residences Project, which would require a CPA and other discretionary actions, and the 12 units proposed for the Santa Barbara Place Residences Project would result in an increase in projected traffic that is substantial in relation to the existing traffic load and capacity of the street system. This secondary land use impact would be significant.	**CP-LU-1**	Prior to issuance of the first building permit in either the Mission Beach Residences project or the Santa Barbara Residences project, the Owner/Permittee shall assure by permit and bond the installation of a traffic signal at the intersection of Mission Boulevard and Santa Barbara Place to the satisfaction of the City Engineer. The traffic signal shall be installed by the Owner/Permittee no later than May 1, 2025, to the satisfaction of the City Engineer; provided, however, that the City Engineer may require installation of the traffic signal by the Owner/Permittee prior to May 1, 2025, based on the results of annual traffic counts and impact analysis for this intersection submitted by the Owner/Permittee on or before May 1 of each year. Fair share for the traffic signal shall be divided 82% to the Owner/Permittee of Mission Beach Residences project and 18% to the Owner/Permittee of the Santa Barbara Place Residences project.	Mitigation measure CP-LU-1 would fully mitigate the combined project's impacts to the Mission Boulevard and Santa Barbara Place intersection and achieve an acceptable level of service (LOS) at this location and reduce impacts to below a level of significance.
	Noise		
If either project is complete and occupied while the other is still under construction, the occupied project would become an additional sensitive land use to construction noise as the project sites are approximately 25 feet apart. Therefore, the 12-hour average sound level from construction equipment would potentially range up to approximately 81 dBA at the property line, exceeding the City's Noise Ordinance by 6 dB.	Implementation of **MB-NOI-1**and **SBP-NOI-1**.		The Mission Beach Residences Project would incorporate mitigation measure MB-NOI-1 and the Santa Barbara Place Residences Project would implement mitigation measure SBP-NOI-1. However, even with mitigation, combined project impacts would remain significant and unavoidable.

Table ES-3
Summary of Significant Environmental Impacts - Combined Project

Impact	Mitigation Measure	Level of Significance After Mitigation
When combined, interior noise levels at the Mission Beach Residences Project would be expected to remain above 45 dBA CNEL. The analysis above for the Santa Barbara Place Residences Project accounts for near-term traffic and is anticipated to exceed the interior noise threshold of 45 dBA CNEL.	Implementation of **MB-NOI-2**and **SBP-NOI-2**.	As no new interior noise impact would occur when combined, each project would still individually mitigate for interior noise levels through implementation of mitigation measures MB-NOI-2 and SBP-NOI-2. Impacts would be less than significant.
Health and Safety		
Potentially significant health hazard impacts during demolition and construction activities of the Mission Beach Residences Project and Santa Barbara Place Residences Project would also result when combined.	Implementation of **MB-HS-1**, **MB-HS-2**, **MB-HS-3**, **SBP-HS-1**, **SBP-HS-2**, and **SBP-HS-3.**	As no new impact would occur during construction when combined, each project would still individually mitigate for health hazard impacts through implementation of mitigation measures MB-HS-1, MB-HS-2, MB-HS-3, SBP-HS-1, SBP-HS-2, and SBP-HS-3. Impacts would be less than significant.
Historical Resources		
Potentially significant to unknown subsurface cultural resources and/or human remains impacts during construction activities of the Mission Beach Residences Project and Santa Barbara Place Residences Project would also result when combined.	Implementation of **MB-CUL-1** and **SBP-CUL-1**.	As no new impact would occur during construction when combined, each project would still individually mitigate for cultural resources and/or human remains impacts through implementation of mitigation measures MB-CUL-1 and SBP-CUL-1. Impacts would be less than significant.

ES-4 EFFECTS NOT FOUND TO BE SIGNIFICANT

The remaining topics discussed in the MEIR were found to be less than significant without mitigation for each project individually and combined; these topics are air quality, greenhouse gases, energy, visual effects and neighborhood character, geologic conditions, hydrology/water quality, public utilities, public services and facilities, agricultural and forestry resources, mineral resources, population and housing, recreation, and paleontological resources.

ES-5 AREAS OF KNOWN CONTROVERSY

The scoping meeting for both projects was held at the City's Santa Clara Recreation Center on September 23, 2014. Comments received during this meeting and the Notice of Preparation (NOP) public scoping period were considered during the preparation of this MEIR. Additionally, comments received from the Mission Beach Precise Planning Board (MBPPB) were incorporated into the analysis presented in the MEIR. Comment letters received during the NOP public scoping period and from the MBPPB expressed concern about parking, tree loss, traffic, lack of population-based park space, recreation, flooding, density, type of development product and land use. These concerns have been identified as areas of known controversy and are also analyzed in *Chapter 5* of this MEIR. The NOP, scoping letter, MBPPB comments, and other NOP public comments are included as *Appendix A* of this MEIR.

ES-6 PROJECT ALTERNATIVES

An analysis of alternatives has been provided in this document to provide decision makers with a reasonable range of possible alternatives to be considered. The discussion in this MEIR focuses on several alternatives to each project individually that were brought forward for detailed evaluation. Detailed evaluation of each alternative with respect to the project objectives is included within Chapter 9 of this MEIR.

The alternatives to the Mission Beach Residences Project include the No Project/No Development, Development Under Existing Plans/No Project, and Reduced Development Alternative.

The alternatives to the Santa Barbara Place Residences Project include the No Project/No Development and Reduced Development Alternative.

The alternatives to the combined project include the No Project/No Development, Development under Existing Plans, Reduced Development Alternative, and Expanded Park Alternative.

Three matrices displaying the major characteristics and significant environmental effects of each alternative as compared to the projects are provided in *Tables ES-4, ES-5,* and *ES-6,* respectively.

These tables also indicate whether the alternative would be feasible in terms of meeting the objectives of each project as defined in *Chapter 3*.

Table ES-4
Mission Beach Residences Project -- Summary of Alternatives' Impacts

Environmental Issue	Project	No Project/No Development Alternative	Development Under Existing Plans Alternative	Reduced Development Alternative
Noise	Significant and unavoidable	Impacts avoided	Impacts avoided	Similar impacts
Health and Safety	Less than significant with incorporation of mitigation measures	Impacts avoided	Impacts avoided	Similar impacts
Historical Resources	Less than significant with incorporation of mitigation measures	Impacts avoided	Impacts avoided	Similar impacts
Meets Most of the Basic Project Objectives?	**Yes**	**No**	**No**	**Yes**

Table ES-5
Santa Barbara Place Residences Project -- Summary of Alternatives' Impacts

Environmental Issue	Project	No Project/No Development Alternative	Reduced Development Alternative
Noise	Significant and unavoidable	Impacts avoided	Similar impacts
Health and Safety	Less than significant with incorporation of mitigation measures	Impacts avoided	Similar impacts
Historical Resources	Less than significant with incorporation of mitigation measures	Impacts avoided	Similar impacts
Meets Most of the Basic Project Objectives?	**Yes**	**No**	**Yes**

Table ES-6
Combined Project -- Summary of Alternatives' Impacts

Environmental Issue	Project	No Project/No Development Alternative	Development Under Existing Plans Alternative	Reduced Development Alternative	Expanded Park Alternative
Secondary Land Use Compatibility Impacts (Traffic)	Less than significant with incorporation of mitigation measures	Impacts avoided	Impacts avoided	Impacts avoided	Similar impacts
Noise	Significant and unavoidable	Impacts avoided	Impacts avoided	Similar impacts	Impacts reduced but still significant and unavoidable
Transportation/ Circulation and Parking	Less than significant with incorporation of mitigation measures	Impacts avoided	Impacts avoided	Impacts avoided	Similar impacts
Health and Safety	Less than significant with incorporation of mitigation measures	Impacts avoided	Reduced but still significant and unavoidable	Similar Impacts	Similar impacts
Historical Resources	Less than significant with incorporation of mitigation measures	Impacts avoided	Reduced but still significant and unavoidable	Similar Impacts	Similar impacts
Meets Most of the Basic Project Objectives?	**Yes**	**No**	**No**	**Yes**	**Yes**

Environmentally Superior Alternatives

Per Section 15126.6(e)(2) of the CEQA Guidelines, an environmentally superior alternative must be identified (other than the No Project Alternative). CEQA also requires that the environmentally superior alternative be selected from the range of reasonable alternatives that could feasibly attain the basic objectives of the project.

Mission Beach Residences Project

As summarized in *Table ES-4*, impacts resulting from implementation of the project would not occur under the No Project Alternative. Under this alternative, however, none of the project objectives, as outlined in detail within *Section 3.1.3,* would be met. CEQA Guidelines, Section

15126.6(e)(2), states that "if the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

The Development Under Existing Plans Alternative would avoid all of the significant impacts of the Mission Beach Residences Project, but would not meet any of the project objectives. Under the Reduced Development Alternative, the project may result in slightly reduced impacts to construction noise, although the level of impacts would remain significant and unavoidable. Regarding health and safety, historical resources, impacts would be identical (reduced to less than significant with mitigation). This alternative also meets most of the project objectives. Hence, it is considered the environmentally superior alternative.

Santa Barbara Place Residences Project

As summarized in *Table ES-5*, impacts resulting from implementation of the project would not occur under the No Project Alternative. Under this alternative, however, none of the project objectives, as outlined in detail within *Section 3.2.3*, would be met. CEQA Guidelines, Section 15126.6(e)(2), states that "if the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

Under the Reduced Development Alternative, the project may result in slightly reduced impacts to noise due to a shorter construction duration, although the level of impacts would remain significant and unavoidable for construction noise. Regarding health and safety, and historical resources, impacts would be identical (reduced to less than significant with mitigation). It also meets most of the project objectives. Hence, it is considered the environmentally superior alternative.

Combined Project

As summarized in *Table ES-6*, impacts resulting from implementation of the project would not occur under the No Project Alternative. Under this alternative, however, none of the project objectives, as outlined in detail for Mission Beach Residences Project within *Section 3.1.3* and Santa Barbara Place Residences Project within *Section 3.2.3*, would be met. CEQA Guidelines, Section 15126.6(e)(2), states that "if the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

The Development Under Existing Plans Alternative would avoid or reduce all of the significant impacts of the proposed project, but would not meet any of the project objectives, and hence, is considered infeasible.

Under the Reduced Development Alternative, the alternative would avoid the proposed project's significant transportation/circulation and parking and related secondary land use effects. It would result in slightly reduced impacts from construction noise, although the level of impacts would be similar (significant and unavoidable). Regarding health and safety and historical resources, impacts would be identical to those occurring under the proposed project (reduced to less than significant with mitigation). It would meet most of the project objectives.

The Expanded Park Alternative would reduce the proposed project's significant transportation/circulation and parking impacts, although the level of impacts would be similar (reduced to less than significant with mitigation). Regarding construction noise, this alternative would reduce the impacts of the proposed project, although the level of impacts would be similar (significant and unavoidable). Regarding health and safety and historical resources, impacts would be identical (reduced to less than significant with mitigation). It also meets most of the project objectives.

Overall, the Reduced Development Alternative has the greatest impact reducing potential and hence is considered the environmentally superior alternative.

CHAPTER 1 INTRODUCTION

This Master Environmental Impact Report (MEIR) evaluates the potential short-term and long-term, direct and indirect, cumulative, and combined environmental impacts of two individual and separate projects: (1) the Mission Beach Residences Project and (2) the Santa Barbara Place Residences Project. The Mission Beach Residences Project involves the development of 51 condominium units (50 multifamily attached condominium dwelling units and one detached condominium dwelling unit) on approximately 1.88 acres of land comprised of 27 legal lots within the Mission Beach community of the City of San Diego (City). The Santa Barbara Place Residences Project involves the development of 12 multifamily condominium dwelling units within three buildings on approximately 0.34 acre of land comprised of six legal lots within the Mission Beach community of the City. The location of each project site is depicted in *Figure 1-1, Regional Map*, *Figure 1-2, Vicinity Map*, and *Figure 1-3 Aerial Map*.

The Mission Beach Residences Project site is generally bound by Mission Boulevard to the west, Bayside Lane to the east, Kennebeck Court to the north, and Santa Barbara Place to the south. The Santa Barbara Place Residences Project site is generally bound by Mission Boulevard to the west, Santa Barbara Place to the north, an unnamed alley to the south, and existing residential to the east. Both sites and the surrounding area are zoned for multifamily development as Mission Beach Planned District-Residential Subdistrict-Southern (MBPD-R-S). The sites are currently developed as the former Mission Beach Elementary School and associated educational buildings. Surrounding land uses include single-family and multifamily residential units, Mission Bay and beaches. The Pacific Ocean is approximately 0.1 mile to the west; Mission Bay with associated beaches, parks, coves, marinas, and recreational water facilities are to the east; and Belmont Park is to the south. Additional parks and recreational spaces in the projects' vicinity include Bonita Cove Park, Pacific Beach Park, South Mission Beach Park, Mission Point Park, Ventura Cove Park, Mariner's Point Park, El Carmel Point and the Santa Clara Recreational Center (see *Figure 1-3, Aerial Map* and *Figure 7.10-1, Mission Bay Park Assets*).

The City is the lead agency in preparing this MEIR in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et seq.) and CEQA Guidelines (14 CCR 15000 et seq.) As the applicant for Mission Beach Residences Project, MB9 Owner, LLC, has submitted an application for discretionary approval that includes a General Plan Amendment (GPA), Community Plan Amendment (CPA) and a Local Coastal Program Amendment (LCPA). These amendments would include graphic and/or textual changes to the City of San Diego General Plan for consistency with the CPA and modifications to the Mission Beach Precise Plan and LCP. Additional discretionary approvals would include a Vesting Tentative Map (VTM) to develop 51 residential condominiums, a Coastal Development Permit (CDP), a Site Development Permit (SDP), and the vacation of two existing 8-foot-wide public sewer easements.

As the applicant for Santa Barbara Place Residences Project, Santa Barbara Place Owner MB9, LLC has submitted an application for discretionary approval that includes a VTM to develop 12 residential condominiums, and a CDP.

This MEIR is intended for use by decision makers and the public. It provides relevant information concerning the potential environmental effects associated with the construction and operation of the Mission Beach Residences Project and the Santa Barbara Place Residences Project.

1.1 CEQA REQUIREMENTS

1.1.1 CEQA COMPLIANCE

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

The Mission Beach Residences Project and Santa Barbara Place Residences Project are analyzed under an MEIR in compliance Article 11.5 of the CEQA Guidelines, Master Environmental Impact Report, Sections 15175 to 15179.5. According to Section 15175(b)(3) of the CEQA statutes, "A lead agency may prepare a Master EIR for any of the following classes of projects: A project that consists of smaller individual projects which will be carried out in phases." Although two distinct, individual projects are proposed by separate applicants, due to the similar nature of both projects and their geographic proximity to each other, and the timing of the processing, an MEIR was selected to analyze each project individually for the purposes of a streamlined environmental analysis. Additionally, a "Combined Project Analysis" is provided in each section of *Chapter 5* which includes analysis of both projects together, thus disclosing the combined impacts of the two projects.

This MEIR has also been prepared pursuant to the City's CEQA Significance Determination Thresholds (City of San Diego 2011). This document represents the independent judgment of the City as lead agency.

1.1.2 NOTICE OF PREPARATION AND SCOPING MEETING

The scope of analysis for the MEIR was determined by the City in a scoping letter dated August 29, 2014, as well as a result of public responses to the Scoping Letter Notice of Preparation (NOP). In compliance with Section 15082 of the CEQA Guidelines, the City Development Services Department circulated the NOP and Scoping Letter, dated August 29, 2014, to interested agencies, groups, and individuals. The 30-day public scoping period ended September 29, 2014. In addition, a public scoping meeting was held on September 23, 2014, at the City of San Diego Santa Clara Recreation Center, to gather additional public input. Comments received during the NOP public scoping period and meeting were considered during the preparation of this MEIR. The NOP and Scoping Letter comments are included as *Appendix A* of this MEIR. Based on the scope of analysis for this EIR, the following issues were determined to be potentially significant and are therefore addressed in *Chapter 5.0, Environmental Analysis*, of this document:

- Land Use and Planning
- Noise
- Health and Safety
- Transportation/Circulation and Parking
- Historical Resources

In addition, comments and comment letters received during the NOP public scoping period expressed concern about parking, traffic, lack of population-based park space, recreation, flooding, density, type of development product and land use. In addition, commenters expressed concern over potential loss of trees resulting from the projects. These concerns have been identified as areas of known controversy and are analyzed in *Chapters 5.0* and *7.0* of this MEIR.

The following environmental topics, including agricultural and forestry resources, air quality, biology, energy, geologic conditions, greenhouse gas emissions, hydrology and water quality, mineral resources, paleontological resources, population and housing, public services and facilities, public utilities, and visual effects and neighborhood character were not found to be significant because they did not meet the screening thresholds established in the City's Significance Determination Thresholds (City of San Diego 2011); therefore, impacts associated with these environmental topics were considered to be less than significant. These issues are addressed in *Chapter 7.0, Effects Not Found to be Significant*, of the MEIR.

1.2 PURPOSE AND USES OF THIS EIR

This MEIR evaluates the potentially significant environmental effects that would result with implementation of the Mission Beach Residences Project, the Santa Barbara Place Residences Project, and the two individual projects combined.

The purpose of an EIR is to disclose the significant environmental effects of the projects, alternatives to the projects, and possible ways to reduce or avoid potential environmental damage (14 CCR 15002). This MEIR would be made available for review by members of the public and public agencies for 45 days to provide comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (14 CCR 15204). The MEIR is available for review at the following locations:

City of San Diego, Development Services Department
1222 First Avenue, Fifth Floor
San Diego, California 92101-4153

City of San Diego, Central Library
330 Park Boulevard
San Diego, California 92101

Pacific Beach/Taylor Library
4275 Cass Street
San Diego, California 92109

The document is also available for review on the City of San Diego website http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml, under the "California Environmental Quality Act (CEQA) Notices and Documents" section.

The Notice of Availability of the MEIR was mailed as required by the CEQA Guidelines and the City.

As the designated lead agency, the City has assumed responsibility for preparing this document. When deciding whether to approve each project, the City will use the information included in this MEIR to consider potential impacts on the physical environment associated with each project.

The City will consider written comments received on the MEIR in making its decision to certify the MEIR as complete and in compliance with CEQA, and also whether to approve or deny each project. In the final review, environmental considerations and economic and social factors will be weighed to determine the most appropriate course of action. Subsequent to certification of the MEIR, agencies with permitting authority over all or portions of each

project would use the MEIR as the basis for the evaluation of environmental effects of each project and approval or denial of applicable permits.

The San Diego Regional Water Quality Control Board would use the MEIR and supporting documentation in its decision to issue water quality permits in accordance with the Porter-Cologne Water Quality Control Act. Permits may include a National Pollutant Discharge Elimination System General Construction Activity Stormwater Permit.

Additional information regarding City and agency permits and approvals is detailed in *Chapter 3.0* of this MEIR.

1.3 MEIR FORMAT

An executive summary of this MEIR is provided at the beginning of this document. The summary includes the conclusions of the environmental analysis and a comparative summary of each project with the alternatives analyzed in this EIR. *Chapter 1.0, Introduction*, introduces the Mission Beach Residences Project and the Santa Barbara Place Residences Project in light of the required environmental review procedures. *Chapter 2.0, Environmental Setting*, describes each project's location and physical environmental setting. *Chapter 3.0, Project Description*, provides a description of the Mission Beach Residences Project and the Santa Barbara Place Residences Project, each project's purpose and objectives, required discretionary approvals, and a brief description of each project's changes in response to environmental issues. *Chapter 4.0, History of Project Changes*, contains a discussion of how each project has changed since its inception. *Chapter 5.0* consists of the environmental analysis, which examines the potentially significant environmental issues for each project separately, as well as a combined analysis, which addresses the potential impacts of both projects together. Chapter *6.0, Cumulative Impacts*, addresses cumulative impacts, and *Chapter 7.0* addresses effects not found to be significant. *Chapter 8.0, Mandatory Discussion Areas*, describes significant effects which cannot be avoided, significant irreversible environmental changes, and growth-inducing impacts of the Mission Beach Residences Project and the Santa Barbara Place Residences Project. *Chapter 9.0, Alternatives*, addresses a reasonable range of alternatives, and *Chapter 10.0, Mitigation, Monitoring, and Reporting Program*, provides mitigation for significant impacts incurred by each project. *Chapter 11.0, References Cited*, contains a list of sources cited throughout the EIR organized by section. The remaining MEIR sections and appendices are provided as set forth in the table of contents.

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Regional Map

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 1-1

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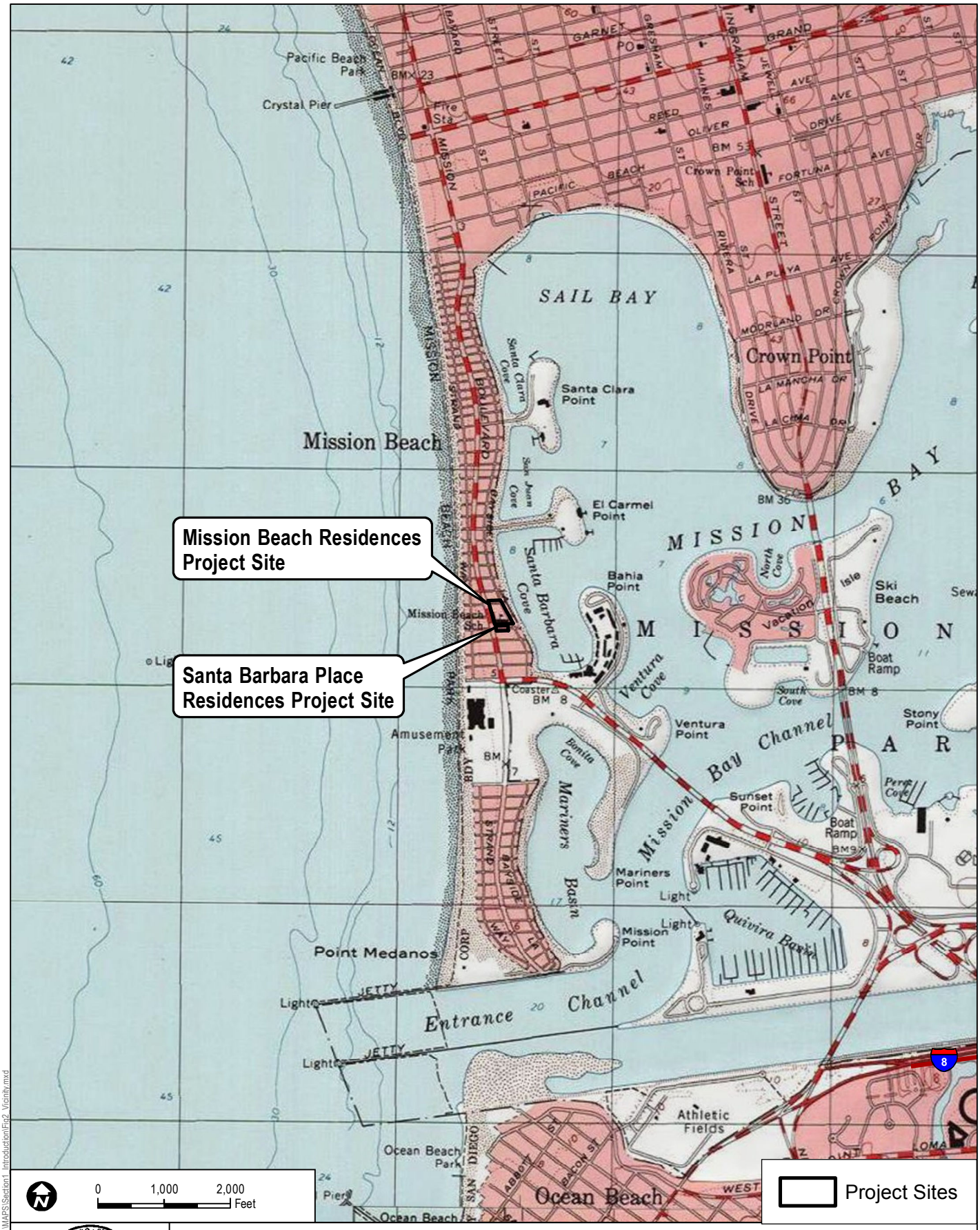

Vicinity Map

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 1-2

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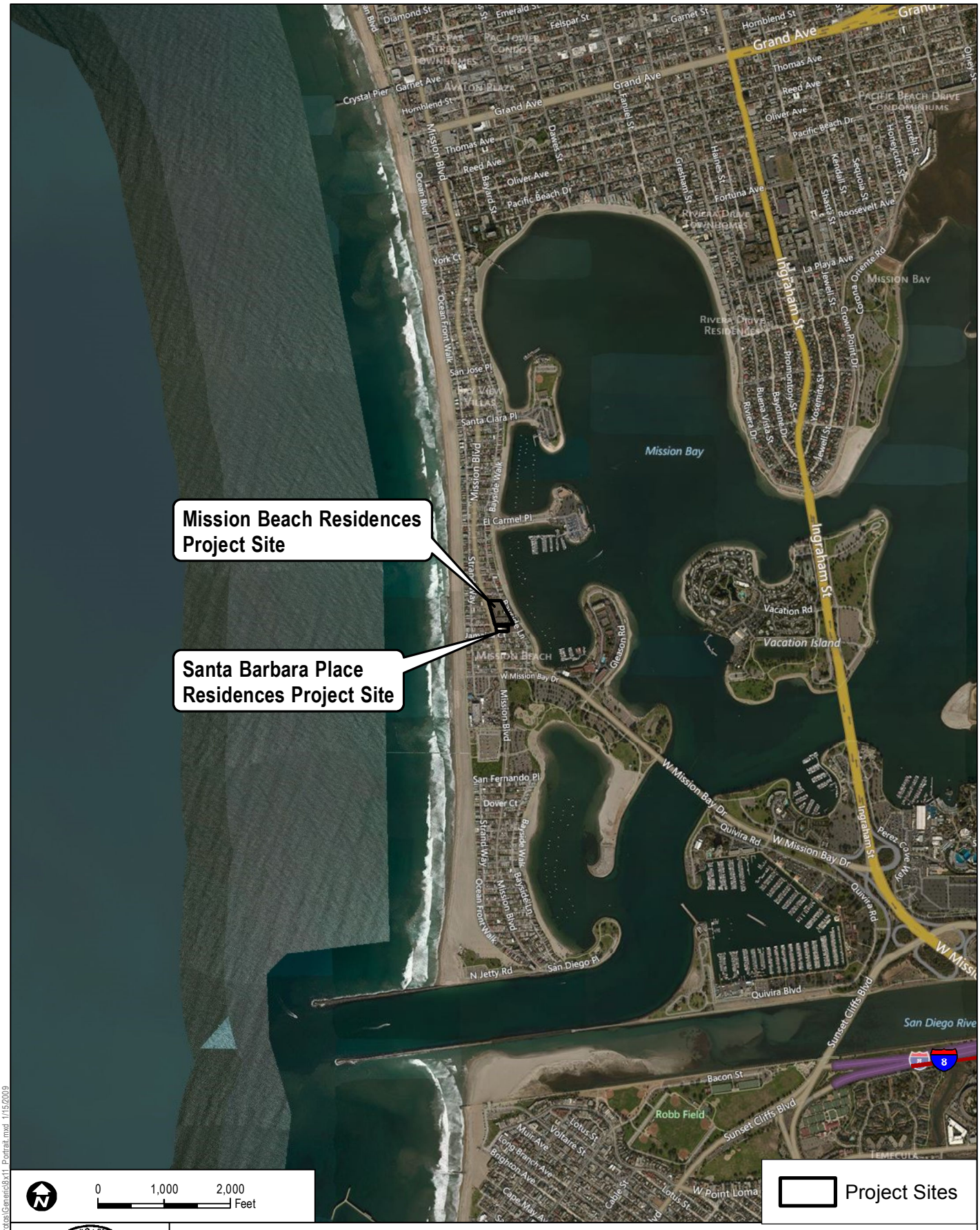

Aerial Map

SOURCE: USGS 7.5-Minute Series La Jolla Quadrangle

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 1-3

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CHAPTER 2 ENVIRONMENTAL SETTING

This chapter provides a description of existing site conditions for the Mission Beach Residences Project and the Santa Barbara Place Residences Project at the Mission Beach Elementary School site. The existing setting addresses both project sites as they are immediately adjacent one another separated by Santa Barbara Place. The section also provides an overview of the local and regional environmental setting of the projects, per Section 15125 of the California Environmental Quality Act (CEQA) Guidelines. More details regarding the setting specifically pertaining to each environmental issue are provided at the beginning of each impact area addressed in *Chapter 5, Environmental Analysis*.

2.1 LOCATION

Both project sites are located within the western region of the City of San Diego (City), within the Mission Beach community (see *Figure 1-1, Regional Map*). The Mission Beach Precise Plan area encompasses approximately 100 acres. The area is a peninsula 2 miles long and 0.25 mile wide at its widest, with Mission Bay to the east, the Pacific Ocean to the west, the Pacific Beach community to the north, and the Ocean Beach community to the south (see *Figure 1-2, Vicinity Map*).

The Mission Beach Residences Project site encompasses approximately 1.88 acres of land and is the location of the former Mission Beach Elementary School building. The Mission Beach Residences Project site is generally bound by Mission Boulevard to the west, Kennebeck Court to the north, Bayside Lane to the east, and Santa Barbara Place to the south (see *Figure 1-3, Aerial Photograph*).

The Santa Barbara Place Residences Project site encompasses approximately 0.34 acre of land that comprises an educational building associated with the former Mission Beach Elementary School. The Santa Barbara Place Residences Project is immediately south of the Mission Beach Residences Project. The Santa Barbara Place Residences Project site is generally bound by Mission Boulevard to the west, Santa Barbara Place to the north, an unnamed alley to the south, and residential land uses to the east (see *Figure 1-3, Aerial Photograph*).

2.2 PHYSICAL CHARACTERISTICS

2.2.1 EXISTING ON-SITE USES

The former Mission Beach Elementary School is located on the Mission Beach Residences Project site. The existing buildings are approximately 21,350 square feet. The school ceased as an elementary school in 1973 and was converted to a special education school. The buildings and space have also been referred to as the Mission Beach Center. The facility is currently vacant.

An educational building and other related ancillary improvements associated with the former Mission Beach Elementary School and parking spaces are located on the Santa Barbara Place Residences Project site south of Santa Barbara Place. The existing building is approximately 6,000 square feet. This facility is also currently vacant.

2.2.2 EXISTING PHYSICAL SITE CONDITIONS

Overall, the 1.88-acre Mission Beach Residences Project site has undergone grading and development for its previous use. The central portion of the site has open recreational playground space that was used by the students who attended the school, and the northern portion is a gravel parking lot. Multiple trees exist on the Mission Beach Residences Project site and also line the Mission Beach Residences Project boundaries. In addition to the central landscaped space, the southeastern corner of the project site consists of a landscaped planter area. The entire site is fenced in by a chain-linked fence.

The 0.34-acre Santa Barbara Place Residences Project site has also undergone grading and development for its previous use. The existing building is situated on the western portion of the Santa Barbara Place Residences Project site, and the paved parking area is located on the eastern portion. Several small landscaped lawn areas are north of the existing building. Similar to the Mission Beach Residences Project site, the Santa Barbara Place Residences Project site is completely fenced in by a chain-linked fence.

Descriptions of additional on-site physical features, such as biological, geologic, cultural, and water resources, are provided in their respective sections of *Chapters 5* and *7* of this MEIR.

2.3 SURROUNDING LAND USES

Each project site is located in an urban setting and is surrounded by existing development as well as recreational space and facilities such as the beaches and bay. As shown in *Figures 1-2* and *1-3*, the site is immediately surrounded by residential dwelling units. The Pacific Ocean and Mission Beach are approximately 0.1 mile to the west, and Santa Barbara Cove on Mission Bay is approximately 0.03 mile to the east. Retail, restaurant, commercial, and recreational facilities, such as Belmont Park, are located further south approximately 0.1 mile away. Additional parks and recreational spaces in the projects' vicinity include Bonita Cove Park, Pacific Beach Park, South Mission Beach Park, Mission Point Park, Ventura Cove Park, Mariner's Point Park, El Carmel Point and the Santa Clara Recreational Center (see *Figure 1-3, Aerial Map* and *Figure 7.10-1, Mission Bay Park Assets*).

Both project sites are generally within the center of the Mission Beach community, surrounded by existing, adjacent, single-family and multifamily residential land uses.

2.4 APPLICABLE LAND USE PLANS

Section 15125(d) of the CEQA Guidelines requires that a discussion of the inconsistencies between the Mission Beach Residences Project and the Santa Barbara Place Residences Project and applicable general plans and regional plans be provided. The consistency analysis for each project with applicable plans, policies, and regulations is provided in *Section 5.1, Land Use*, of this MEIR. The following describes the plans, policies, and regulations that are applicable to the projects.

2.4.1 GENERAL PLAN (2008)

The State of California requires each city to have a general plan to guide its future and mandates that the plan be updated periodically to ensure relevance and utility. The City's General Plan was unanimously adopted by the City Council on March 10, 2008. It was amended in 2010 and 2012. The City's General Plan is a comprehensive, long-term planning document that prescribes overall goals and policies for development in the City. The General Plan builds upon many of the goals and strategies of the previously adopted 1979 General Plan, in addition to offering new policy direction in the areas of urban form, neighborhood character, historic preservation, public facilities, recreation, conservation, mobility, housing affordability, economic prosperity, and equitable development. It recognizes and explains the critical role of the community planning program as the vehicle to tailor the "City of Villages" strategy for each neighborhood. It also outlines the plan amendment process and other implementation strategies, and considers the continued growth of the City beyond the year 2020.

The Mission Beach Residences Project site has a General Plan land use category of Institutional & Public and Semi-Public Facilities. The Santa Barbara Residences Project site is designated by the General Plan as Residential.

2.4.2 MISSION BEACH PRECISE PLAN

The Mission Beach Precise Plan (also referred to as the Mission Beach Community Plan in other documents) was adopted by City Council on July 11, 1974 and incorporated the Local Coastal Program Addendum on February 2, 1982 (City of San Diego 1989). The Mission Beach Precise Plan encompasses approximately 100 acres over a peninsula 2 miles long and up to 0.25 mile wide. Sixteen of the 100 acres are zoned for commercial uses. Land uses include residential, neighborhood commercial, commercial recreation, and public facilities (Belmont Park, parking, and the current former school site). The Mission Beach Residences Project site is currently designated as a school surrounded by residential per the Mission Beach Precise Plan. The Santa Barbara Place Residences Project site is currently designated as residential (36 units per acre) under the Mission Beach Precise Plan.

2.4.3 ZONING

Zoning for the Mission Beach Residences Project site and the Santa Barbara Place Residences Project site is currently designated by the City's Municipal Code as MBPD-R-S, or Mission Beach Planned District–Residential Subdistrict–Southern. Permitted uses include: single dwelling units and multiple dwelling units (restricted to a maximum of four dwelling units in any single structure including common walls on adjoining lots) up to maximum of 36 dwelling units per acre, parks, parking lots, and accessory uses.

2.4.4 REGIONAL PLANS

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

Airport Land Use Compatibility Plan San Diego International Airport

Both project sites are located within Airport Influence Area, Review Area 2, of San Diego International Airport as defined by the San Diego County Regional Airport Authority, in the 2014 *San Diego International Airport Land Use Compatibility Plan* (ALUCP). Review Area 2 is only subject to airspace protection and overflight policies. Additionally, both project sites lie outside the outermost noise contour of 60–65 decibels Community Noise Equivalent Level (dB CNEL) of San Diego International Airport (San Diego County Regional Airport Authority 2014).

Regional Air Quality Plan

The San Diego Air Pollution Control District (SDAPCD) and San Diego Association of Governments (SANDAG) have jointly developed the San Diego Regional Air Quality Strategy (RAQS) to identify feasible emission control measures to achieve compliance with the state ozone standard. The RAQS addresses volatile organic compounds and oxides of nitrogen (NO_x), which are the precursors to the photochemical formation of ozone. The last RAQS was initially adopted in 1991 and most recently revised in 2009. The SDAPCD has also developed the San Diego Air Basin's input to the State Implementation Plan (SIP), which is required under the federal Clean Air Act for areas that are in nonattainment of air quality standards. The RAQS relies on information from the California Air Resource Board and SANDAG, including mobile area source emissions and information regarding projected growth in the county to project future emissions. The RAQS then determines the strategies necessary for reduction of emissions through regulatory controls. Both the Mission Beach Residences Project and the Santa Barbara Place Residences Project would propose development that has been anticipated in local air

quality plans including forecasted trip generation for both project sites; therefore, the projects would be consistent at a regional level with the underlying growth forecasts in the RAQS. See *Section 7.2, Air Quality,* for further details.

Water Quality Control Plan for the San Diego Basin

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

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

Projects resulting in discharges, whether to land or water, are subject to Section 13263 of the California Water Code and are required to obtain approval of Waste Discharge Requirements from the RWQCB. During both construction and operation, private and public development projects are required to include stormwater best management practices to reduce pollutants discharged from each project site to the maximum extent practicable. See *Section 7.6, Hydrology and Water Quality,* for further details.

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CHAPTER 3 PROJECT DESCRIPTION

This chapter describes the objectives of the Mission Beach Residences Project and Santa Barbara Place Residences Project and provides a detailed description of the characteristics of each project. This chapter also discusses the discretionary actions required for each project and gives a brief description of the environmental effects that are evaluated in Chapters 5 through 7 of this Master Environmental Impact Report (MEIR).

3.1 MISSION BEACH RESIDENCES PROJECT

3.1.1 PROJECT BACKGROUND

The Mission Beach Residences Project includes 51 condominium units (50 multifamily attached condominium dwelling units and one detached condominium dwelling unit) on approximately 1.88 acres in the Mission Beach Community Planning Area within the City of San Diego (City). The Mission Beach Residences Project would be located on the northern site of the former Mission Beach Elementary School and adjacent surface parking lot, located at 818 Santa Barbara Place.

3.1.2 PREVIOUS APPROVALS

The 1.88-acre Mission Beach Residences Project site was previously developed as Mission Beach Elementary School. The elementary school function ceased in the summer of 1973, after which the facility served as a special education school until at least the early 1980s. Upon closure of the site as an education facility, it was used for administrative purposes by San Diego Unified School District (SDUSD) until 2013 at which time the property was sold to MB9 Owner, LLC. On January 22, 2013, the Board of Education for the San Diego Unified School District adopted a Resolution declaring the site as excess land and, after offering it to other public agencies and entities (with no takers) listed the property for sale and solicited competitive bids. On May 14, 2013, the Board formally selected the Principals of MB9 Owner, LLC and escrow closed on December 20, 2013. The site and associated facilities are currently vacant.

3.1.3 PROJECT OBJECTIVES

The objectives of the Mission Beach Residences Project are as follows:

- Adaptively reuse a vacant, developed site.
- Develop new multifamily condominium dwelling units on the Mission Beach Residences Project site on the 27 existing legal lots to accommodate the current and growing housing demand in the Mission Beach Community Planning Area as called for in the City of San Diego General Plan.

- In keeping with the City of Villages strategy and Smart Growth policies of the City of San Diego General Plan, maximize residential development at an infill site, where public facilities, transit, and services are within walking distance.
- Contribute to a cohesive development that is compatible in scale and character and enhances the existing community character in the Mission Beach Community Planning Area, in compliance with Mission Beach Planned District Ordinance standards.
- Implement a roof-mounted photovoltaic (PV) system consisting of solar panels sufficient to generate at least 50% of the project's project energy consumption, in conformance with the criteria of the Affordable/In-fill Housing and sustainable Buildings Expedite Program and sustainable building design measures to ensure compliance with Leadership in Energy and Environmental Design (LEED) Silver Certification Standards.
- Increase and improve public vehicular and pedestrian access.
- Create a new pedestrian access and public view to Mission Bay from Jersey Court.

3.1.4 PROJECT CHARACTERISTICS

California Environmental Quality Act Baseline

The baseline for a project is normally the physical condition that exists when the Notice of Preparation (NOP) is published. The NOP for the Mission Beach Residences Project was published on August 29, 2014. Hence, for the analysis of all CEQA topics addressed in this MEIR, the baseline is generally defined as August 2014.

Project Components

As shown in *Figure 3-1a, Mission Beach Residences Project Site Plan,* the Mission Beach Residences Project would consist of a total of 50 multifamily attached condominiums and one detached condominium dwelling unit with a total gross floor area of approximately 72,967 square feet and a floor-area ratio (FAR) of approximately 0.89. The floor plans for the different building types proposed are shown on *Figure 3-1b, Mission Beach Residences – Duplex Floor Plans, Figure 3-1c, Mission Beach Residences – Triplex Floor Plans, and Figure 3-1d, Mission Beach Residences – Fourplex Floor Plans*. *Table 3-1, Mission Beach Residences Project – Building Details,* provides a corresponding summary of each dwelling unit identified on *Figure 3-1.* See *Figure 3-2a* and *Figure 3-2b, Exterior Elevations*, for the Mission Beach Residences Project exterior elevations and examples of project design. In addition, the Mission Beach Residences Project includes 102 on-grade enclosed garage tandem parking spaces, an approximately 0.201-acre pocket park, and ~~an~~a non-motorized extension of Jersey Court from Mission Boulevard to Bayside Lane. Construction of the Mission Beach Residences Project would involve the demolition of the existing school facility and ancillary structures on site.

Table 3-1
Mission Beach Residences Project – Building Details

Lot Number	Building Type	Bedrooms per Unit
Lot 1	Single-family detached	4
Lot 2 and Lot 3	Fourplex	3
Lot 4 and Lot 5	Fourplex	3
Lot 6	Triplex	3
Lot 7	Triplex	2 or 3
Lot 8	Triplex	2 or 3
Lot 9 and Lot 10	Fourplex	3
Lot 11	Triplex	2 or 3
Lot 12	Duplex	2 or 3
Lot 13	Triplex	2 or 3
Lot 14	Duplex	2 or 3
Lot 15	Triplex	3
Lot 16	Triplex	2 or 3
Lot 17	Triplex	2 or 3
Lot 18	Triplex	2 or 3
Lot 19	Triplex	2 or 3
Lot 20 and Lot 21	Fourplex	3

Source: Robert Hidey Architects 2015.

The proposed pocket park would be privately developed, owned and maintained but would be open to the public. The park would be designed to satisfy the Mission Beach Residences Project's population-based park requirements. For more information, refer to *Section 7.10, Public Services and Facilities*.

LEED Silver Certification

One of the Mission Beach Residences Project's objectives is to meet LEED Silver certification or equivalent and include a PV system. The Mission Beach Residences Project would achieve LEED Silver certification by implementing a series of sustainable and environmentally friendly design features, techniques and materials. These features would reduce ~~through~~ energy demand, water and resource consumption, and environmental waste~~-~~, and will generate renewable energy on-site. ~~other efficiency and S~~sustainability measures ~~which would~~ include the following:

- Energy:
  - Roof-mounted PV solar panels to generate electricity on-site, and reduce demand from public utility

  - Energy-efficient lighting and occupant sensors
  - Energy-efficient appliances and systems
  - Natural daylighting
  - Ventilation strategies
- Water:
  - High-efficiency plumbing fixtures and fittings
  - Landscape with non-invasive drought-tolerant native species
- Waste:
  - Waste reduction and recycling during construction
- Other:
  - Heat Island Reduction
    - Cool roof materials
    - Shade hardscape and covered parking
  - Third-party testing and enhanced systems commissioning
  - Non-chlorofluorocarbon (CFC) based air conditioning units
  - Low volatile organic compound (VOC) products and materials specified throughout
  - Priority for locally sourced products and materials

Parking Facilities

The Mission Beach Residences Project would include on-grade enclosed parking garages with two tandem parking spaces per unit. The Mission Beach Residences Project would provide a total of 102 parking spaces.

Access

Primary vehicular access to the Mission Beach Residences Project site would be provided through private alleys which would be open to the public via vehicular and pedestrian access easements. Vehicular and pedestrian access in the Mission Beach Residences Project area is provided by a series of east–west alleys, places, and courts. Two alleys that originally passed through the Mission Beach Residences Project site were vacated in 1938 and 1941 to accommodate the former Mission Beach Elementary School. The Mission Beach Residences Project would include restoration of these access ways as private thoroughfares that would be open to the public, and

which would extend from Mission Boulevard to Bayside Lane. Two units would access unit parking spaces via Bayside Lane and would not utilize private alleys for primary access.

Pedestrian access is provided on Santa Barbara Place, the proposed sidewalk on Jersey Court, and the existing Kennebeck Court sidewalk.

Landscaping

Prior to site development, all existing on-site vegetation would be removed and new landscaping would be incorporated as part of the site design. The Mission Beach Residences Project landscape plan would include drought-tolerant and native vegetation. The landscape scheme would be designed to enhance the proposed architectural design elements through careful selection of flower and leaf color and texture, plant forms, landscape lighting, and site furnishings which relate to the architectural design scheme. Landscaped areas would be served by permanent irrigation systems including state-of-the-art automatic, underground systems with low precipitation rate sprinkler heads. Drip tubing would be used in all planting areas adjacent to walks, drives, and activity areas.

Planting would be designed to obscure undesirable views (automobiles, storage, utility areas, etc.) and add interest to the site. Architectural elements on the site would be related and enhanced with plantings of similar design character. All plant material selected for use would be of a type known to be successful in the area or in similar climatic soil conditions. Color from plant foliage, bark, or flowers would be utilized to create an aesthetically pleasing environment. Landscape finish grading objectives would incorporate state-or-the-art Low Impact Development (LID) design strategies such as Flow-through Planters (Leppert Engineering 2014b).

Per the Mission Beach Precise Plan Section 1513.0402(a)(1), all proposed landscaping in required yard areas for courts, places, or walks would be maintained at a height of 3 feet or lower (including raised planters) to preserve public views. Additionally, per section 1513.0402(a)(2), landscaping located within required yards for courts and places shall protect pedestrian view corridors by emphasizing canopy trees that reach a height of 24 feet at maturity and ground cover. Mature trees would be maintained so that branches do not encroach below a height of 8 feet above finish surface or finish grade as measured at the trunk. The landscape plan would conform to the Mission Beach Planned District Ordinance, the Land Development Code – Landscape Regulations, the Land Development Manual – Landscape Standards, Standard Specifications for Public Works Construction (Green Book), City of San Diego Storm Water Standards Manual, and the San Diego Regional Standard Drawings (Leppert Engineering 2014a). All landscape maintenance in common areas, including the trees along Mission Boulevard, would be maintained by the development's Home Owners Association (HOA).

3.1.5 CONSTRUCTION

Total construction is expected to take approximately 18–24 months. Demolition of approximately 21,350 square feet of the existing structures would be required prior to construction. Construction of the Mission Beach Residences Project would include grading; public and private utilities; building and garage construction; coatings; paving of alleys and sidewalks; and public improvements, landscaping (including removal of all trees on site), and pocket park improvements. The Mission Beach Residences Project would require grading of the entire 1.88 acres and would include 2,630 cubic yards of cut at a 4-foot depth, 165 cubic yards of fill at a 1-foot depth, and a total export of 2,465 cubic yards of soil. To the greatest extent possible, efforts would be made to locate a fully-permitted receiver site outside of the coastal zone. During construction activities, construction equipment and materials would be staged on site so as not to obstruct access to surrounding streets, alleys and courts. The Mission Beach Residences Project applicant would prepare a traffic control plan to specifically address construction traffic within the City's public rights-of-way. The traffic control plan would include provisions for construction times, control plans for allowance of bicyclists, pedestrians, and bus access throughout construction. The traffic control plan would also include provisions to ensure emergency vehicle passage at all times, and include signage and flaggers when necessary to allow the heavy equipment to utilize surrounding streets. The traffic control plan would include provisions for coordinating with local school hours and emergency service providers regarding construction times.

3.1.6 DISCRETIONARY ACTIONS

The Mission Beach Residences Project would require discretionary approvals that include a General Plan Amendment (GPA), Community Plan Amendment (CPA) and a Local Coastal Program Amendment (LCPA). These amendments would include graphic and/or textual changes to the City of San Diego General Plan for consistency with the CPA and modifications to the Mission Beach Precise Plan and LCP. Additional discretionary approvals would include a Vesting Tentative Map (VTM) to develop 51 residential condominiums, a Coastal Development Permit (CDP), a Site Development Permit (SDP), and the vacation of two existing 8-foot-wide public sewer easements. Additional land use approvals needed to commence development may include, but are not limited to, grading, demolition, and building permits. The GPA, CPA and LCPA are required to redesignate the site in the Mission Beach Precise Plan from Institutional & Public and Semi-Public Facilities in the General Plan and "school" in the Mission Beach Precise Plan, to residential. The CPA would include revisions to maps, tables, and text in the Mission Beach Community Plan to reflect this multifamily residential land use designation, as well as a shift in the development intensity. The CPA would also remove the goals and recommendations to retain the Mission Beach Residences Project site as a school. A SDP is required due to

proposed site-specific deviations as described below and in *Section 5.1, Land Use*. The VTM is required in order to implement lot line adjustments to the existing 27 legal lots and for the development of 51 condominium units.

Land Development Code Section 143.0920 allows Affordable/In-fill Housing and Sustainable Building projects to request deviations from applicable development regulations through a Process 4 Site Development Permit provided the Findings per Section 126.0504(a) and Section 126.0504(m) can be met.

The following deviations are requested for the project:

- A deviation from San Diego Municipal Code Section 1513.0304 for street frontage is proposed for lots 7 through 15. This section requires 30 feet of street frontage in the MBPD-R-S zone. Since the project includes a Vesting Tentative Map, the lack of street frontage for lots 7 through 15 also results in a deviation to SDMC 144.0211(a), which requires that each lot have frontage on a street that is open to and usable by vehicular traffic. The existing public right-of ways were vacated in 1938 and 1941, and the portion of the land within the alleys and court were reverted to the adjacent lots starting from the centerline of the former alleys and court. The proposed lots would front a private driveway with a public access easement rather than a public street as a condition of the Vesting Tentative Map. Therefore, the individual lots will be provided access to and from a publicly accessible right-of-way and be consistent with other alleys within the surrounding community. The proposed private driveways would be privately owned and would be maintained by the development's Home Owner's Association (HOA) in order to provide enhanced improvements and maintenance. The private driveways would have an easement for access to both Mission Boulevard and Bayside Lane.
- A deviation from San Diego Municipal Code Section 1513.0304 for street frontage is proposed for lot 6. The required frontage is 30 feet where 25.04 feet would be provided. The lot is an irregular shaped end-lot occurring where Bayside Lane cuts diagonally through the regular street grid. The lot does not have the required 30 feet of frontage due to the unique geometry, but it has an average lot width of 45 feet, and a lot area far greater than the required minimum. Deviations have historically been permitted throughout Mission Beach where Bayside Lane runs diagonally and creates other irregular shaped lots.
- A deviation from the San Diego Land Development Code Section 113.0273 for the 20 foot by 20 foot visibility triangle area along the property line on the sides of the private driveways that intersect with Bayside Lane. The Mission Beach Residences Project includes stop signs

at the intersection of Bayside Lane and these two Private Drives, instead of providing the required visibility triangles.

The Mission Beach Residences Project is analyzed pursuant to CEQA Guidelines sections 15175–15179 regarding preparation of a Master Environmental Impact Report (MEIR) and is analyzed at the project level.

The City would use this MEIR and supporting documentation in its decision to review the required discretionary permits and render a decision. Additional agencies would use this MEIR and supporting documentation in their decision-making process to issue approvals; these agencies include the Regional Water Quality Control Board (RWQCB), and the California Coastal Commission (CCC).

3.2 SANTA BARBARA PLACE RESIDENCES PROJECT

3.2.1 PROJECT BACKGROUND

The Santa Barbara Place Residences Project includes 12 residential condominium units on approximately 0.34 acre comprised of six existing legal lots in the Mission Beach Community Planning Area within the City of San Diego. The existing on-site educational building was formerly used as a pre-school and kindergarten facility associated with former Mission Beach Elementary School, located at 825 Santa Barbara Place.

3.2.2 PREVIOUS APPROVALS

The 0.34-acre Santa Barbara Place Residences Project site was previously developed as the southern portion of the Mission Beach Elementary School. As previously discussed, the elementary school function ceased in the summer of 1973, upon which the facility was converted to a special education school until at least the early 1980s. Upon closure of the site as an education facility, it was used for administrative purposes by SDUSD until 2013. On January 22, 2013, the Board of Education for the San Diego Unified School District adopted a Resolution declaring the site as excess land and, after offering it to other public agencies and entities (with no takers) listed the property for sale and solicited competitive bids. On May 14, 2013, the Board formally selected the Principals of MB9 Owner, LLC and escrow closed on December 20, 2013. Santa Barbara Place Owner MB9, LLC acquired the site from MB9 Owner, LLC on February 20, 2014. The site and facilities are currently vacant.

3.2.3 PROJECT OBJECTIVES

The objectives of the Santa Barbara Place Residences Project are as follows:

- Adaptively reuse a vacant, developed site.
- Develop new multifamily condominium dwelling units on the existing six legal lots to accommodate the current and growing housing demand in the Mission Beach Community Planning Area as called for in City of San Diego General Plan.
- In keeping with the City of Villages strategy and Smart Growth policies of the City of San Diego General Plan, maximize residential development at an infill site, where public facilities, transit, and services are within walking distance.
- Create cohesive development that is compatible in scale and character and enhances the existing community character in the Mission Beach Community Planning Area in compliance with Mission Beach Planned District Ordinance standards.
- Implement a roof-mounted photovoltaic (PV) system consisting of solar panels sufficient to generate at least 50% of the project's project energy consumption, in conformance with the criteria of the Affordable/In-fill Housing and sustainable Buildings Expedite Program and sustainable building design measures to ensure compliance with LEED Silver Certification Standards.
- Increase and improve public vehicular access.
- Create a small corner landscape element at the corner of Santa Barbara Place and Mission Boulevard.

3.2.4 PROJECT CHARACTERISTICS

Project Components

As shown in *Figure 3-3, Santa Barbara Place Residences Project Site Plan*, the Santa Barbara Place Residences Project would construct three (3) three-story residential buildings with a total of 12 units with a total gross floor area of approximately 16,000 square feet and a FAR of approximately 1.07. All three proposed buildings are designed as fouplexes with three bedrooms per unit. See *Figure 3-4a* and *Figure 3-4b, Exterior Elevations*, for Santa Barbara Place Residences Project exterior elevations and examples of project design. See *Figure 3-5, Santa Barbara Place Residences Architectural Rendering*, for rendering of the conceptual Santa Barbara Place Residences Project design. In addition, the Santa Barbara Place Residences Project includes 24 on-grade enclosed garage tandem parking spaces. A passive landscaped space would be developed adjacent to Mission Boulevard which would serve as a landscape buffer and

pedestrian amenity. Construction of the Santa Barbara Place Residences Project would involve the demolition of the existing school facility structure on site.

LEED Silver Certification

One of the Santa Barbara Place Residences Project's objectives is to meet LEED Silver certification or equivalent and include a PV system. The Santa Barbara Place Residences Project would achieve LEED Silver certification by implementing a series of sustainable and environemtnally firnedly design features, techniquies and materials. These features would reduce ~~through~~ energy demand, water and resource consumption, and environmental waste, and will generate renewable energy on-site. ~~other efficiency and s~~Sustainability measures ~~which would~~ include the following:

- Energy:
  - Roof-mounted PV solar panels to generate electricity on-site, and reduce demand from public utility
  - Energy-efficient lighting and occupant sensors
  - Energy-efficient appliances and systems
  - Natural daylighting
  - Ventilation strategies
- Water:
  - High-efficiency plumbing fixtures and fittings
  - Landscape with non-invasive drought-tolerant native species
- Waste:
  - Waste reduction and recycling during construction
- Other:
  - Heat Island Reduction
    - Cool roof materials
    - Shade hardscape and covered parking
  - Third-party testing and enhanced systems commissioning
  - Non-chlorofluorocarbon (CFC) based air conditioning units
  - Low volatile organic compound (VOC) products and materials specified throughout
  - Priority for locally sourced products and materials

Parking Facilities

The Santa Barbara Place Residences Project would include on-grade enclosed parking garages with two tandem parking spaces per unit. The Santa Barbara Place Residences Project would provide a total of 24 parking spaces.

Access

Vehicular access to the Santa Barbara Place Residences Project site would be provided from the existing unnamed alley located between Santa Barbara Place and Jamaica Court. Pedestrian access would be provided from Santa Barbara Place.

Landscaping

Prior to site development, all existing on-site vegetation would be removed and new landscaping would be incorporated as part of the site design. The Santa Barbara Place Residences Project landscape plan would include drought-tolerant and native vegetation. The landscape scheme would be designed to enhance the proposed architectural design elements through careful selection of flower and leaf color and texture, plant forms, landscape lighting, and site furnishings which relate to the architectural design scheme. Landscaped areas would be served by permanent irrigation systems include state-of-the-art automatic, underground systems with low precipitation rate sprinkler heads. Drip tubing would be used in all planting areas adjacent to walks, drives, and activity areas.

Planting would be designed to obscure undesirable views (automobiles, storage, utility areas, etc.) and add interest to the site. Architectural elements on the site would be related and enhanced with plantings of similar design character. All plant material selected for use would be of a type known to be successful in the area or in similar climatic soil conditions. Color from plant foliage, bark, or flowers would be utilized to create an aesthetically pleasing environment. Landscape finish grading objectives would incorporate state-of-the-art LID design strategies such as Flow-through Planters (Leppert Engineering 2014b).

Similar to the Mission Beach Residences Project and per the Mission Beach Precise Plan Section 1513.0402(a)(1), all proposed landscaping in required yard areas for courts, places, or walks would be maintained at a height of 3 feet or lower (including raised planters) to preserve public views. Additionally, per section 1513.0402(a)(2), landscaping located within required yards for courts and places shall protect pedestrian view corridors by emphasizing canopy trees that reach a height of 24 feet at maturity and ground cover. Mature trees would be maintained so that branches do not encroach below a height of 8 feet above finish surface or finish grade as measured at the trunk. The landscape plan would conform to the Mission Beach Planned

District Ordinance, the Land Development Code – Landscape Regulations, the Land Development Manual – Landscape Standards, Standard Specifications for Public Works Construction (Green Book), City of San Diego Storm Water Standards Manual, and the San Diego Regional Standard Drawings (Leppert Engineering 2014b). All landscape maintenance in common areas, including the trees along Mission Boulevard, would be maintained by the development's Home Owners Association (HOA).

3.2.5 CONSTRUCTION

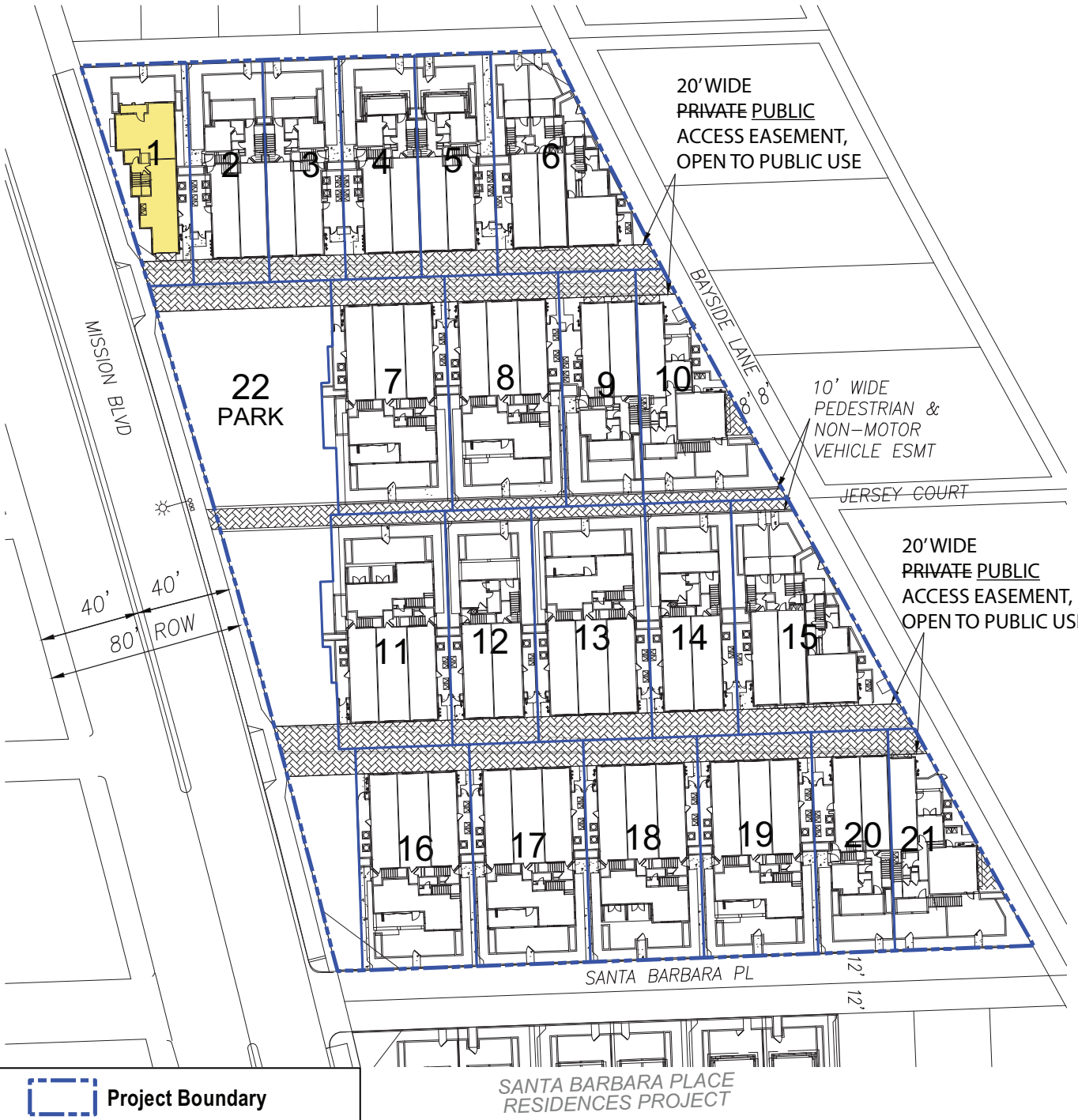
Total construction is expected to take approximately 10–12 months. Demolition of the existing former Mission Beach Elementary School educational building and ancillary improvements would be required prior to construction. Construction of the Santa Barbara Place Residences Project would include grading, public and private utilities, building and garage construction, coatings, and paving of alleys and sidewalks and public and private improvements, and landscaping (including removal of all trees on site). The Santa Barbara Place Residences Project would not require soil import or export. During construction activities, construction equipment and materials would be staged on site so as not to obstruct access to surrounding streets, alleys and courts. The Santa Barbara Place Residences Project applicant would prepare a traffic control plan to specifically address construction traffic within the City's public rights-of-way. The traffic control plan would include provisions for construction times, control plans for allowance of bicyclists, pedestrians, and bus access throughout construction. The traffic control plan would also include provisions to ensure emergency vehicle passage at all times, and include signage and flaggers when necessary to allow the heavy equipment to utilize surrounding streets. The traffic control plan would include provisions for coordinating with local school hours and emergency service providers regarding construction times.

3.2.6 DISCRETIONARY ACTIONS

The Santa Barbara Place Residences Project would require discretionary approvals that include a VTM to develop 12 residential condominiums on the six existing legal lots and a Coastal Development Permit (CDP). Additional land use approvals needed to commence development may include, but are not limited to, grading, demolition, and building permits.

The Santa Barbara Place Residences Project is analyzed pursuant to CEQA Guidelines sections 15175–15179 regarding preparation of an MEIR and is analyzed at the project level.

The City would use this MEIR and supporting documentation in its decision to review the required discretionary permits and render a decision. Additional agencies may use this MEIR and supporting documentation in their decision-making process to issue approvals, such as the RWQCB.



Project Boundary

Proposed Lot Line

1 **Proposed Lot Number**

Detached Unit

0 60 Feet

SOURCE: LEPPERT ENGINEERING 2015

Mission Beach Residences Site Plan

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 3-1a

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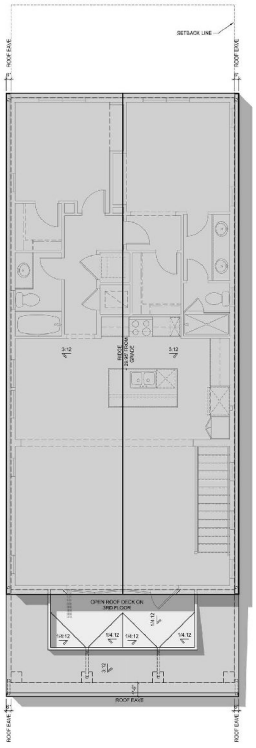
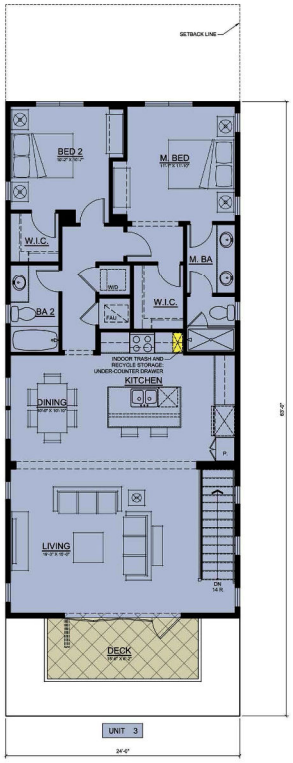
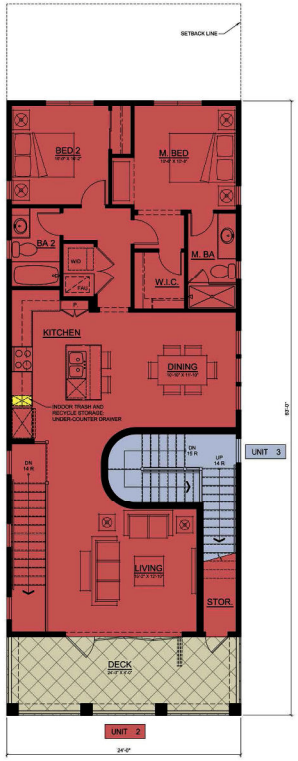


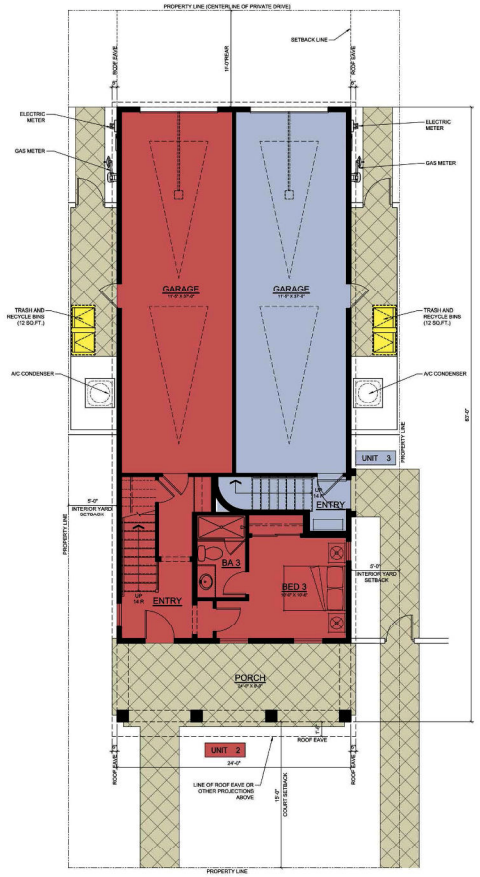
ROOF PLAN



THIRD FLOOR PLAN



SECOND FLOOR PLAN



FIRST FLOOR PLAN

SOURCE: Robert Hidey Architects 2015.

Mission Beach Residences - Duplex Floor Plans

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 3-1b

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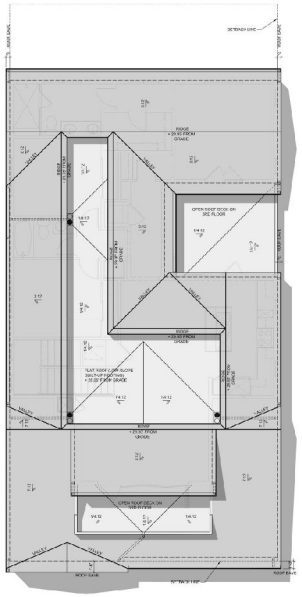
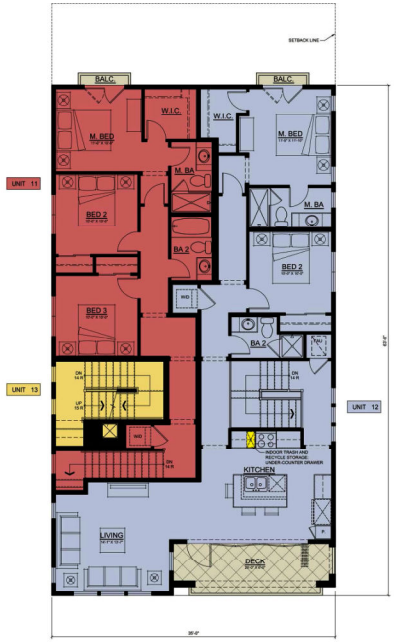
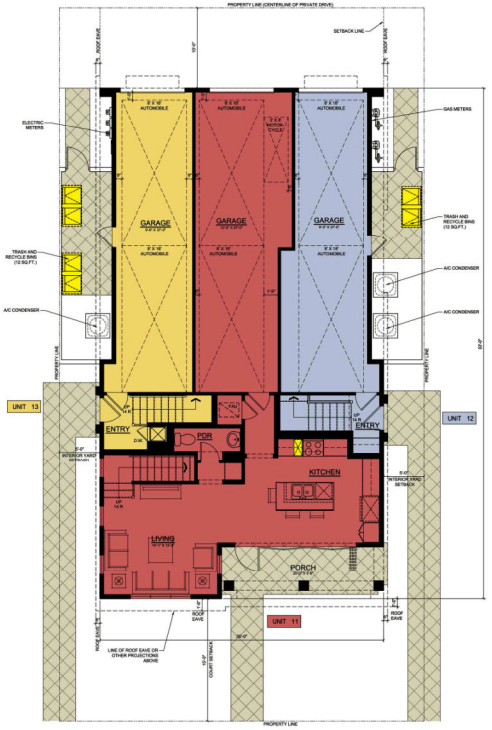


ROOF PLAN

THIRD FLOOR PLAN



SECOND FLOOR PLAN



FIRST FLOOR PLAN

SOURCE: Robert Hidey Architects 2015.

Mission Beach Residences - Triplex Floor Plans

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 3-1c

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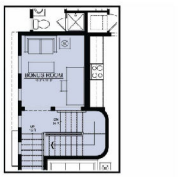
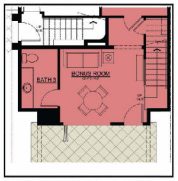
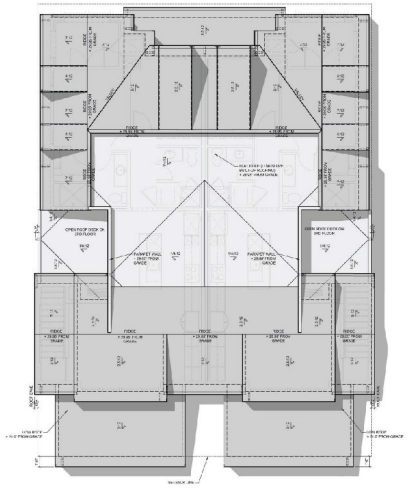




SECOND FLOOR PLAN

FIRST FLOOR PLAN



ROOF PLAN

THIRD FLOOR PLAN

SOURCE: Robert Hidey Architects 2015.

Mission Beach Residences - Fourplex Floor Plans

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 3-1d

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EAST ELEVATION

SOUTH ELEVATION

WEST ELEVATION

NORTH ELEVATION

Single Family

SOURCE: Robert Hidey Architects 2014

Mission Beach Residences Project Exterior Elevations

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 3-2a

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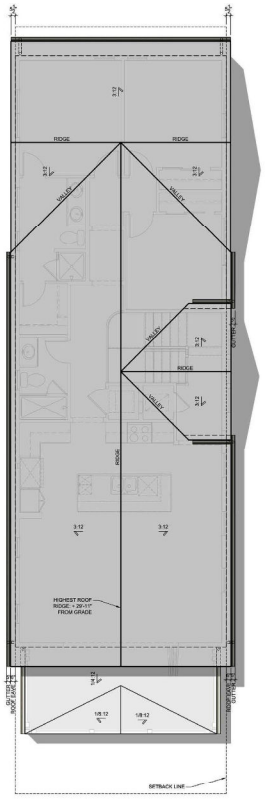

ROOF PLAN

LEFT SIDE ELEVATION

REAR ELEVATION

RIGHT SIDE ELEVATION

FRONT ELEVATION

Duplex

SOURCE: Robert Hidey Architects 2014

Mission Beach Residences Project Exterior Elevations

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 3-2b

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SYMBOL LEGEND

- PROPERTY LINE
- PROPOSED FLOW THROUGH PLANTER
- PROPOSED SEWER LATERAL
- PROPOSED DOMESTIC WATER SERVICE
- STORM DRAIN
- EXISTING SEWER MAIN
- EXISTING WATER MAIN
- PARKING SPACE, INSIDE PRIVATE GARAGE
- A/C CONDENSER ON CONC. PAD
- SECTION CUT LINE, SEE SHEET A3

Santa Barbara Place Residences Project Site Plan

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR **Project No. 366139**

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

SOURCE: Robert Hidey Architects 2014

FIGURE 3-3

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EAST ELEVATION

SOUTH ELEVATION

WEST ELEVATION

NORTH ELEVATION

Fourplex

SOURCE: Robert Hidey Architects 2014

Santa Barbara Place Residences Project Exterior Elevations

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
3-4a

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EAST ELEVATION

SOUTH ELEVATION

WEST ELEVATION

NORTH ELEVATION

Fourplex

SOURCE: Robert Hidey Architects 2014

Santa Barbara Place Residences Project Exterior Elevations

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
3-4b

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SOURCE: Robert Hidey Architects 2014

Santa Barbara Place Residences Project Architectural Rendering

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 3-5

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CHAPTER 4 HISTORY OF PROJECT CHANGES

~~Design of the pocket park that is proposed as part of the Mission Beach Residences Project was developed with public input and design considerations offered by the Mission Beach Precise Planning Board. Additionally, the~~The design of pocket park would be required to undergo a General Development Plan park design public input process as established by the City's Consultant's Guide to Park Design and Development and Council Policy 600-33.

Based on community input received during the scoping process for the projects, an Expanded Park Alternative was added as an alternative under the Combined Project scenario. This alternative would provide a 0.28-acre passive park on the Santa Barbara Place Residences Project site and six fewer units than proposed under the proposed combined project. For more information refer to Section 9.5.3 of this MEIR.

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CHAPTER 5 ENVIRONMENTAL ANALYSIS

5.1 LAND USE

5.1.1 INTRODUCTION

The following discussion analyzes the existing conditions related to land use, planning, and zoning in the vicinity of the Mission Beach Residences Project and the Santa Barbara Residences Project. The Mission Beach Residences Project is a 51-unit residential development proposed on the vacant former Mission Beach Elementary School site, which is approximately 1.88 acres comprised of 27 existing legal lots. Located directly to the south, the Santa Barbara Residences Project would construct 12 residential units on approximately 0.34 acre comprised of six existing legal lots. This section also evaluates specific impacts resulting from development of both projects. In order to analyze consistency with City of San Diego (City) planning documents and policies, a consistency analysis was then performed for each relevant goal, policy, and recommendation.

5.1.2 EXISTING CONDITIONS

On-Site Land Uses

Mission Beach Residences Project

The Mission Beach Residences Project site is located on an approximately 1.88-acre trapezoidal area which consists of 27 legal lots and spans two parcels. Located at 818 Santa Barbara Place, the project site is located approximately 100 feet west of Mission Bay and approximately 385 feet east of the Pacific Ocean. The project site is bound by Mission Boulevard on the west, Bayside Lane on the eastern edge, Kennebeck Court on the northern edge, and Santa Barbara Place to the south. Interstate 5 (I-5) is located approximately 2.5 miles east, and Interstate 8 (I-8) is approximately 1.6 miles southeast (see *Figure 1-2, Vicinity Map*).

Previously, the Mission Beach Residences Project site was utilized for the Mission Bay Elementary School, which closed in 1973 due to declining attendance rates (City of San Diego 1989). The previous Mission Beach Elementary School building is located along the southern and western perimeter of the site, with an interior grass courtyard and concrete walkways. The northern half of the site is a paved surface parking lot which supported activities in the school building. Mature trees scatter the courtyard, but line the western edge of the site, bordering Mission Boulevard.

The school was converted to a special education facility which continued operations until the early 1980s. Upon closure of the site as an education facility, it was used for administrative purposes by San Diego Unified School District (SDUSD) until 2013. On January 22, 2013,

the Board of Education for the San Diego Unified School District adopted a Resolution declaring the site as excess land and, after offering it to other public agencies and entities (with no takers) listed the property for sale and solicited competitive bids. On May 14, 2013, the Board formally selected the Principals of MB9 Owner, LLC and escrow closed on December 20, 2013. The facilities are currently vacant.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project site is located on an approximately 0.34-acre rectangular parcel which contains six legal lots. Located at 825 Santa Barbara Place, the project site is located approximately 200 feet west of Mission Bay and approximately 480 feet east of the Pacific Ocean. The project site is bound by Mission Boulevard on the west, Bayside Lane on the eastern edge, Kennebeck Court on the northern edge, and Santa Barbara Place to the south. I-5 is located approximately 2.5 miles east, and I-8 is approximately 1.5 miles southeast (see *Figure 1-2, Vicinity Map*). Santa Barbara Place Owner MB9, LLC acquired the site from MB9 Owner, LLC on February 20, 2014.

The existing educational building on site covers the majority of the parcel, with grass lawns lining the northern perimeter and a gated grass courtyard near the southeastern corner of the site. The southern and eastern perimeter of the site is a paved surface parking lot which supported activities in the facility. The perimeter of the project site is lined with existing trees and other shrubs associated with landscaping of the educational facility.

Surrounding Land Uses

Mission Beach is a 2-mile-long and 0.25-mile-wide sand bar peninsula created by joint action of the San Diego River and the Pacific Ocean. The Mission Beach community is the most densely developed residential community within the City of San Diego, with mostly single-family and multifamily residential land use (City of San Diego 2014). Although it is located directly between the Mission Bay and the Pacific Ocean, this area has remained a predominantly residential community since the first development in the early 1900s (City of San Diego 1989). The Pacific Ocean is approximately 0.1 mile to the west; Mission Bay with its associated beaches, coves, marinas, parks and recreational water facilities to the east; and Belmont Park is to the south.

Mission Beach Residences Project

Directly south of the Mission Beach Residences Project site across Santa Barbara Place is an educational building and ancillary improvements associated with the previous Mission Beach Elementary School, where the Santa Barbara Residences Project would be located. Other than

this additional previous SDUSD facility, the project site is surrounded on all sides by existing single-family and multifamily residences. Approximately 0.15 mile south of the project on Mission Boulevard is Belmont Park, a tourist attraction amusement park built in 1925. The Bahia Resort Hotel is approximately 0.25 mile southeast, and Mission Bay Yacht Club is approximately 0.25 mile north of the site.

Santa Barbara Place Residences Project

Directly north of the Santa Barbara Place Residences Project site across Santa Barbara Place is the previous Mission Beach Elementary School, where the Mission Beach Residences Project would be located. Other than this vacant school facility, the project site is surrounded on all sides by existing single-family and multifamily residences. Approximately 0.15 mile south of the project on Mission Boulevard is Belmont Park, a tourist attraction amusement park built in 1925. The Bahia Resort Hotel is approximately 0.25 mile southwest, and Mission Bay Yacht Club is approximately 0.25 mile north of the site.

Regulatory Framework

City of San Diego General Plan

The State of California requires cities and counties to prepare and adopt a general plan to set out a long-range vision and comprehensive policy framework for its future. The state also mandates that the plan be updated periodically to ensure relevance and utility. The *City of San Diego General Plan 2008* (General Plan) was unanimously adopted by the City Council on March 10, 2008, with additional amendments approved in December 2010 and January 2012. The General Plan builds upon many of the goals and strategies of the former 1979 General Plan, in addition to offering new policy direction in the areas of urban form, neighborhood character, historic preservation, public facilities, recreation, conservation, mobility, housing affordability, economic prosperity, and equitable development. It recognizes and explains the critical role of the community planning program as the vehicle to tailor the City of Villages strategy for each neighborhood. It also outlines the plan amendment process, and other implementation strategies, and considers the continued growth of the City beyond the year 2020 (City of San Diego 2008a).

The Mission Beach Residences Project site is currently designated for "Institutional & Public and Semi-Public Facilities" land use, and the Santa Barbara Place Residences Project site is currently designated Residential. Land Use designations are shown on *Figure 5.1-1, General Plan Land Use Designations*. Environmental goals consistent with the goals of the Mission Beach Residences Project and Santa Barbara Place Residences Project are contained within the General Plan's Land Use and Community Planning, Mobility, Urban Design, Economic Prosperity, Conservation and Noise Elements, as described in the following paragraphs.

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

Mobility Element. This element strives to improve mobility in the City by providing policies that support a balanced, multi-modal transportation network, while minimizing environmental and neighborhood impacts. The Mobility Element contains policies that help make walking more viable for short trips, in addition to addressing various other transportation choices in a manner that strengthens the City of Villages land use visions and helps to achieve a sustainable environment.

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

Public Facilities, Services, and Safety Element. This element addresses facilities and services that are publicly managed and have a direct influence on the location of land use. These include Fire-Rescue, Police, Wastewater, Storm Water, Water Infrastructure, Waste Management, Libraries, Schools, Information Infrastructure, Disaster Preparedness, and Seismic Safety. Public Facilities, Services, and Safety Element goals and polices are associated with providing adequate public facilities and services to serve the existing population and new growth. Applicable recommendations include requiring development proposals to fully address impacts to public facilities and services.

Conservation Element. 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. The purpose of this

element is to help the City become an international model of sustainable development and conservation and to provide for the long-term conservation and sustainable management of the rich natural resources that help define the City's identity, contribute to its economy, and improve its quality of life.

In addition, the Conservation Element highlights the Coastal Zone Boundary within the City of San Diego. The project sites falls within the Coastal Zone, and is therefore governed by the California Coastal Act of 1976 and the California Coastal Commission.

Noise Element. The purpose of the noise element is to protect people living and working in the City from excessive noise. The Noise Element provides goals and policies to guide compatible land uses and incorporates noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment. This purpose becomes more relevant as the City continues to grow with infill and mixed-use development consistent with the Land Use Element.

The City has also adopted the following General Plan Noise Element policies related to aircraft noise:

- **NE-D.1.** Encourage noise-compatible land use within airport influence areas in accordance with federal and state noise standards and guidelines.
- **NE-D.2.** Limit future residential uses within airport influence areas to the 65 dB CNEL airport noise contour, except for multiple-unit, mixed-use, and live–work residential uses within the San Diego International Airport influence area in areas with existing residential uses and where a community plan and the Airport Land Use Compatibility Plan allow future residential uses.
- **NE-D.3.** Ensure that future multiple-unit, mixed-use, and live–work residential uses within the San Diego International Airport influence area that are located greater than the 65 dB CNEL airport noise contour are located in areas with existing residential uses and where a community plan and Airport Land Use Compatibility Plan allow future residential uses.
    - Limit the amount of outdoor areas subject to exposure above the 65 dB CNEL.
    - Provide noise attenuation to ensure an interior noise level that does not exceed 45 dB CNEL.
- **NE-D.4.** Discourage outdoor uses in areas where people could be exposed to prolonged periods of high aircraft noise levels greater than the 65 dB CNEL airport noise contour.

California Coastal Act

Local Coastal Programs (LCPs) are basic planning tools used by local governments to guide development in the coastal zone, in conformity the goals and policies of the California Coastal Act of 1976. An LCP reflects the unique characteristics of individual local coastal communities and includes, at a minimum, a local government's land use plan, zoning ordinance, and zoning district maps. For the Mission Beach community, an LCP was adopted and incorporated to the Mission Beach Precise Plan on February 2, 1982, and amended by California Coastal Commission actions in 1984 (City of San Diego 1989). Refer to *Figure 5.1-4* for the Coastal Zone boundary within Mission Beach community.

California Public Resources Code, Sections 30250–30255, Division 20 California Coastal Act, regulate development within the Coastal Zone boundary. Section 30514 notes that any amendments or changes to the underlying land use plan included in the LCP for an area that affects drainage, or to either the certified drainage or transportation plan, shall be reviewed and processed in the same manner as an amendment of a certified LCP, which must be approved by the California Coastal Commission.

Mission Beach Precise Plan and Local Coastal Program

Both project sites are located within the Mission Beach community, as defined by the City's General Plan (City of San Diego 2008a). The Mission Beach Precise Plan and Local Coastal Program Addendum (Precise Plan) outlines specific goals and policies for this community. The Mission Beach Residences Project site is designated for School (S) land use, and as "rl-40" zone (see *Figure 5.1-2, Mission Beach Land Use Plan* and *Figure 5.1-3, Mission Beach Zoning Update*). This rl-40 zone was updated from r4 zoning as a part of the Mission Beach Precise Plan, as adopted in July 1974 (see *Figures 5.1-2* and *Figure 5.1-3*). The r4 previously allowed for 108 units per acre. Following the update to the Precise Plan, all residential development in the plan area includes a maximum residential density of 36 units per acre. The Santa Barbara Place Residences Project site is designated for residential land use with a 36-units-per-acre density maximum.

The Mission Beach Precise Plan includes the following elements: Residential, Housing, Commercial, Community Facilities, Transportation, Community Amenities, and Implementation. The goals and objectives of each of the elements that are relevant to the Mission Beach Residences Project are identified in the following paragraphs. Although the Mission Beach Residences Project conflicts with the land use designation for the project site, environmental goals consistent with the goals of the project are contained within the following elements:

Residential Element. The Residential Element highlights the inadequacies of previous area development and provides goals to guide new residential development within the community. Goals

include density, height, and size restrictions on proposed residential development. These goals include a three-story, 35-foot height maximum for all proposed residential development. The Residential Element encourages the design of new buildings and spaces that will not have an adverse effect on surrounding community.

Transportation Element. This element identifies goals and policies directed at providing an efficient, balanced transportation system in the Mission Beach community. This element identifies that a lack of parking inhibits the flow of traffic within the community, with vehicles blocking the alleys, as well as vehicular circulation in search of parking spaces. While it is expected that automobiles will continue to be the primary means of transportation, this element strives to maximize opportunities for bus service, beach shuttles, mass transit, and other modes of transportation.

Community Facilities Element. The Community Facilities element states that establishing an elementary school facility in the area is an immediate priority. This proposal stems from two related goals: an interest in a variety of family types to live in Mission Beach and the promotion of an economically balanced community. As the only public school facility in the Mission Beach community, summary recommendations within the plan include reopening the school as an elementary educational facility as a draw for families with children to the community.

In addition, the Mission Beach Precise Plan includes a Local Coastal Program Addendum. This addendum addresses that the projects are located within the Coastal Zone, as defined by the California Coastal Act of 1976. The Local Coastal Program Addendum further clarifies the objectives of the Mission Beach Precise Plan, and reflects the more detailed objectives and implementation guidelines already outlined from the San Diego Local Coastal Program Regulations, adopted by the Coastal Commission on May 17, 1981.

City of San Diego Zoning

Zoning for the Mission Beach Residences Project and the Santa Barbara Residences Project site is currently designated as Mission Beach Planned District: R-S (MBPD-R-S) (City of San Diego 2009). According to the City's Municipal Code, Section 1513.0302, the purpose of the R-S zone, or Residential Subdistricts, is to regulate the small-scale and low-profile developed area with a maximum residential density of approximately 36 dwelling units per net residential acre. It is the intent of this regulation to allow for the improvement or development of the standard Mission Beach lots (City of San Diego 2012).

Mission Beach Planned District Ordinance

Both the Mission Beach Residences Project and the Santa Barbara Place Residences Project are subject to Mission Beach Planned District Ordinance (PDO; City of San Diego 2012). This

includes restrictions on construction of residential developments based on the small lot sizes and the urbanization pattern of the community. The intent of these restrictions is to implement the goals and recommendations of the adopted Mission Beach Precise Plan. Specifically, Code Sections 1513.0102 through 1513.0405 provide specific development guidance related to setbacks, display regulations, parking standards, landscaping, and other criteria.

Coastal Overlay Zone (Appealable Area)

The Coastal Overlay Zone is imposed to protect and enhance the quality of public access and coastal resources. Both the Mission Beach Residences and Santa Barbara Place Residences projects are located within the zone, which applies to areas designated on Map No. C-908 filed in the City Clerk's office as Document No. OO-18872. A Coastal Development Permit is required in this area based on regulations within Section 132.0402 of the Municipal Code (City of San Diego 2013a).

Due to the nature of the Mission Beach Residences Project's proposed discretionary actions, the appropriate decision-making body to review the Coastal Development Permit is the Planning Commission and the San Diego City Council. City-issued Coastal Development Permits in the appealable area of the Coastal Overlay Zone may be appealed to the California Coastal Commission if they are approved by the City (City of San Diego 2013b). However, the Mission Beach Residences Project also includes an LCP amendment which must be approved by the California Coastal Commission, after City Council approval.

Coastal Height Limitation Overlay Zone

Both the Mission Beach Residences and Santa Barbara Place Residences projects are located within the Coastal Height Limit Overlay Zone, which provides a supplemental height limit for coastal areas specifically described in Section 132.0505(b) of the City's Municipal Code and shown on Map No. C-380 filed in the office of the City Clerk as Document No. 743737. Restrictions require that no building shall be constructed in excess of 30 feet in height. No additional permit is required due to this designation.

Parking Impact Overlay Zone (Coastal and Beach Impact Areas)

Both the Mission Beach Residences and Santa Barbara Place Residences projects are located within the Parking Impact Overlay Zone, as a beach impact area, as shown within Map Nos. C-731 and C-795 filed in the City Clerk's Office. No permit is required by this division; however, both projects are subject to the parking regulations in sections 142.0525 and 142.0560 of the City's Municipal Code. These regulations are enforced due to the high parking demand of the surrounding community.

Residential Tandem Parking Overlay Zone

Chapter 13, Article 2, Division 9 of the San Diego Municipal Code, the Residential Tandem Parking Overlay Zone, identifies areas where tandem parking may be counted as two parking spaces to ensure consistency with parking requirements. Both the Mission Beach Residences and Santa Barbara Place Residences projects are included within this overlay zone, and therefore tandem parking may be counted as two parking spaces toward the off-street parking requirement. Section 132.0905(b) and (c) of the City's Municipal Code clarifies that at least one of the two parking spaces shall be completely enclosed within a structure and both tandem spaces shall be assigned to the same dwelling unit.

As outlined above, both the Mission Beach Residences and Santa Barbara Place Residences projects are located in the Mission Beach Planned District Ordinance area which supersedes this overlay zone. As outlined in Chapter 15, Article 13 of the San Diego Municipal Code, the PDO also allows for tandem parking, but does not require one of the two spaces to be completely enclosed.

Transit Area Overlay Zone

Both the Mission Beach Residences and Santa Barbara Place Residences projects are located within the Transit Area Overlay Zone as indicated on Map No. C-921 filed in the City Clerk's office as Document No. OO-19287-2. This overlay zone provides supplemental parking regulations for areas receiving a high level of transit service, in order to reduce parking demand and lower off-street parking requirements. No additional permit is required due to this designation; however the projects are subject to supplemental development regulations within Section 142.0525 of the City's Municipal Code. The Parking Impact Overlay Zone and the Transit Area Overlay Zone taken together include at least 2 spaces assigned to each dwelling unit. The Mission Beach Planned District Ordinance, which supersedes all other parking regulations of the City's Municipal Code applicable to both projects, requires 2 spaces assigned to each dwelling unit.

Airport Land Use Compatibility

Both the Mission Beach Residences Project and the Santa Barbara Place Residences Project are within the Airport Influence Area of the San Diego International Airport (SDIA; see *Figure 5.1-5, San Diego International Airport Safety Compatibility Map*). The Airport Influence Area requires real estate disclosure by state law, and includes Review Area 1 and Review Area 2. Review Area 1 is the combination of the 60 decibel Community Noise Equivalent Level (dB CNEL) noise contour, the outer boundary of all safety zones, and the threshold siting surfaces. Review Area 2, includes the boundary of airspace protection and overflight boundaries outside of

Review Area 1. Specifically, both project sites are within Review Area 2 (San Diego County Regional Airport Authority 2014).

Within Review Area 2, Airport Land Use Commission review is required for land use plans and regulations proposing increases in height limits, land use projects that have received notices from the Federal Aviation Administration (FAA), or would create hazards to flight safety such as glare, lighting, electromagnetic interference, dust, water vapor, smoke, thermal plumes, or bird attractants.

Multiple Species Conservation Program

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

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

The Multi-Habitat Planning Area (MHPA) consists of areas within which the permanent MSCP preserve would be assembled and managed for biological resources. Areas not located within the MHPA would be available for development proposals. The MSCP identifies a 56,831-acre MHPA in the City for preservation of core biological resource areas and corridors targeted for preservation. Both the Mission Beach Residences Project and Santa Barbara Place Residences Project are located outside of the City's MHPA, but are located within the City's MSCP.

Site Development Permit

A site development permit is required if a project deviates from the minimum requirements of the PDO, if a project seeks to deviate from the applicable development regulations as an incentive for providing affordable housing, or if public improvements are required on more than 3,000 square feet of frontage.

The Mission Beach Residences Project proposes deviations from the San Diego Municipal Code Section 1513.0304, Section 144.0211(a), and Section 113.0273 including street frontage requirements and visibility triangle areas. These deviations would require a Site Development Permit. The Santa Barbara Place Residences Project does not propose any deviations, and therefore a

Site Development Permit would not be required. *Section 5.1.6* in this section provides additional detail regarding deviations.

Subdivision Map

A condominium subdivision map from the City of San Diego, a condominium plan, and a public report from the Bureau of Real Estate would be obtained to ensure the right to sell condominium units in both the Mission Beach Residences and Santa Barbara Place Residences projects.

5.1.3 IMPACTS

Issue 1: Would the proposal result in a conflict with the environmental goals, objectives, or recommendations of the General/Community plan in which it is located?

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

- Conflict or be inconsistent with the environmental goals, objectives, or guidelines of a community or general plan.
- Be substantially incompatible with an adopted plan.
- Conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts could occur.

Per the City's Significance Determination Thresholds, an inconsistency with a plan is not by itself a significant environmental impact; the inconsistency would have to relate to an environmental issue to be considered significant under CEQA.

Mission Beach Residences Project

The Mission Beach Residences Project site is designated as "Institutional & Public and Semi-Public Facilities" in the General Plan and "School" in the Mission Beach Precise Plan. The Mission Beach Residences Project site was originally designated for the former Mission Beach Elementary School facility. The elementary school closed in the summer of 1973, and the facility was used for administrative purposes by San Diego Unified School District until 2013. The facility is currently vacant.

Due to the Mission Beach Residences Project's inconsistency with the "Institutional & Public and Semi-Public Facilities" in the City's General Plan and the "School" land use designation outlined in the Precise Plan, this project would require a General Plan Amendment (GPA) and a Community

Plan Amendment (CPA) in order to change the land use designation of the site for residential use. The GPA would include revisions to maps, tables, and potentially text in the City's General Plan, and the CPA would involve similar revisions to the Mission Beach Precise Plan to reflect the updated residential land use designation of the Mission Beach Residences Project site.

Additionally, due to the Mission Beach Residences Project land use designation change within the General Plan and Mission Beach Precise Plan, a Local Coastal Program Amendment (LCPA) is required. The Mission Beach Residences Project is currently inconsistent with the aforementioned plans; however, with approval of the GPA, CPA, and LCPA, the project would not be inconsistent or conflict with the City's General Plan, Mission Beach Precise Plan, and associated Local Coastal Program. With the adoption of these plan amendments and the certification of the LCPA by the California Coastal Commission, the Mission Beach Residences Project would be in compliance with all applicable land use designations.

The residential development density proposed for the Mission Beach Residences Project site would be approximately 27 dwelling-units per acre; therefore, the project would be consistent with the 36 dwelling-units-per-acre maximum for the residential land use designation of R-S (MBPD-R-S). Although the site is currently designated as a school, implementation of the Mission Beach Residences Project on site is not anticipated to create a significant traffic or other significant secondary impacts associated with the proposed residential land use. Refer to *Section 5.4* for the traffic-related impacts, and *Section 5.2, Noise*, *Section 7.2, Air Quality and Odor*, and *Section 7.5, Greenhouse Gas Emissions*, for noise, air quality, and greenhouse gas analyses.

The project's consistency analysis with pertinent goals, policies, and recommendations are provided in *Table 5.1-1, Consistency with City of San Diego's 2008 General Plan*, and *Table 5.1-2, Consistency with the City of San Diego Mission Beach Precise Plan and Local Coastal Program Addendum*. The land use consistency analysis takes several factors into consideration. Overall, as shown in the consistency tables, the Mission Beach Residences Project would implement many of the goals, policies, guidelines, and recommendations contained in the existing General Plan and Mission Beach Precise Plan. Some of the more important examples from the tables are as described in the following sections.

City's General Plan

- **Policy LU-C 2a-1:** Include a variety of residential densities, including mixed use, to increase the amount of housing types and sizes, and provide affordable housing opportunities.
    - The Mission Beach Residences Project would develop 51 total units which would employ a variety of housing products and unit sizes. The project is consistent with this policy.

- **Policy CE-A.5:** Employ sustainable or "green" building techniques for the construction and operation of buildings.
    - This Mission Beach Residences Project would be designed to meet LEED-Silver certification and employ a variety of sustainable design and energy efficiency techniques and include a photovoltaic (PV) system. The project is consistent with this policy.
- **Policy CE-A.7:** Construct and operate buildings using materials, methods, and mechanical and electrical systems that ensure a healthful indoor air quality. Avoid contamination by carcinogens, volatile organic compounds, fungi, molds, bacteria, and other known toxics.
    - Eliminate the use of chlorofluorocarbon-based refrigerants in newly constructed facilities and major building renovations and retrofits for all heating, ventilation, air conditioning, and refrigerant-based building systems.
    - Reduce the quantity of indoor air contaminants that are odorous or potentially irritating to protect installers and occupant's health and comfort. Where feasible, select low emitting adhesives, paints, coatings, carpet systems, composite wood, agri-fiber products, and others.
    - This Mission Beach Residences Project would be designed to meet LEED-Silver certification and include a PV system. Credits associated with this certification include specific focus on increasing indoor air quality and eliminating the use of chlorofluorocarbons. The project is consistent with this policy.
- **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.
    - This Mission Beach Residences Project would be designed to meet LEED-Silver certification and include a PV system. Credits associated with this certification include specific focus on the use of recycled materials, local materials, or sustainable materials. The project is consistent with this policy.
- **Policy CE-A.11:** Implement sustainable landscape design and maintenance.
    - This Mission Beach Residences Project would be designed to meet LEED-Silver certification and include a PV system. Credits associated with this certification include specific allotments of potable water use, and reductions in impervious surface and water reuse. The project is consistent with this policy.

- **Policy UD-A.6:** Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.
    - The Mission Beach Residences Project would incorporate landscaped areas associated with each building and a 0.201-acre pocket park adjacent to Mission Boulevard. The project would be consistent with this policy.
- **Distinctive Neighborhoods and Residential Design Goal 3**: Architectural design that contributes to the creation and preservation of neighborhood character and vitality.
    - The Mission Beach Residences Project involves development that is consistent with the lot size, architectural character, and density of the surrounding neighborhood. The project is consistent with this goal.
- **Distinctive Neighborhoods and Residential Design Goal 6:** Pedestrian connections linking residential areas, commercial areas, parks, and open space.
    - The Mission Beach Residences Project would extend public pedestrian access through Jersey Court and two unnamed alleys which would be open to the public to connect to the similar existing pedestrian network in the surrounding residential community. Extension of Jersey Court would also provide additional visual access to Mission Bay and the beach. The project is consistent with this goal.
- **Policy UD-B.2:** Achieve a mix of housing types within single developments
    - Incorporate a variety of unit types in multifamily projects
    - Incorporate a variety of single family housing types in a single-family projects/subdivisions
    - Provide transitions of scale between higher-density development and lower-density neighborhoods
    - Identify sites for revitalization and additional housing opportunities in neighborhoods
    - The Mission Beach Residences Project would develop 51 total units which would employ a variety of housing products and unit sizes. Additionally, the project would redevelop a currently dilapidated site, including unmaintained structures surrounded by a chain-linked fence, and would revitalize the site through appropriately designed residential uses and improve visual and physical access to the surrounding community. The project is consistent with this policy.
- **Policy UD-B.3:** Design subdivisions to respect the existing lot pattern established within neighborhoods to maintain community character.
    - Create lot divisions that respect the existing pattern of development for neighborhood continuity and compatibility.

- Design lot divisions to have a portion of each created lot in areas of less than 25 percent gradient.
- The Mission Beach Residences Project involves development that is consistent with the lot size, architectural character, and density of the surrounding neighborhood. Each of the residential condominium units proposed would be located in three-story buildings and would be consistent with the density recommendation of 36-dwelling-units-per-acre density maximum. Additionally, the Mission Beach Residences Project site is currently flat and lots would not exceed 25 percent gradient. The Mission Beach Residences Project is consistent with this policy.

- **Policy UD-B.5a:** 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.
  - The Mission Beach Residences Project would extend the existing Jersey Court and two unnamed alleys and connect to the similar existing pedestrian network in the surrounding residential community. The vehicular alleys would extend through the project site to connect the street network through the project site. The private alleys would be open to the public. Extension of Jersey Court would also provide additional visual access to Mission Bay and the beach. The Mission Beach Residences Project is consistent with this policy.
- **Policy ME-G.1** Provide and manage parking so that it is reasonably available when and where it is needed. Implement strategies to address community parking problems using a mix of parking supply, management, and demand solutions, including but not limited to those described on Table ME-3, Parking Strategies Toolbox.
  - A minimum of 102 spaces are required. The Mission Beach Residences Project would include 102 parking spaces in enclosed garage tandem spaces. The project includes parking tool "Tandem Parking" (enclosed), from Table ME-3, Parking Strategies Toolbox. The Mission Beach Residences Project is consistent with this policy.
- **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 to minimize the effects on noise-sensitive land uses.
  - The Mission Beach Residences Project involves residential use surrounded by a residential community with similar land use. Operational noise impacts would be less than significant. Construction noise impacts would be compliant with the City's Noise Ordinance time frames and would be mitigated to the extent feasible; however, due to the close proximity of existing residences, temporary construction noise impacts would be considered significant and unavoidable. Mitigation measure MB-

NOI-1 would seek to limit the project's construction noise impacts to the maximum extent feasible; however, the noise impact would not be reduced to a level below significance (see *Section 5.2, Noise*). Overall the project is consistent with this policy.

In addition to the policies listed above, the City of San Diego General Plan Public Facilities Element includes goals and policies related to educational facilities planning, including elementary schools. According to the General Plan, the San Diego Unified School District applies the following guidelines in the planning of school facilities:

- Elementary schools: maximum enrollment of 700 students. Site of approximately seven acres required to support the educational program.

The elementary school function ceased in the summer of 1973, after which the facility served as a special education school until at least the early 1980s. Upon closure of the site as an education facility, it was used for administrative purposes by San Diego Unified School District (SDUSD) until 2013. Following its use as an administrative facility, SDUSD determined the facility was no longer required to support educational programs under their purview; therefore, this specific goal would no longer apply to the former Mission Beach Elementary School facility, and the Mission Beach Residences Project would not conflict with the goals and policies of the Public Facilities Element.

Additionally, the Mission Beach Residences Project would have many sustainable features in accordance with the San Diego General Plan Conservation Element, as outlined in detail in *Table 5.1-1, Consistency with the City of San Diego's 2008 General Plan*. These features are intended to promote resource conservation, increase energy efficiency, and reduce human impacts on climate change. In addition, the Mission Beach Residences Project has adopted the goals and requirements of City Council Policy 900-14, even though this policy is a mandate on public facilities owned by the City. The Mission Beach Residences Project would be designed to meet LEED-Silver certification and include a PV system which would ensure project design is consistent with the General Plan Conservation Element and Policy 900-14. LEED sustainability measures are described in *Section 3.1.4, Project Characteristics*.

Mission Beach Precise Plan and Local Coastal Program Addendum

- **Goal:** The permanent control of height and building bulk so that structures in Mission Beach will not have adverse effects on surrounding property, the beaches, and the community in general.
    - The Mission Beach Residences Project would develop 51 condominium dwelling units that are consistent with both building and lot size and the scale of the surrounding residences. Each of these units will be located in three-story buildings, and consistent

with the density recommendation of 36-dwelling-units-per-acre density maximum. The Mission Beach Residences Project is consistent with this goal.

- **Recommendation:** That a density limitation of 36 dwelling units per net residential acre be established for Mission Beach and all new development.
    - The Mission Beach Residences Project would develop 51 condominium dwelling units that are consistent with both building and lot size and the scale of the surrounding residences. Each of these units will be located in three-story buildings, and consistent with the density recommendation of 36-dwelling-units-per-acre density maximum. The Mission Beach Residences Project is consistent with this recommendation.
- **Recommendation:** That tandem parking be permitted provided that at least one space per unit is accessible to a public right-of-way.
    - A minimum of 102 spaces are required, and the Mission Beach Residences Project would provide 102 parking spaces in enclosed garage tandem spaces which would be accessible to a public right-of-way including private alleys open to the public. The Mission Beach Residences Project is consistent with this recommendation.
- **Goal:** The encouragement of all types and individuals and family sizes to live in Mission Beach.
    - The Mission Beach Residences Project would develop 51 total units, which would employ a variety of housing products, unit sizes and floor plans. The Mission Beach Residences Project is consistent with this goal.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project site is designated for residential land use in the City of San Diego General Plan and the Mission Beach Precise Plan, as shown in Figure 5.1-1, although the site was previously utilized as an educational building for the SDUSD. The site is currently vacant. At a proposed density of 36 dwelling units per acre, the residential development proposed for the project site would be consistent with the 36-dwelling-units-per-acre maximum for the residential land use within the Mission Beach Precise Plan.

The Santa Barbara Place Residences Project is also in compliance with the general and supplemental regulations for development outlined in detail within Sections 1513.0401 through 1513.0405 of the San Diego Municipal Code. Through compliance with these regulations, and issuance of the Mission Beach District Permit, the Santa Barbara Place Residences Project would be in compliance with the Mission Beach PDO.

Similar to the Mission Beach Residences Project, a Mission Beach Planned District Permit is required to be consistent with the San Diego Municipal Code including the Mission Beach PDO. The Santa Barbara Place Residences Project's consistency with each applicable regulation is outlined in detail in *Table 5.1-3, Consistency with Mission Beach Planned District Ordinance*. Through compliance with these regulations and issuance of the permit, the Santa Barbara Place Residences Project would be in compliance with the Mission Beach PDO.

The project's consistency analysis with pertinent goals, policies, and recommendations are provided in *Table 5.1-1, Consistency with City of San Diego's 2008 General Plan*, and *Table 5.1-2, Consistency with the City of San Diego Mission Beach Precise Plan and Local Coastal Program Addendum*, located at the end of this section. The land use consistency analysis takes several factors into consideration. Overall, as shown in the consistency tables, the Santa Barbara Place Residences Project would implement many of the goals, policies, guidelines, and recommendations contained within the existing General Plan and Mission Beach Precise Plan. Some of the more important examples from the tables are as described in the following sections.

City's General Plan

- **Policy LU-C 2a-1:** Include a variety of residential densities, including mixed use, to increase the amount of housing types and sizes, and provide affordable housing opportunities.
    - The Santa Barbara Place Residences Project would develop 12 total units which would employ a variety of products, unit sizes and floor plans. The project is not a mixed use and would not provide affordable housing.
- **Policy CE-A.5**: Employ sustainable or "green" building techniques for the construction and operation of buildings.
    - This Santa Barbara Place Residences Project would be designed to meet LEED-Silver certification and employ a variety of sustainable design and energy efficiency techniques and include a PV system. The project is consistent with this policy.
- **Policy CE-A.7:** Construct and operate buildings using materials, methods, and mechanical and electrical systems that ensure a healthful indoor air quality. Avoid contamination by carcinogens, volatile organic compounds, fungi, molds, bacteria, and other known toxics.
    - Eliminate the use of chlorofluorocarbon-based refrigerants in newly constructed facilities and major building renovations and retrofits for all heating, ventilation, air conditioning, and refrigerant-based building systems.
    - Reduce the quantity of indoor air contaminants that are odorous or potentially irritating to protect installers and occupant's health and comfort. Where feasible,

select low emitting adhesives, paints, coatings, carpet systems, composite wood, agri-fiber products, and others.

- This Santa Barbara Place Residences Project would be designed to meet LEED-Silver certification and include a PV system. Credits associated with this certification include specific focus on increasing indoor air quality and eliminating the use of chlorofluorocarbons. The project is consistent with this policy.

- **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.
  - This Santa Barbara Place Residences Project would be designed to meet LEED-Silver certification and include a PV system. Credits associated with this certification include specific focus on the use of recycled materials, local materials, or sustainable materials. The project is consistent with this policy.
- **Policy CE-A.11:** Implement sustainable landscape design and maintenance.
  - This Santa Barbara Place Residences Project would be designed to meet LEED-Silver certification and include a PV system. Credits associated with this certification include specific allotments of potable water use, and reductions in impervious surface and water reuse. The project is consistent with this policy.
- **Distinctive Neighborhoods and Residential Design Goal 3**: Architectural design that contributes to the creation and preservation of neighborhood character and vitality.
- **Policy UD-A.6:** Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.
  - The Santa Barbara Place Residences Project would incorporate landscaped areas associated with each building and a landscaped triangle which would serve as a landscape buffer and pedestrian amenity adjacent to Mission Boulevard. The project would be consistent with this policy.
- **Policy UD-B.3:** Design subdivisions to respect the existing lot pattern established within neighborhoods to maintain community character.
  - Create lot divisions that respect the existing pattern of development for neighborhood continuity and compatibility.
  - Design lot divisions to have a portion of each created lot in areas of less than 25 percent gradient.
  - The Santa Barbara Place Residences Project involves development that is consistent with the lot size, architectural character, and density of the surrounding

neighborhood. Each of the residential condominium units proposed would be located in three-story buildings and would be consistent with the density recommendation of 36-dwelling-units-per-acre density maximum. Additionally, the project site is currently flat and lots would not exceed 25 percent gradient. The Santa Barbara Place Residences Project is consistent with this policy.

- **Policy UD-B.5a:** 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.
    - The Santa Barbara Place Residences Project would not result in project features that would obstruct pedestrian, bicycle or vehicular connectivity within the community. Additionally, the project would incorporate landscaped areas associated with each building and a landscaped triangle which would serve as a landscape buffer and pedestrian amenity adjacent to Mission Boulevard. The Santa Barbara Place Residences Project is consistent with this policy.
- **Policy ME-G.1** Provide and manage parking so that it is reasonably available when and where it is needed. Implement strategies to address community parking problems using a mix of parking supply, management, and demand solutions, including but not limited to those described on Table ME-3, Parking Strategies Toolbox.
    - A minimum of 24 spaces are required. The Santa Barbara Place Residences Project would include 24 parking spaces in enclosed garage tandem spaces. The project includes parking tool "Tandem Parking" (enclosed), from Table ME-3, Parking Strategies Toolbox. The Santa Barbara Place Residences Project is consistent with this policy.
- **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 to minimize the effects on noise-sensitive land uses.
    - The Santa Barbara Place Residences Project involves residential use surrounded by a residential community with similar land use. Operational noise impacts would be less than significant. Construction noise impacts would be compliant with the City's Noise Ordinance time frames; however, due to the close proximity of existing residences, temporary construction noise impacts would be considered significant and unavoidable. The Santa Barbara Place Residences Project would not be consistent with this policy related to short-term construction noise. Mitigation measure SBP-NOI-1 would seek to limit the project's construction noise impacts to the maximum extent feasible; however, the impact would not be reduced to a level below significance (see *Section 5.2, Noise*).

The Santa Barbara Place Residences project would have many sustainable features in accordance with the San Diego General Plan Conservation Element, as outlined in detail in *Table 5.1-1, Consistency with the City of San Diego's 2008 General Plan*. These features are intended to promote resource conservation, increase energy efficiency, and reduce human impacts on climate change. In addition, the Santa Barbara Place Residences Project has adopted the goals and requirements of City Council Policy 900-14, even though this policy is a mandate on public facilities owned by the City. The Santa Barbara Place Residences Project would be designed to meet LEED-Silver certification and include a PV system which would ensure project design is consistent with the General Plan Conservation Element and Policy 900-14. LEED sustainability measures are described in *Section 3.2.4, Project Characteristics*.

Mission Beach Precise Plan and Local Coastal Program Addendum

- **Goal:** The permanent control of height and building bulk so that structures in Mission Beach will not have adverse effects on surrounding property, the beaches, and the community in general.
    - The Santa Barbara Place Residences Project would develop 12 multifamily dwelling units that are consistent with both building and lot size and the scale of the surrounding residences. Each of these units will be located in three-story buildings, and consistent with the density recommendation of 36-dwelling-units-per-acre density maximum. The Santa Barbara Place Residences Project is consistent with this goal.
- **Recommendation:** That a density limitation of 36 dwelling units per net residential acre be established for Mission Beach and all new development.
    - The Santa Barbara Place Residences Project would develop 12 multifamily dwelling units that are consistent with both building and lot size and the scale of the surrounding residences. Each of these units will be located in three-story buildings, and consistent with the density recommendation of 36-dwelling-units-per-acre density maximum. The Santa Barbara Place Residences Project is consistent with this recommendation.
- **Recommendation:** That tandem parking be permitted provided that at least one space per unit is accessible to a public right-of-way.
    - A minimum of 24 spaces are required, and the Santa Barbara Place Residences Project would provide 24 parking spaces in enclosed garage tandem spaces. These tandem garages would be accessible to adjacent public right-of-ways, including Bayside Lane and Mission Boulevard, and publically accessible alleys leading to these two streets. The Santa Barbara Place Residences Project is consistent with this recommendation.

Combined Project Analysis

The combination of the Mission Beach Residences Project and the Santa Barbara Place Residences Project would not propose any additional deviations than proposed for each project individually. The Mission Beach Residences Project is currently inconsistent with the City of San Diego General Plan, Mission Beach Precise Plan and Local Coastal Plan; however, with the implementation of the GPA, CPA, and LCPA, the projects would be consistent with the updated General Plan, Mission Beach Precise Plan, and LCP land use designations. Neither the Mission Beach Residences Project nor the Santa Barbara Place Residences Project would conflict with the General Plan or Mission Beach Precise Plan following implementation of the GPA, CPA and LCPA for the Mission Beach Residences Project; therefore, when evaluated together, the 51 units proposed for the Mission Beach Residences Project and the 12 units proposed for the Santa Barbara Place Residences Project would be consistent with the goals and recommendations of applicable land use plans. Various resource areas have the potential to be impacted through the combination of both the Mission Beach Residences Project and the Santa Barbara Place Residences Project. Refer to *Section 7.2, Air Quality*, for detailed analysis of the consistency of the combined project with the Regional Air Quality Standards. Refer to *Section 7.6, Hydrology and Water Quality*, for detailed analysis of the combined project's consistency with water quality control plans. With the combination of the 51 units for the Mission Beach Residences Project and the 12 units proposed for the Santa Barbara Place Residences Project, significant secondary impacts to transportation/circulation and parking would result at the intersection of Mission Boulevard and Santa Barbara Place, as disclosed in *Section 5.4.4* of this EIR.

5.1.4 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The Mission Beach Residences Project would not conflict or be substantially incompatible with the environmental goals, objectives, or guidelines of a community, general, or other applicable plan. Although the Mission Beach Residences Project would conflict with the existing City of San Diego General Plan land use designation of "Institutional & Public and Semi-Public Facilities" and the Mission Beach Precise Plan land use designation of "School," the amended residential land use designation would not create an indirect or secondary environmental impact. Therefore, impacts would be less than significant.

Santa Barbara Place Residences Project

The Santa Barbara Residences Project would not conflict or be substantially incompatible with the environmental goals, objectives, or guidelines of a community, general, or other applicable plan. The Santa Barbara Residences Project would not conflict with any existing land use designation. Therefore, impacts would be less than significant.

Combined Project Analysis

When evaluated together, the 51 units proposed for the Mission Beach Residences Project and the 12 units proposed for the Santa Barbara Place Residences Project would not conflict with the environmental goals, objectives, or recommendations of the General Plan or Mission Beach Precise Plan, or be substantially incompatible with an adopted plan. As stated above, each individual project would not conflict with an adopted land use designation or intensity causing indirect or secondary environmental impacts.

With the combination of the 51 units for the Mission Beach Residences Project and the 12 units proposed for the Santa Barbara Place Residences Project, significant secondary impacts associated with the combined project scenario regarding transportation/circulation and parking would result at the intersection of Mission Boulevard and Santa Barbara Place, as disclosed in *Section 5.4.4* of this EIR.

5.1.5 MITIGATION, MONITORING, AND REPORTING

Mission Beach Residences Project

Since no significant impacts were identified, no mitigation measures are required.

Santa Barbara Place Residences Project

Since no significant impacts were identified, no mitigation measures are required.

Combined Project

The following mitigation measure, which is identical to mitigation measure CP-TRA-1 in *Section 5.4.5*, would reduce secondary land use impacts to below a level of significance:

CP-LU-1 Prior to issuance of the first building permit in either the Mission Beach Residences project or the Santa Barbara Residences project, the Owner/Permittee shall assure by permit and bond the installation of a traffic signal at the intersection of Mission Boulevard and Santa Barbara Place to the satisfaction of the City Engineer. The traffic signal shall be installed by the Owner/Permittee no later than May 1, 2025, to the satisfaction of the City Engineer; provided, however, that the City Engineer may require installation of the traffic signal by the Owner/Permittee prior to May 1, 2025, based on the results of annual traffic counts and impact analysis for this intersection submitted by the Owner/Permittee on or before May 1 of each year. Fair share for the traffic signal shall be divided 82% to the Owner/Permittee of Mission Beach Residences project and 18% to the Owner/Permittee of the Santa Barbara Place Residences project.

5.1.6 IMPACTS

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

Mission Beach Residences Project

Land Development Code Section 143.0910 allows Affordable/In-fill Housing and Sustainable Building projects to request deviations from applicable development regulations through a Process 4 Site Development Permit provided the Findings per Section 126.0504(a) and Section 126.0504(m) can be met.

The following deviations are requested for the project:

- A deviation from San Diego Municipal Code Section 1513.0304 for street frontage is proposed for lots 7 through 15~~7~~. This section requires 30 feet of street frontage in the MBPD-R-S zone. Since the project includes a Vesting Tentative Map, the lack of street frontage for lots 7 through 15 also results in a deviation to SDMC 144.0211(a), which requires that each lot have frontage on a street that is open to and usable by vehicular traffic. The existing public right-of ways were vacated in 1938 and 1941, and the portion of the land within the alleys and court were reverted to the adjacent lots starting from the centerline of the former alleys and court. The proposed lots would front a private driveway with a public ~~private~~ access easement rather than a public street as a condition of the Vesting Tentative Map. Therefore, the individual lots will be provided access to and from a publicly accessible right-of-way and be consistent with other alleys within the surrounding community.~~The private driveway would provide access to the public streets.~~ The proposed private driveways would be privately owned and would be maintained by the development's Home Owner's Association (HOA) in order to provide enhanced improvements and maintenance. The private driveways would have an easement for access to both Mission Boulevard and Bayside Lane (Mission Beach Residences 2014).
- A deviation from San Diego Municipal Code Section 1513.0304 for street frontage is proposed for lot 6. The required frontage is 30 feet where 25.04 feet would be provided. The lot is an irregular shaped end-lot occurring where Bayside Lane cuts diagonally through the regular street grid. The lot does not have the required 30 feet of frontage due to the unique geometry, but it has an average lot width of 45 feet, and a lot area far greater than the required minimum. Deviations have historically been permitted throughout Mission Beach where Bayside Lane runs diagonally and creates other irregular shaped lots (Mission Beach Residences 2014).

- A deviation from the San Diego Land Development Code Section 113.0273 for the 20 foot by 20 foot visibility triangle area along the property line on the sides of the private driveways that intersect with Bayside Lane ~~at Jersey Court and Kennebeck Court~~. The Mission Beach Residences Project includes stop signs at the intersection of Bayside Lane and these two Private Drives, instead of providing the required visibility triangles.

As described, the proposed deviations would include improvements to street frontages and construction of access ways which would improve connectivity and access throughout the Mission Beach Residences Project site. As such, proposed deviations would not create physical modifications that would result in significant impacts.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would not require variances or deviations, causing indirect or secondary environmental impacts to occur. Therefore, no indirect or secondary environmental impacts would occur.

Combined Project Analysis

The proposed deviations for the Mission Beach Residences Project would include improvements to street frontages and construction of access ways which would improve connectivity and access throughout the project site. The Santa Barbara Place Residences Project would not require any variations or deviations. With the combination of the 51 units proposed for the Mission Beach Residences Project and the 12 units proposed for the Santa Barbara Place Residences Project, no secondary significant impacts would result.

5.1.7 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The proposed deviations for the Mission Beach Residences Project would include minor improvements to street frontages and construction of access ways which would improve connectivity and access throughout the project site. As such, proposed deviations would not create physical modifications that would result in significant impacts. Therefore, impacts would be less than significant.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would not require any deviations or variances causing indirect or secondary environmental impacts to occur. Therefore, no impacts would occur.

Combined Project Analysis

As stated above, each individual project would not result in a physical impact on the environment through deviances or variances. The combination of the two projects would not result in any physical impacts on the environment through deviations or variances.

5.1.8 MITIGATION, MONITORING, AND REPORTING

Mission Beach Residences Project

Since no significant impacts were identified, no mitigation measures are required.

Santa Barbara Place Residences Project

Since no significant impacts were identified, no mitigation measures are required.

Combined Project

Since no significant impacts were identified, no mitigation measures are required.

5.1.9 IMPACTS

Issue 3: Would the proposal result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan (ALUCP) including aircraft noise levels as defined by the plan?

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

- Incompatible uses as defined in an airport land use plan or inconsistency with an airport's land use compatibility plan as adopted by the Airport Land Use Commission to the extent that the inconsistency is based on valid data. CEQA, Section 21096 and 15154, requires this land use/health and safety analysis. For additional information, consult the California Airport Land Use Planning Handbook or the applicable Comprehensive Land Use Plan:
    - San Diego International Airport (adopted April 3, 2014, amended May 1, 2014).

Mission Beach Residences Project

The SDIA ALUCP defines the Mission Beach Residences Project site as being on the boundary of the Airport Influence Area, within Review Area 2 (see *Figure 5.1-5, San Diego International*

Airport Safety Compatibility Map). Although the Mission Beach Residences Project is located in Review Area 2, the project would not require an increase in the height limit for the area as the project would be below the three-story, 35-foot height restriction as delineated in the ALUCP and Mission Beach Precise Plan. All structures would be limited to 30 feet to conform to the coastal height overlay zone requirement and the 35-foot height limit from the Mission Beach Precise Plan. Therefore, the project is not subject to additional requirements of the San Diego County Regional Airport Authority (San Diego Regional County Airport Authority 2014). No feature of the project would require a change to air station flight operations, approach minimums, or departure routes. The Mission Beach Residences Project would not interfere with aircraft communications systems, navigation systems, or other electrical systems. The project does not propose reflective lighting that would interfere with aircrew vision. Finally, the project does not include development uses, such as, but not limited to landfills, feed stations, or certain types of vegetation, that would attract birds or waterfowl. As shown on *Figure 5.1-5*, the project is not located in any noise contours associated with operations of the SDIA, but is included within the low Traffic Pattern Zone. As defined in the Caltrans California Airport Land Use Planning Airport Handbook, five safety compatibility zones apply to large carrier airports such as SDIA. The Traffic Pattern Zone is an additional sixth safety zone for general aviation airports, which acknowledges that the area is subject to frequent low-altitude overflights by aircraft in the local traffic pattern, and is associated with touch-and-go take-offs and landings for trainings (Caltrans 2011). Low altitude overflights are associated with take-off and landings of flight training exercises. These activities are uncommon at SDIA, due to the constant activity of large, high performance jet aircrafts used for commercial flights (San Diego Regional County Airport Authority 2014). For these reasons, the Mission Beach Residences Project would not conflict with the ALUCP for the SDIA.

The site is within the FAA Part 77 Notification Area, but because the proposed building heights would not penetrate the Part 99 notification surfaces of 210 feet above mean sea level for the SDIA, no FAA notification is required.

Pursuant to a memorandum entitled "Airport Land Use Commission Consistency Determination Construction of 51 Residential Units at 818 Santa Barbara Place, City of San Diego," the Airport Land Use Commission has reviewed the Mission Beach Residences Project proposal and notes that none of the regulations for Review Area 2 or FAA are applicable to the project and there are no bird attractants or other attributed which would constitute electrical interference or visual hazard. Therefore, the ALUC stated that no determination of consistency with the ALUCP is applicable (San Diego County Regional Airport Authority 2015a).

Santa Barbara Place Residences Project

The SDIA ALUCP defines the Santa Barbara Place Residences Project site as being on the border of the Airport Influence Area, within Review Area 2 (see *Figure 5.1-5, San Diego International Airport Safety Compatibility Map*). Although the project is located in Review Area 2, the project would not require an increase in the height limit for the area as the project will be below the three-story, 35-foot height restriction. Therefore, the Santa Barbara Place Residences Project is not subject to additional requirements for determinations by the FAA and the San Diego County Regional Airport Authority (San Diego Regional County Airport Authority 2014).

No feature of the Santa Barbara Place Residences Project would require a change to air station flight operations, approach minimums, or departure routes. The project would not interfere with aircraft communications systems, navigation systems, or other electrical systems. The project does not propose reflective lighting that would interfere with aircrew vision. Finally, the Santa Barbara Place Residences Project does not include development uses that would attract birds or waterfowl, such as, but not limited to landfills, feed stations, or certain types of vegetation. As shown on *Figure 5.1-5*, the project is not located in any noise contours associated with operations of the SDIA, but is included within a low Traffic Pattern Zone. As defined in the Caltrans California Airport Land Use Planning Airport Handbook, five safety compatibility zones apply to large carrier airports such as SDIA. The Traffic Pattern Zone is an additional sixth safety zone for general aviation airports, which acknowledges that the area is subject to frequent low-altitude overflights by aircraft in the local traffic pattern, and is associated with touch-and-go take-offs and landings for trainings (Caltrans 2011). Low altitude overflights are associated with take-off and landings of flight training exercises. These activities are uncommon at SDIA, due to the constant activity of large, high performance jet aircrafts used for commercial flights. (San Diego Regional County Airport Authority 2014). For these reasons, the Santa Barbara Place Residences Project would not conflict with the ALUCP for the SDIA.

The site is within the FAA Part 77 Notification Area, but because the proposed building heights would not penetrate the Part 99 notification surfaces of 210 feet above mean sea level for the SDIA, no FAA notification is required.

Pursuant to a memorandum entitled, "Airport Land Use Commission Consistency Determination Construction of 12 Residential Units at 825 Santa Barbara Place, City of San Diego," the Airport Land Use Commission has reviewed the Santa Barbara Place Residences Project proposal and notes that none of the regulations for Review Area 2 or FAA are applicable to the project and there are no bird attractants or other attributed which would constitute electrical interference or visual hazard.

Therefore, the ALUC stated that no determination of consistency with the ALUCP is applicable (San Diego County Regional Airport Authority 2015b).

Combined Project Analysis

Compatibility with the ALUCP is based on height and location within a noise contour appropriate for the proposed land use. As neither of the projects would conflict with these issues, the combined project would not conflict with the SDIA ALUCP. Based on two separate memorandums provided by the Airport Land Use Commission on each projects, regulations and limitations within the ALUCP are not applicable, and neither project requires a determination of consistency with the ALUCP (San Diego Regional Airport Authority 2015a, 2015b).

5.1.10 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The Mission Beach Residences Project would be compatible with the adopted ALUCP, including aircraft noise levels as defined by the plan. Therefore, impacts would be less than significant.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would be compatible with the adopted ALUCP, including aircraft noise levels as defined by the plan. Therefore, impacts would be less than significant.

Combined Project Analysis

As stated previously, the combined project would not conflict with an applicable ALUCP. Therefore, impacts would be less than significant.

5.1.11 MITIGATION, MONITORING, AND REPORTING

Mission Beach Residences Project

Since no significant impacts were identified, no mitigation measures are required.

Santa Barbara Place Residences Project

Since no significant impacts were identified, no mitigation measures are required.

Combined Project

Since no significant impacts were identified, no mitigation measures are required.

5.1.12 PROJECT CONSISTENCY WITH GENERAL AND COMMUNITY PLANS

Tables 5.1-1, Consistency with the City of San Diego's 2008 General Plan; *5.1-2, Consistency with the City of San Diego Mission Beach Precise Plan and Local Coastal Program Addendum*; and *5.1-3, Consistency with the Mission Beach Planned District Ordinance* outline the projects' consistency or inconsistency with relevant planning documents. As disclosed in detail in these tables, the projects would implement many of the goals, policies, guidelines, and recommendations in the existing General Plan and Mission Beach Precise Plan, and be consistent with the restrictions within the Mission Beach Planned District Ordinance.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Land Use and Community Planning Element			
Policy LU-C.1b	Rely on community plans for site-specific land use density designations and recommendations.	The project would require a community plan amendment to ensure the proposed residential development is allowed through a land use update from School designation in the Mission Beach Precise Plan to residential. This project is consistent with this policy.	This project does not require a change in land use or density, or a change in an adopted community plan. This project is consistent with this policy.
Policy LU-C.2a-1	Include a variety of residential densities, including mixed use, to increase the amount of housing types and sizes, and provide affordable housing opportunities.	The project would develop 51 total condominium units in a variety of configurations, floor plans and spatial allocations.	The project would develop 12 total condominium units in a variety of configurations, floor plans and spatial allocations.
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. (Note: state law mandates that General Plan and community plan amendments are not to be required for projects utilizing state-mandated housing density bonuses.)	The project would require a community plan amendment to ensure the proposed residential development is allowed through a land use update from School designation in the Mission Beach Precise Plan to residential.	This project does not require a change in land use or density, or a change in an adopted community plan.
Consistency Goal 1	Zoning concurrent with community plan updates and amendments to ensure consistency with community plan land use designations.	The project is consistent with the zoning designation outlined in the Mission Beach Precise Plan.	The project is consistent with the zoning designation outlined in the Mission Beach Precise Plan.
Policy LU-H.3	Provide a variety of housing types and sizes with varying levels of affordability in residential and village developments.	The project would develop 51 total condominium units with a variety of configurations, floor plans and spatial allocations.	This project would develop 12 total condominium units with a variety of configurations, floor plans and spatial allocations.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Environmental Justice Goals	Ensure a just and equitable society by increasing public outreach and participation in the planning process.	The project would include several public outreach meetings and public notifications, as consistent with all applicable notification process requirements associated with the California Environmental Quality Act (CEQA).	The project would include several public outreach meetings and public notifications, as be consistent with all applicable notification process requirements associated with the California Environmental Quality Act (CEQA).
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 Native American tribes to provide them with an opportunity to participate in local land use discussions at an early planning stage, for the purpose of protecting, or mitigating impacts to cultural places.	The project would be consistent with all applicable notification process requirements associated with the California Environmental Quality Act (CEQA). In compliance with Section 15082 of the CEQA Guidelines, the City Development Services Department circulated the NOP and Scoping Letter, dated August 29, 2014, to interested agencies, groups, and individuals. The 30-day public scoping period ended September 29, 2014. In addition, a public scoping meeting was held on September 23, 2014, at the City of San Diego Santa Clara Recreation Center, to gather additional public input. Comments received during the NOP public scoping period and meeting were considered during the preparation of this MEIR. The NOP and Scoping Letter comments are included as *Appendix A* of this MEIR.	The project would be consistent with all applicable notification process requirements associated with the California Environmental Quality Act (CEQA). In compliance with Section 15082 of the CEQA Guidelines, the City Development Services Department circulated the NOP and Scoping Letter, dated August 29, 2014, to interested agencies, groups, and individuals. The 30-day public scoping period ended September 29, 2014. In addition, a public scoping meeting was held on September 23, 2014, at the City of San Diego Santa Clara Recreation Center, to gather additional public input. Comments received during the NOP public scoping period and meeting were considered during the preparation of this MEIR. The NOP and Scoping Letter comments are included as *Appendix A* of this MEIR.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Urban Design Element			
Policy UD-A.5	Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context. b. encourage designs that are sensitive to the scale, form, rhythm, proportions, and materials in proximity to commercial areas and residential neighborhoods that have a well-established, distinctive character.	The project would develop 51 condominium dwelling units that are consistent with both building and lot size and scale of the surrounding residences. The project would also include a pocket park. Each unit would be located in three-story buildings and would be consistent with the density maximum of 36 dwelling units per acre.	The project would develop 12 multifamily dwelling units that are consistent with both building and lot size and scale of the surrounding residences. Each of these units would be located in three-story buildings and would be consistent with the density maximum of 36 dwelling units per acre.
Policy UD-A-6	Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.	The project would include landscaped areas associated with each building and a 0.201-acre pocket park adjacent to Mission Boulevard.	The project would include landscaped areas associated with each building including a landscaped triangle space adjacent to Mission Boulevard.
Policy UD-A.12	Reduce the amount and visual impact of surface parking lots.	The project would remove the surface parking lot associated with the previous Mission Beach School facility. In addition, parking for the proposed development would be a mixture of tandem spaces within enclosed garage spaces.	The project would remove the surface parking lot associated with the previous Mission Beach School facility. In addition, parking for the proposed development would be a mixture of tandem spaces within enclosed garage spaces.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Distinctive Neighborhoods and Residential Design Goal 3	Architectural design that contributes to the creation and preservation of neighborhood character and vitality.	As discussed in *Section 7.12, Visual Effects and Neighborhood Character*, with overall compliance with the PDO requirements and general residential land use recommendations of the Mission Beach Precise Plan, the Mission Beach Residences Project would develop structures of bulk and scale that would be consistent with the character of the surrounding community. The existing residential development includes a broad mix of old and new/remodeled structures exhibiting a variety of architectural styles between individual lots. The current land use detracts from the visual quality of the area due to its existing vacant state.Development of the Mission Beach Residences Project would increase the cohesiveness of the Mission Beach community by furthering the goals of retaining the residential character of the area and would enhance the visual quality of the area.	As discussed in *Section 7.12, Visual Effects and Neighborhood Character*, with overall compliance with the PDO requirements and general residential land use recommendations of the Mission Beach Precise Plan, the Santa Barbara Place Residences Project would develop structures of bulk and scale that would be consistent with the character of the surrounding community. The existing residential development includes a broad mix of old and new/remodeled structures exhibiting a variety of architectural styles between individual lots. The existing site structures and use detracts from the visual quality of the area due to its vacant state. Development of the Santa Barbara Place Project would increase the cohesiveness of the Mission Beach community by furthering the goals of retaining the residential character of the area and would enhance the visual quality of the area.
Distinctive Neighborhoods and Residential Design Goal 4	Innovative design for a variety of housing types to meet the needs of the population.	The project would develop 51 total condominium units in a variety of configurations, floor plans and spatial allocations.	This project would develop 12 total condominium units in a variety of configurations, floor plans and spatial allocations.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Distinctive Neighborhoods and Residential Design Goal 5	Infill housing, roadways, and new construction that are sensitive to the character and quality of existing neighborhoods.	The project would develop 51 condominium dwelling units that are consistent with the both building and lot size and scale of the surrounding residences. Each of these units would be located in three-story buildings and would be consistent with the density recommendation of 36-dwelling-units-per acre density maximum. Currently there are ~~93~~ 130 lots within the 300-foot ~~noticing~~ survey radius from the project. Of those 130 lots, there are 42 single-family homes, 80 buildings with 2 to 4 units, and 8 buildings with 5 or more units. ~~Of those 93 lots there are 22 single family homes, 61 buildings with 2-4 units, and 10 buildings with 5 or more units.~~ The surrounding area is comprised of predominantly multifamily unit developments. As such the proposed project is consistent with the character of the surrounding neighborhood. The proposed development also complies with all aspects of the Mission Beach PDO, including those regulations limiting size, bulk, floor area, maximum number of units, and lot consolidations.	The project would develop 12 multifamily dwelling units that are consistent with the both building and lot size and scale of the surrounding residences. Each of these units would be located in three-story buildings, and would consistent with the density recommendation of 36-dwelling-units-per-acre density maximum. Currently there are 93 lots within the 300-foot ~~noticing~~ survey radius from the project. Of those 93 lots there are 22 single family homes, 61 buildings with 2-4 units, and 10 buildings with 5 or more units. The surrounding area is comprised of predominantly multifamily unit developments. As such the proposed project is consistent with the character of the surrounding neighborhood. The proposed development also complies with all aspects of the Mission Beach PDO, including those regulations limiting size, bulk, floor area, maximum number of units, and lot consolidations.
Distinctive Neighborhoods and Residential Design Goal 6	Pedestrian connections linking residential areas, commercial areas, parks, and open space.	The project would extend Jersey Court and two unnamed alleys and connect to the similar existing pedestrian network in the surrounding residential community. The private alleys would be open to the public. Additionally, the location of the pocket park along Mission Boulevard would provide improved pedestrian access to passive open space opportunities.	The project would not impact pedestrian and vehicular circulation in the general vicinity of the project.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Policy UD-B.1	Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Project 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.	The project would develop 51 condominium dwelling units that are consistent with the both building and lot size and scale of the surrounding residences. Units would include a variety of configurations, floor plans and spatial allocations. Each of these units will be located in three-story buildings, and consistent with the density recommendation of 36-dwelling-units-per-acre density maximum. Currently there are ~~93~~ 130 lots within the 300-foot ~~noticing~~ survey radius from the project. Of those 130 lots, there are 42 single-family homes, 80 buildings with 2 to 4 units, and 8 buildings with 5 or more units. ~~Of those 93 lots there are 22 single family homes, 61 buildings with 2-4 units, and 10 buildings with 5 or more units.~~ The surrounding area is comprised of predominantly multifamily unit developments. As such the proposed project is consistent with the character of the surrounding neighborhood. The proposed development also complies with all aspects of the Mission Beach PDO, including those regulations limiting size, bulk, floor area, maximum number of units, and lot consolidations.	The project would develop 12 multifamily dwelling units that are consistent with the both building and lot size and scale of the surrounding residences. Each of these units will be located in three-story buildings, and consistent with the density recommendation of 36-dwelling-units-per-acre density maximum. Currently there are 93 lots within the 300-foot ~~noticing~~ survey radius from the project. Of those 93 lots there are 22 single family homes, 61 buildings with 2-4 units, and 10 buildings with 5 or more units. The surrounding area is comprised of predominantly multifamily unit developments. As such the proposed project is consistent with the character of the surrounding neighborhood. The proposed development also complies with all aspects of the Mission Beach PDO, including those regulations limiting size, bulk, floor area, maximum number of units, and lot consolidations.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Policy UD-B.2	Achieve a mix of housing types within single developments a. Incorporate a variety of unit types in multifamily projects b. Incorporate a variety of single-family housing types in a single-family projects/subdivisions c. Provide transitions of scale between higher-density development and lower-density neighborhoods. d. Identify sites for revitalization and additional housing opportunities in neighborhoods	The project would develop 51 total condominium units, with a variety of configurations, floor plans and spatial allocations. Currently there are ~~93~~ 130 lots within the 300-foot ~~noticing~~ survey radius from the project. Of those 130 lots, there are 42 single-family homes, 80 buildings with 2 to 4 units, and 8 buildings with 5 or more units.~~Of those 93 lots there are 22 single family homes, 61 buildings with 2-4 units, and 10 buildings with 5 or more units.~~ The surrounding area is comprised of predominantly multifamily unit developments. As such the proposed project is consistent with the character of the surrounding neighborhood. The proposed development also complies with all aspects of the Mission Beach PDO, including those regulations limiting size, bulk, floor area, maximum number of units, and lot consolidations.	This project would develop 12 total condominium units with a variety of configurations, floor plans and spatial allocations. Currently there are 93 lots within the 300-foot ~~noticing~~ survey radius from the project. Of those 93 lots there are 22 single family homes, 61 buildings with 2-4 units, and 10 buildings with 5 or more units. The surrounding area is comprised of predominantly multifamily unit developments. As such the proposed project is consistent with the character of the surrounding neighborhood. The proposed development also complies with all aspects of the Mission Beach PDO, including those regulations limiting size, bulk, floor area, maximum number of units, and lot consolidations.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Policy UD-B.3	Design subdivisions to respect the existing lot pattern established within neighborhoods to maintain community character. a Create lot divisions that respect the existing pattern of development for neighborhood continuity and compatibility. b Design lot divisions to have a portion of each created lot in areas of less than 25 percent gradient.	The project involves a development that is consistent with the lot size, architectural character, and density of the surrounding neighborhood. Each of the residential units proposed would be located in three-story buildings and would be consistent with the density recommendation of the 36-dwelling-units-per-acre density maximum. Currently there are ~~93~~ 130 lots within the 300-foot ~~noticing~~ survey radius from the project. . Of those 130 lots, there are 42 single-family homes, 80 buildings with 2 to 4 units, and 8 buildings with 5 or more units. ~~Of those 93 lots there are 22 single family homes, 61 buildings with 2-4 units, and 10 buildings with 5 or more units.~~ The surrounding area is comprised of predominantly multifamily unit developments. As such the proposed project is consistent with the character of the surrounding neighborhood. The proposed development also complies with all aspects of the Mission Beach PDO, including those regulations limiting size, bulk, floor area, maximum number of units, and lot consolidations.	The project involves a development that is consistent with the lot size, architectural character, and density of the surrounding neighborhood. Each of the residential units proposed would be located in three-story buildings, and consistent with the density recommendation of the 36-dwelling-units-per-acre density maximum. Currently there are 93 lots within the 300-foot ~~noticing~~ survey radius from the project. Of those 93 lots there are 22 single family homes, 61 buildings with 2-4 units, and 10 buildings with 5 or more units. The surrounding area is comprised of predominantly multifamily unit developments. As such the proposed project is consistent with the character of the surrounding neighborhood. The proposed development also complies with all aspects of the Mission Beach PDO, including those regulations limiting size, bulk, floor area, maximum number of units, and lot consolidations.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
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.	The project would extend Jersey Court and two unnamed alleys (open to the public) and connect to the similar existing pedestrian network in the surrounding residential community. The project would include landscaped areas associated with each building and a 0.201-acre pocket park adjacent to Mission Boulevard. See Figures 3-2a, 3-2b, and 3-3 for depictions of street frontages, elevations and site design. Structures would be located along the street frontage to effectively interact with the pedestrian amenities. Architectural design, bulk, and scale would be consistent with the surrounding residential community. Setbacks would be consistent with City standards. Jersey Court is a private alley which would be extended to Bayside Lane. Although proposed as a private alley, Jersey Court would observe the 15-foot standard setback required for public streets. Balconies and windows would be oriented toward alleyways which would be accessible to the public. Orientation of such features would be consistent with surrounding development. Garage entrances would be located on the bottom floor of all units and would be provided via private alleyways, away from primary public spaces such as Mission Blvd. Two units would access unit parking spaces via Bayside Lane. Curb cuts would be limited.	The project would include landscaped areas associated with each building including a landscaped triangle space adjacent to Mission Boulevard. See Figures 3-5a, 3-5b, and 3-6 for depictions of street frontages, elevations and site design. Structures would be located along the street frontage to effectively interact with the pedestrian amenities. Architectural design, bulk, and scale would be consistent with the surrounding residential community. Setbacks would be consistent with City standards. Balconies and windows would be oriented toward alleyways which would be accessible to the public. Orientation of such features would be consistent with surrounding development. Garage entrances would be located on the bottom floor of all units and would be provided via private alleyways, away from primary public spaces such as Mission Blvd. Curb cuts would be limited.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Policy UD-B.5a	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.	The project would extend Jersey Court and two unnamed alleys and connect to the similar existing pedestrian network in the surrounding residential community. The vehicular alleys will also be extend through the project site to connect the street network through the project site and would be open to the public.	The project would not impact pedestrian and vehicular circulation in the general vicinity of the project.
Policy UD-B.6	Utilize alleys to provide improved and alternative pedestrian access to sites. This would include consideration of a promenade or paseo design for alleys when enhanced landscaping, and residential units or uses that face the alleys to activate them as alternative pedestrian streets. This could provide an alternative function for alleys that is non-vehicular, but still provides linkages to other sites and uses and adds to a neighborhood's connectivity.	The project would extend Jersey Court and two unnamed alleys and connect to the similar existing pedestrian network in the surrounding residential community. The vehicular alleys will also be extend through the project site to connect the street network through the project site and would be open to the public.	The project would not impact pedestrian and vehicular circulation in the general vicinity of the project, and utilize alleys as alternative pedestrian access to the site.
Public Facilities, Services, and Safety Element			
Evaluation of Growth, Facilities, and Services Goal 1	Adequate public facilities available at the time of need.	The project would not significantly impact any public facilities serving the project area. Based on projected population growth associated with the proposed project, the addition of approximately 96 residents to the project area would not substantially increase demand for public services including fire protection, police protection, school facilities or libraries. See *Section 7.10* for additional information.	The project would not significantly impact any public facilities serving the project area. Based on projected population growth associated with the proposed project, the addition of approximately 23 residents to the project area would not substantially increase demand for public services including fire protection, police protection, school facilities or libraries. See *Section 7.10* for additional information.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
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.	The project would not significantly impact any public facilities serving the project area. Based on projected population growth associated with the proposed project, the addition of approximately 96 residents to the project area would not substantially increase demand for public services including fire protection, police protection, school facilities or libraries. The project would address impacts to parks through the provision of a 0.201-acre pocket park. See *Section 7.10* for additional information.	The project would not significantly impact any public facilities serving the project area. Based on projected population growth associated with the proposed project, the addition of approximately 23 residents to the project area would not substantially increase demand for public services including fire protection, police protection, school facilities or libraries. See Section 7.10 for additional information.
Fire-Rescue Goal 1	Protection of life, property, and environment by delivering the highest level of emergency and fire-rescue services, hazard prevention, and safety education.	Adequate public services are available to serve the project to ensure protection of life, property, and environment. Details are included in *Section 7.10* of this MEIR.	Adequate public services are available to serve the project to ensure protection of life, property, and environment. Details are included within *Section 7.10* of this MEIR.
Police Goal 1	Safe, peaceful, and orderly communities.	Adequate police services are available to serve the project to ensure protection of safe, peaceful, and orderly communities. See *Section 7.10* of this MEIR.	Adequate police services are available to serve the project to ensure protection of safe, peaceful, and orderly communities. See *Section 7.10* of this MEIR.
Policy PF-F.13	Maintain a cost-effective system of meeting or preferably exceeding regulatory standards related to wastewater collection and treatment and stormwater pollution prevention.	The project would be consistent with all applicable stormwater regulations during construction and operations to ensure a minimal impact on water quality. See *Section 7.6* of this MEIR.	The project would be consistent with all applicable stormwater regulations during construction and operations to ensure a minimal impact on water quality. See *Section 7.6* of this MEIR.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Storm Water Infrastructure Goal 1	Protection of beneficial water resources through pollution prevention and interception efforts.	The project would be consistent with all applicable stormwater regulations during construction and operations to ensure a minimal impact on water quality. See *Section 7.6* of this MEIR.	The project would be consistent with all applicable stormwater regulations during construction and operations to ensure a minimal impact on water quality. See *Section 7.6* of this MEIR.
Storm Water Infrastructure Goal 2	A storm water conveyance system that effectively reduces pollutants in urban runoff and storm water to the maximum extent practicable.	The project would be consistent with all applicable stormwater regulations during construction and operations to ensure a minimal impact on water quality. See *Section 7.6* of this MEIR.	The project would be consistent with all applicable stormwater regulations during construction and operations to ensure a minimal impact on water quality. See *Section 7.6* of this MEIR.
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 [National Pollutant Discharge Elimination System] Permit standards.	The project would be consistent with all applicable stormwater regulations during construction and operations to ensure a minimal impact on water quality. See *Section 7.6* of this MEIR.	The project would be consistent with all applicable stormwater regulations during construction and operations to ensure a minimal impact on water quality. See *Section 7.6* of this MEIR.
Policy PF-G.3	Meet and preferably exceed regulatory mandates to protect water quality in a cost-effective manner monitored through performance measures.	The project would be consistent with all applicable stormwater regulations during construction and operations to ensure a minimal impact on water quality. See *Section 7.6* of this MEIR.	The project would be consistent with all applicable stormwater regulations during construction and operations to ensure a minimal impact on water quality. See *Section 7.6* of this MEIR.
Mobility Element			
Walkable Communities Goal 2	A safe and comfortable pedestrian environment.	The project would extend Jersey Court and two unnamed alleys (open to the public) and connect to the similar existing pedestrian network in the surrounding residential community. The addition of residential units to the site where a currently vacated, fenced-in site exists would activate the pedestrian streetscape and provide additional "eyes on the street" improving safety and sense of community. Balconies, windows and patios would all face pedestrian walkways.	The project would not impact the existing safe and comfortable pedestrian environment in the community. The addition of residential units to the site where a currently vacated, fenced-in site exists would activate the pedestrian streetscape and provide additional "eyes on the street" improving safety and sense of community. Balconies, windows and patios would all face pedestrian walkways.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Walkable Communities Goal 3	A complete, functional, and interconnected pedestrian network that is accessible to pedestrians of all abilities.	The project would extend Jersey Court and two unnamed alleys (open to the public) and connect to the similar existing pedestrian network in the surrounding residential community. The addition of residential units to the site where a currently vacated, fenced-in site exists would activate the pedestrian streetscape.	The project would not impact the existing pedestrian network in the community. The addition of residential units to the site where a currently vacated, fenced-in site exists would activate the pedestrian streetscape.
Walkable Communities Goal 4	Greater walkability achieved through pedestrian friendly street, site, and building design.	The project would extend Jersey Court and two unnamed alleys (open to the public) and connect to the similar existing pedestrian network in the surrounding residential community. The addition of residential units to the site where a currently vacated, fenced-in site exists would activate the pedestrian streetscape and provide additional "eyes on the street" improving safety and sense of community. Balconies, windows and patios would all face pedestrian walkways.	The project would not impact the existing pedestrian network in the community. The addition of residential units to the site where a currently vacated, fenced-in site exists would activate the pedestrian streetscape and provide additional "eyes on the street" improving safety and sense of community. Balconies, windows and patios would all face pedestrian walkways.
Policy ME-A.2	Design and implement safe pedestrian routes.	The project would extend Jersey Court and two unnamed alleys (open to the public) and connect to the similar existing pedestrian network in the surrounding residential community.	The project would not impact the existing pedestrian network in the community.
Street and Freeway System Goal 3	Vehicle congestion relief.	The project would include adequate parking for the additional residences proposed, limiting vehicle congestion due to parking problems. The project also includes vehicular traffic alleys through the site which would be open to the public.	The project would include adequate parking for the additional residences proposed, limiting vehicle congestion due to parking problems.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Policy ME-C.8	Implement Traffic Impact Study Guidelines that address site and community specific issues. a. Consider the results of site-specific studies or reports that justify vehicle trip reductions.	A traffic impact analysis was prepared specific to the project. This report and additional site-specific analysis are included in *Section 5.4* of this MEIR.	A traffic impact analysis was prepared specific to the proposed project. This report and additional site-specific analysis are included in Section 5.4 of this MEIR.
Parking Management Goal 1	Parking that is reasonably available when and where it is needed through management of the supply.	A minimum of 102 spaces are required. The project would include 102 parking spaces in enclosed garage tandem spaces.	A minimum of 24 spaces are required. The project would include 24 parking spaces in enclosed garage tandem spaces.
Policy ME-G.1	Provide and manage parking so that it is reasonably available when and where it is needed. a. Implement strategies to address community parking problems using a mix of parking supply, management, and demand solutions, including but not limited to those described on Table ME-3, Parking Strategies Toolbox.	A minimum of 102 spaces are required. The project would include 102 parking spaces in enclosed garage tandem spaces. The project includes parking tool "Tandem Parking" (enclosed), from Table ME-3, Parking Strategies Toolbox.	A minimum of 24 spaces are required. The project would include 24 parking spaces in enclosed garage tandem spaces. The project includes parking tool "Tandem Parking" (enclosed), from Table ME-3, Parking Strategies Toolbox.
Policy ME-G.4	Support innovative programs and strategies that help to reduce the space required for, and demand for parking.	A minimum of 102 spaces are required. The project would include 102 parking spaces in enclosed garage tandem spaces.	A minimum of 102 spaces are required. The project would include 102 parking spaces in enclosed garage tandem spaces.
Policy ME-G.5	Implement parking strategies that are designed to help reduce the number and length of automobile trips.	A minimum of 102 spaces are required. The project would include 102 parking spaces in enclosed garage tandem spaces.	A minimum of 102 spaces are required. The project would include 102 parking spaces in enclosed garage tandem spaces.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Conservation Element			
Climate Change and Sustainable Development Goal	To reduce the City's overall carbon dioxide footprint by improving energy efficiency, increasing use of alternative modes of transportation, employing sustainable planning and design techniques, and providing environmentally sound waste management.	The project would be designed to meet LEED-Silver certification and employ a variety of sustainable design and energy efficiency techniques and include a PV system.	The project would be designed to meet LEED-Silver certification and employ a variety of sustainable design and energy efficiency techniques and include a PV system.
Policy CE-A.5	Employ sustainable or "green" building techniques for the construction and operation of buildings.	The project would be designed to meet LEED-Silver certification and employ a variety of sustainable design and energy efficiency techniques and include a PV system.	The project would be designed to meet LEED-Silver certification and employ a variety of sustainable design and energy efficiency techniques and include a PV system.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Policy CE-A.7	Construct and operate buildings using materials, methods, and mechanical and electrical systems that ensure a healthful indoor air quality. Avoid contamination by carcinogens, volatile organic compounds, fungi, molds, bacteria, and other known toxics. a. Eliminate the use of chlorofluorocarbon-based refrigerants in newly constructed facilities and major building renovations and retrofits for all heating, ventilation, air conditioning, and refrigerant-based building systems. b. Reduce the quantity of indoor air contaminants that are odorous or potentially irritating to protect installers and occupant's health and comfort. Where feasible, select low emitting adhesives, paints, coatings, carpet systems, composite wood, agri-fiber products, and others.	The project would be designed to meet LEED-Silver certification and include a PV system. Credits associated with this certification include specific focus on increasing indoor air quality and eliminating the use of chlorofluorocarbons.	The project would be designed to meet LEED-Silver certification and include a PV system. Credits associated with this certification include specific focus on increasing indoor air quality and eliminating the use of chlorofluorocarbons.
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.	This project would be designed to meet LEED-Silver certification and include a PV system. Credits associated with this certification include specific focus on the use of recycled materials, local materials, or sustainable materials.	This project would be designed to meet LEED-Silver certification and include a PV system. Credits associated with this certification include specific focus on the use of recycled materials, local materials, or sustainable materials.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Policy CE-A.11	Implement sustainable landscape design and maintenance.	This project would be designed to meet LEED-Silver certification and include a PV system. Credits associated with this certification include specific allotments of potable water use, and reductions in impervious surface and water reuse.	This project would be designed to meet LEED-Silver certification and include a PV system. Credits associated with this certification include specific allotments of potable water use, and reductions in impervious surface and water reuse.
Policy CE-B.4	Limit and control runoff, sedimentation, and erosion both during and after construction activity.	The project would be consistent with all applicable stormwater regulations during construction and operations to ensure a minimal impact on water quality. See *Section 7.6* of this MEIR.	The project would be consistent with all applicable stormwater regulations during construction and operations to ensure a minimal impact on water quality. See *Section 7.6* of this MEIR.
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.	The project would be consistent with all applicable stormwater regulations during construction and operations to ensure a minimal impact on water quality. See *Section 7.6* of this MEIR.	The project would be consistent with all applicable stormwater regulations during construction and operations to ensure a minimal impact on water quality. See *Section 7.6* of this MEIR.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Noise Element			
A. Noise and Land Use Compatibility Goal	Consider existing and future noise levels when making land use planning decisions to minimize people's exposure to excessive noise.	The project considers the noise impacts associated with the adjacent San Diego International Airport in the impact analysis. No impacts associated with airport noise are anticipated. Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site; however, Mitigation Measure MB-NOI-1 is provided to reduce construction noise to the maximum extent feasible. Construction noise impacts would cease upon completion of construction activities. Operational noise impacts would be less than significant. See *Section 5.2* of this MEIR.	The project considers the noise impacts associated with the adjacent San Diego International Airport in the impact analysis. No impacts associated with airport noise are anticipated. Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site; however, Mitigation Measure SBP-NOI-1 is provided to reduce construction noise to the maximum extent feasible. Construction noise impacts would cease upon completion of construction activities. Operational noise impacts would be less than significant. See *Section 5.2* of this MEIR.
Policy NE-A.1	Separate excessive noise-generating uses from residential and other noise-sensitive land uses with sufficient spatial buffer of less sensitive uses.	The project involves residential use surrounded by a residential community with similar land use. Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site; however, Mitigation Measure MB-NOI-1 is provided to reduce construction noise to the maximum extent feasible. Construction noise impacts would cease upon completion of construction activities. Operational noise impacts would be less than significant. See *Section 5.2* of this MEIR.	The project involves residential use surrounded by a residential community with similar land use. Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site; however, Mitigation Measure SBP-NOI-1 is provided to reduce construction noise to the maximum extent feasible. Construction noise impacts would cease upon completion of construction activities. Operational noise impacts would be less than significant. See *Section 5.2* of this MEIR.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
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 to minimize the effects on noise-sensitive land uses.	The project involves residential use surrounded by a residential community with similar land use. Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site; however, Mitigation Measure MB-NOI-1 is provided to reduce construction noise to the maximum extent feasible. Construction noise impacts would cease upon completion of construction activities. Operational noise impacts would be less than significant. See *Section 5.2* of this MEIR.	The project involves residential use surrounded by a residential community with similar land use. Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site; however, Mitigation Measure SBP-NOI-1 is provided to reduce construction noise to the maximum extent feasible. Construction noise impacts would cease upon completion of construction activities. Operational noise impacts would be less than significant. See *Section 5.2* of this MEIR.
Policy NE-A.3	Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.	The project considers the noise impacts associated with the adjacent San Diego International Airport in the impact analysis. No impacts associated with the airport noise are anticipated. Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site; however, Mitigation Measure MB-NOI-1 is provided to reduce construction noise to the maximum extent feasible. Construction noise impacts would cease upon completion of construction activities. Operational noise impacts would be less than significant. See *Section 5.2* of this MEIR.	The project considers the noise impacts associated with the adjacent San Diego International Airport in the impact analysis. No impacts associated with the airport noise are anticipated. Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site; however, Mitigation Measure SBP-NOI-1 is provided to reduce construction noise to the maximum extent feasible. Construction noise impacts would cease upon completion of construction activities. Operational noise impacts would be less than significant. See *Section 5.2* of this MEIR.
Motor Vehicle Traffic Noise Goal 1	Create minimal excessive motor vehicle traffic noise on residential and other noise-sensitive land uses.	The project involves residential use surrounded by a residential community with similar land use. Operational noise impacts, including vehicular traffic-generated noise, would be less than significant. See *Section 5.2* of this MEIR.	The project involves residential use surrounded by a residential community with similar land use. Operational noise impacts, including vehicular traffic-generated noise, would be less than significant. See *Section 5.2* of this MEIR.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Goal 1	Minimal exposure of residential and other noise-sensitive land uses to excessive construction, refuse vehicles, parking lot sweeper-related noise and public noise.	Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site; however, Mitigation Measure MB-NOI-1 is provided to reduce construction noise to the maximum extent feasible. Construction noise impacts would cease upon completion of construction activities. See *Section 5.2* of this MEIR.	Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site; however, Mitigation Measure SBP-NOI-1 is provided to reduce construction noise to the maximum extent feasible. Construction noise impacts would cease upon completion of construction activities. See *Section 5.2* of this MEIR.
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.	Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site; however, Mitigation Measure MB-NOI-1 is provided to reduce construction noise to the maximum extent feasible. Construction noise impacts would cease upon completion of construction activities. Construction activities would not exceed the City's Noise Ordinance time frames. See *Section 5.2* of this MEIR.	Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site; however, Mitigation Measure SBP-NOI-1 is provided to reduce construction noise to the maximum extent feasible. Construction noise impacts would cease upon completion of construction activities. Construction activities would not exceed the City's Noise Ordinance time frames. See *Section 5.2* of this MEIR.
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.	The project considers the noise impacts associated with the adjacent San Diego International Airport in the impact analysis. No impacts associated with the airport noise are anticipated. Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site; however, Mitigation Measure MB-NOI-1 is provided to reduce construction noise to the maximum extent feasible. Construction noise impacts would cease upon completion of construction activities. Operational noise impacts would be less than significant. See *Section 5.2* of this MEIR.	The project considers the noise impacts associated with the adjacent San Diego International Airport in the impact analysis. No impacts associated with the airport noise are anticipated. Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site; however, Mitigation Measure SBP-NOI-1 is provided to reduce construction noise to the maximum extent feasible. Construction noise impacts would cease upon completion of construction activities. Operational noise impacts would be less than significant. See *Section 5.2* of this MEIR.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
I. Typical Noise Attenuation Methods Goal	Attenuate the effect of noise on future residential and other noise-sensitive land uses by applying feasible noise mitigation measures.	The project involves residential use surrounded by a residential community with similar land use. Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site. Construction noise impacts would cease upon completion of construction activities. Construction activities would not exceed the City's Noise Ordinance time frames. Additionally, mitigation measures MB-NOI-1 and MB-NOI-2 would be implemented to reduce construction and operational noise impacts. See *Section 5.2* of this MEIR.	The project involves residential use surrounded by a residential community with similar land use. Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site. Construction noise impacts would cease upon completion of construction activities. Construction activities would not exceed the City's Noise Ordinance time frames. Additionally, mitigation measures SBP-NOI-1 and SBP-NOI-2 would be implemented to reduce construction and operational noise impacts. See *Section 5.2* of this MEIR.
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 (California Code of Regulations (CCR) Title 24) and airport land use compatibility plans.	The project involves residential use surrounded by a residential community with similar land use. Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site. Construction noise impacts would cease upon completion of construction activities. Construction activities would not exceed the City's Noise Ordinance time frames. Additionally, mitigation measures MB-NOI-1 and MB-NOI-2 would be implemented to reduce construction and operational noise impacts to the maximum extent feasible. See *Section 5.2* of this MEIR.	The project involves residential use surrounded by a residential community with similar land use. Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site Construction noise impacts would cease upon completion of construction activities. Construction activities would not exceed the City's Noise Ordinance time frames. Additionally, mitigation measures SBP-NOI-1 and SBP-NOI-2 would be implemented to reduce construction and operational noise impacts to the maximum extent feasible. See *Section 5.2* of this MEIR.

Table 5.1-1
Consistency with the City of San Diego General Plan

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Policy NE-I.2	Apply CCR Title 24 noise attenuation requirements to reduce the noise to an acceptable noise level for proposed single-family homes, 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.	The project involves residential use surrounded by a residential community with similar land use. Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site. Construction noise impacts would cease upon completion of construction activities. Construction activities would not exceed the City's Noise Ordinance time frames. Additionally, mitigation measures MB-NOI-1 and MB-NOI-2 would be implemented to reduce construction and operational noise impacts including interior noise impacts.	The project involves residential use surrounded by a residential community with similar land use. Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site. Construction noise impacts would cease upon completion of construction activities. Construction activities would not exceed the City's Noise Ordinance time frames. Additionally, mitigation measures SBP-NOI-1 and SBP-NOI-2 would be implemented to reduce construction and operational noise impacts including interior noise impacts.
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.	The project involves residential use surrounded by a residential community with similar land use. Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site. Construction noise impacts would cease upon completion of construction activities. Construction activities would not exceed the City's Noise Ordinance time frames. Additionally, mitigation measures MB-NOI-1 and MB-NOI-2 would be implemented to reduce construction and operational noise impacts including interior noise impacts to the maximum extent feasible. See *Section 5.2, Noise*.	The project involves residential use surrounded by a residential community with similar land use. Temporary construction noise impacts would be considered significant and unavoidable due to the proximity of existing nearby residences to the project site. Construction noise impacts would cease upon completion of construction activities. Construction activities would not exceed the City's Noise Ordinance time frames. Additionally, mitigation measures SBP-NOI-1 and SBP-NOI-2 would be implemented to reduce construction and operational noise impacts including interior noise impacts to the maximum extent feasible. See *Section 5.2, Noise*.

Table 5.1-2
Consistency with the City of San Diego Mission Beach Precise Plan and Local Coastal Program Addendum

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Goal	The continuation of the existing medium-density character of Mission Beach, exemplified by the overall low profile and random mix of housing types and styles.	The project would develop 51 condominium dwelling units that are consistent with the both building and lot size and scale of the surrounding residences. Each of these units would be located in three-story buildings, and consistent with the density recommendation of 36-dwelling-units-per-acre density maximum. Currently there are ~~93~~ 130 lots within the 300-foot ~~noticing~~ survey radius from the project. Of those 130 lots, there are 42 single-family homes, 80 buildings with 2 to 4 units, and 8 buildings with 5 or more units. ~~Of those 93 lots there are 22 single family homes, 61 buildings with 2-4 units, and 10 buildings with 5 or more units.~~ The surrounding area is comprised of predominantly multifamily unit developments. As such the proposed project is consistent with the character of the surrounding neighborhood. The proposed development also complies with all aspects of the Mission Beach PDO, including those regulations limiting size, bulk, floor area, maximum number of units, and lot consolidations.	The project would develop 12 multifamily dwelling units that are consistent with the both building and lot size and scale of the surrounding residences. Each of these units would be located in three-story buildings, and consistent with the density recommendation of 36-dwelling-units-per-acre density maximum. Currently there are 93 lots within the 300-foot ~~noticing~~ survey radius from the project. Of those 93 lots there are 22 single family homes, 61 buildings with 2-4 units, and 10 buildings with 5 or more units. The surrounding area is comprised of predominantly multifamily unit developments. As such the proposed project is consistent with the character of the surrounding neighborhood. The proposed development also complies with all aspects of the Mission Beach PDO, including those regulations limiting size, bulk, floor area, maximum number of units, and lot consolidations.

Table 5.1-2
Consistency with the City of San Diego Mission Beach Precise Plan and Local Coastal Program Addendum

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Goal	The promotion of a community balanced by housing types, dwelling unit sizes, a variety of individuals and family sized, housing price, and racial and ethnic composition.	The project would develop 51 total condominium units, with a variety of configurations, floor plans and spatial allocations. Currently there are ~~93~~ 130 lots within the 300-foot ~~noticing~~ survey radius from the project. Of those 130 lots, there are 42 single-family homes, 80 buildings with 2 to 4 units, and 8 buildings with 5 or more units. ~~Of those 93 lots there are 22 single family homes, 61 buildings with 2-4 units, and 10 buildings with 5 or more units.~~ The surrounding area is comprised of predominantly multifamily unit developments. As such the proposed project is consistent with the character of the surrounding neighborhood. The proposed development also complies with all aspects of the Mission Beach PDO, including those regulations limiting size, bulk, floor area, maximum number of units, and lot consolidations.	The project would develop 12 total condominium units, with a variety of configurations, floor plans and spatial allocations. Currently there are 93 lots within the 300-foot ~~noticing~~ survey radius from the project. Of those 93 lots there are 22 single family homes, 61 buildings with 2-4 units, and 10 buildings with 5 or more units. The surrounding area is comprised of predominantly multifamily unit developments. As such the proposed project is consistent with the character of the surrounding neighborhood. The proposed development also complies with all aspects of the Mission Beach PDO, including those regulations limiting size, bulk, floor area, maximum number of units, and lot consolidations.
Goal	The enhancement of the overall quality of the physical environment in Mission Beach.	The project involves in-fill development on a previously developed site with vacant, dilapidated facilities that are~~is~~ currently fenced-in with an unattractive chain-linked fence. This development will remove a surface parking lot and existing empty structure and revitalize the area by improving an underdeveloped site that is currently fenced off from use, including a pocket park for public use and landscaped areas, increasing connectivity of mobile and pedestrian networks through pedestrian improvements and alley extensions, and increase site interaction with the pedestrian realm by locating development and project features that face the street.	The project involves in-fill development on a previously developed site with vacant, dilapidated facilities that are~~is~~ currently fenced-in with an unattractive chain-linked fence. This development will remove a surface parking lot and an existing empty structure and revitalize the area by improving an underdeveloped site that is currently fenced off from use, including landscaped areas, increasing connectivity of mobile and pedestrian networks through pedestrian improvements and alley extensions, and increase site interaction with the pedestrian realm by locating development and project features that face the street.

Table 5.1-2
Consistency with the City of San Diego Mission Beach Precise Plan and Local Coastal Program Addendum

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Residential Element			
Goal	The permanent control of height and building bulk so that structures in Mission Beach will not have adverse effects on surrounding property, the beaches, and the community in general.	The project would develop 51 condominium dwelling units that are consistent with the both building and lot size and scale of the surrounding residences. Each of these units would be located in three-story buildings, and consistent with the density recommendation of 36-dwelling-units-per-acre density maximum. Currently there are ~~93~~ 130 lots within the 300-foot ~~noticing~~ survey radius from the project. Of those 130 lots, there are 42 single-family homes, 80 buildings with 2 to 4 units, and 8 buildings with 5 or more units. ~~Of those 93 lots there are 22 single family homes, 61 buildings with 2-4 units, and 10 buildings with 5 or more units.~~ The surrounding area is comprised of predominantly multifamily unit developments. As such the proposed project is consistent with the character of the surrounding neighborhood. The proposed development also complies with all aspects of the Mission Beach PDO, including those regulations limiting size, bulk, floor area, maximum number of units, setbacks, height and lot consolidations.	The project would develop 12 multifamily dwelling units that are consistent with the both building and lot size and scale of the surrounding residences. Each of these units would be located in three-story buildings, and consistent with the density recommendation of 36-dwelling-units-per-acre density maximum. Currently there are 93 lots within the 300-foot ~~noticing~~ survey radius from the project. Of those 93 lots there are 22 single family homes, 61 buildings with 2-4 units, and 10 buildings with 5 or more units. The surrounding area is comprised of predominantly multifamily unit developments. As such the proposed project is consistent with the character of the surrounding neighborhood. The proposed development also complies with all aspects of the Mission Beach PDO, including those regulations limiting size, bulk, floor area, maximum number of units, setbacks, height and lot consolidations.
Goal	The insurance of necessary environmental amenities such as the provision of open space, landscaping, and vegetation.	The project would include a 0.201-acre pocket park in association with the proposed residential units in addition to landscaping consistent with City standards. Landscaping would include native and drought-tolerant vegetation and tree plantings.	The project would include landscaped areas associated with each building including a landscaped triangle adjacent to Mission Blvd. Landscaping would be consistent with City standards and would include native and drought-tolerant vegetation and tree plantings.
Goal	The development of increased on-site residential parking requirements in order to alleviate the critical parking storage.	A minimum of 102 spaces are required. The project would include 102 parking spaces in enclosed garage tandem spaces.	A minimum of 24 spaces are required. The project would include 24 parking spaces in enclosed garage tandem spaces.

Table 5.1-2
Consistency with the City of San Diego Mission Beach Precise Plan and Local Coastal Program Addendum

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Recommendation	That a density limitation of 36 dwelling units per net residential acre be established for Mission Beach and all new development.	The project involves 51 condominium dwelling units that are consistent with the both building and lot size and scale of the surrounding residences. Each of these units would be located in three-story buildings, and consistent with the density recommendation of 36-dwelling-units-per-acre density maximum.	The project involves 12 multifamily dwelling units that are consistent with the both building and lot size and scale of the surrounding residences. Each of these units would be located in three-story buildings, and consistent with the density recommendation of 36-dwelling-units-per-acre density maximum.
Recommendation	That a basic height limit of 35 feet with a three-story maximum be established.	All buildings associated with the project will be three stories and would not exceed a height of 30 feet. No building is proposed higher than 30 feet.	All buildings associated with the project will be three stories and would not exceed a height of 30 feet. No building is proposed higher than 30 feet.
Recommendation	That on-site parking requirements be as follows: • Single-family: 2.0 spaces per unit • Two-family (duplex): 1.5 spaces per unit • Three or more family (apartment): 1.3 spaces per unit (studio), 1.5 spaces per unit (one bedroom), 2.0 spaces per unit (two or more bedrooms)	A minimum of 102 spaces are required, with two designated parking spaces for each unit. The project would include 102 parking spaces in enclosed garage tandem spaces.	A minimum of 24 spaces are required, with two designated parking spaces for each unit. The project would include 24 parking spaces in enclosed garage tandem spaces.
Recommendation	That tandem parking be permitted provided that at least one space per unit is accessible to a public right-of-way.	A minimum of 102 spaces are required. The project would include 102 parking spaces in enclosed garage tandem spaces which would be accessible via publicly accessible alleys.	A minimum of 24 spaces are required. The project would include 24 parking spaces in enclosed garage tandem spaces which would be accessible via publicly accessible alleys.

Table 5.1-2
Consistency with the City of San Diego Mission Beach Precise Plan and Local Coastal Program Addendum

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Recommendation	That 20 percent of the lot area in residential development be landscaped.	The project would include a 0.201-acre pocket park as a part of the residential development including landscaping. The project landscape plan would be in compliance with the Mission Beach Planned District Ordinance, Mission Beach Precise Plan, Land Development Code – Landscape Regulations, the Land Development Manual – Landscape Standards, Standard Specifications for Public Works Construction (Green Book), and the San Diego Regional Standard Drawings.	The project would include landscaped areas associated with each building including a landscaped triangle which would serve as a landscape buffer and pedestrian amenity adjacent to Mission Blvd. The project landscape plan would be in compliance with the Mission Beach Planned District Ordinance, Mission Beach Precise Plan, Land Development Code – Landscape Regulations, the Land Development Manual – Landscape Standards, Standard Specifications for Public Works Construction (Green Book), and the San Diego Regional Standard Drawings.
Housing Element			
Goal	The continuation of a variety of housing types, including single-family, multifamily, townhouses, garden apartments, and condominiums.	The project would develop 51 total condominium units in a variety of configurations, floor plans and spatial allocations.	The project would develop 12 total condominium units in a variety of configurations, floor plans and spatial allocations.
Goal	The promotion of a wider variety of dwelling unit sizes including studios, one, two, or more bedroom houses and apartments.	The project would develop 51 total condominium units in a variety of configurations, floor plans and spatial allocations.	The project would develop 12 total condominium units in a variety of configurations, floor plans and spatial allocations.
Goal	The encouragement of all types and individuals and family sizes to live in Mission Beach.	The project would develop 51 total condominium units in a variety of configurations, floor plans and spatial allocations.	The project would develop 12 total condominium units in a variety of configurations, floor plans and spatial allocations.

Table 5.1-2
Consistency with the City of San Diego Mission Beach Precise Plan and Local Coastal Program Addendum

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Community Facilities Element			
Goal	The provision of adequate elementary and secondary education to all school age persons in Mission Beach.	As outlined in *Section 7.10, Public Services and Facilities*, of this MEIR, there are adequate elementary school facilities available to Mission Beach elementary school students at the Pacific Beach Elementary School located at 1234 Tourmaline Street in Pacific Beach. This facility would be able to serve the additional population increase associated with the proposed development.	As outlined in *Section 7.10*, *Public Services and Facilities*, of this EIR, there are adequate elementary school facilities available to Mission Beach elementary school students at the Pacific Beach Elementary School located at 1234 Tourmaline Street in Pacific Beach. This facility would be able to serve the additional population increase associated with the proposed development.
Goal	The encouragement of intensive use of the public school facility for other uses in addition to elementary education such as special education, adult education, recreation, and civic and cultural activities.	With the current land use designation, the project would be inconsistent with this goal. However, with the proposed GPA and CPA change of land use to residential use, the underlying goals would subsequently change, and the project would be consistent with the updated land use.	This goal is not applicable to this project.
Recommendation	That the Mission Beach Elementary School be reopened as an elementary educational facility at its present location.	The SDUSD has not established a demand for the reopening of the school and therefore is not warranted. SDUSD declared the facility as excess space that was not required to accommodate student capacity; therefore, the school district sold the property. Further, with the current land use designation, the project would be inconsistent with this goal. However, with the proposed GPA and CPA change of land use to residential use, the underlying goals would subsequently change and the project would be consistent with the updated land use.	This goal is not applicable to this project.
Recommendation	That consideration be given to the development of small public mini-parks throughout Mission Beach in conjunction with lot consolidation efforts.	The project would include a privately developed 0.201-acre pocket park that would be open to the public in association with the residential development. Lot consolidations would not be required.	The project would develop 12 condominium units and would include landscaped areas including a landscaped triangle adjacent to Mission Blvd. Lot consolidations would not be required.

Table 5.1-2
Consistency with the City of San Diego Mission Beach Precise Plan and Local Coastal Program Addendum

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Transportation Element			
Vehicular Parking Goal	The provision of increased residential, commercial, and recreational parking in order to reduce the serious deficit that presently exists.	A minimum of 102 spaces are required. The project would include 102 parking spaces in enclosed garage tandem spaces.	A minimum of 24 spaces are required. The project would include 24 parking spaces in enclosed garage tandem spaces.
Pedestrian Movement Recommendation	That any development adjacent to pedestrian paths give specific consideration to the relationship between structure and people passing by.	The project involves in-fill development on a previously developed site with vacant, dilapidated facilities that are currently fenced-in with an unattractive chain-linked fence. This development will remove a surface parking lot and existing empty structure and revitalize the area by improving an underdeveloped site that is currently fenced off from use, including a pocket park for public use and landscaped areas, increasing connectivity of mobile and pedestrian networks through pedestrian improvements and alley extensions, and increase site interaction with the pedestrian realm by locating development and project features that face the street. The project would also extend Jersey Court and two unnamed alleys (open to the public) to ensure a safe and comfortable pedestrian environment.	The project involves in-fill development on a previously developed site with vacant, dilapidated facilities that are currently fenced-in with an unattractive chain-linked fence. This development will remove a surface parking lot and existing empty structure and revitalize the area by improving an underdeveloped site that is currently fenced off from use, including landscaped areas, increasing connectivity of mobile and pedestrian networks through pedestrian improvements and alley extensions, and increase site interaction with the pedestrian realm by locating development and project features that face the street.
Local Coastal Program Addendum			
Locating and Planning New Development Recommendation	That the ends of places and school playgrounds be developed into mini-parks, provided that such developments shall not have an adverse effect on the availability of public parking or access to private parking.	The project would include landscaped areas associated with each building and a 0.201-acre pocket park adjacent to Mission Boulevard. The 0.201-acre pocket park would be privately developed, owned and maintained, but would be open to the public. In addition to the residential and park development, the project would include 102 parking spaces to provide adequate parking facilities for residents and would not adversely affect public parking.	The project would include landscaped areas associated with each building including a landscaped triangle space adjacent to Mission Boulevard which would serve as a landscape buffer and pedestrian amenity along Mission Boulevard. The project would include 24 parking spaces to provide adequate parking facilities for residents and would not adversely affect public parking.

Table 5.1-2
Consistency with the City of San Diego Mission Beach Precise Plan and Local Coastal Program Addendum

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Visual Resources and Special Communities Goal	To enhance the quality of the physical environment of Mission Beach by upgrading the existing community and encouraging attractive development in the future.	As discussed in *Section 7.12, Visual Effects and Neighborhood Character*, with overall compliance with the PDO requirements and general residential land use recommendations of the Mission Beach Precise Plan, the Mission Beach Residences Project would develop structures of bulk and scale that would be consistent with the character of the surrounding community. The existing residential development includes a broad mix of old and new/remodeled structures exhibiting a variety of architectural styles between individual lots. The current land use detracts from the visual quality of the area due to its existing vacant state.Development of the Mission Beach Residences Project would increase the cohesiveness of the Mission Beach community by furthering the goals of retaining the residential character of the area and would enhance the visual quality of the area.	As discussed in *Section 7.12, Visual Effects and Neighborhood Character*, Santa Barbara Place Residences Project would be consistent with the development regulations of the PDO, which implements the design recommendations of the Mission Beach Precise Plan. The currents uses detract from the visual quality of the area due to its existing vacant state. The Santa Barbara Place Residences Project would increase the cohesiveness of the Mission Beach community by furthering the goals of retaining the low-profile and compact residential character of the area.
Visual Resources and Special Communities Goal	The insurance of necessary environmental amenities such as the provision of open space, landscaping and vegetation.	The project would include landscaped areas associated with each building and a 0.201-acre pocket park adjacent to Mission Boulevard. The 0.201-acre pocket park would be privately developed, owned and maintained, but would be open to the public. Landscaping would include native and drought-tolerant vegetation and tree plantings.	The project would include landscaped areas associated with each building including a landscaped triangle space adjacent to Mission Boulevard which would serve as a landscape buffer and pedestrian amenity along Mission Boulevard. Landscaping would include native and drought-tolerant vegetation and tree plantings.

Table 5.1-2
Consistency with the City of San Diego Mission Beach Precise Plan and Local Coastal Program Addendum

Goal/Recommendation Number	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Visual Resources and Special Communities Recommendation	Views to, and along the shoreline from public areas shall be protected from blockage by development and or vegetation. This proposal is consistent with the Plan's intent to preserve and improve the physical appearance and character of the Mission Beach community.	Construction of the proposed project would include the demolition of the existing Mission Beach Elementary School structure to develop condominium units as well as the extension of Jersey Court to Bayside Lane. Extension of Jersey Court, as shown in Figure 5.12-3, would provide a new view from Mission Boulevard/Jersey Court to Mission Bay and the beach which is currently obstructed by the existing school structure. Implementation of the project would increase visual and physical access to Mission Bay, the beach and coastal resources. Additionally, the project would revitalize an existing vacant, dilapidated site by providing new residential development consistent with the neighborhood's existing architectural style, bulk, mass and height, including a pocket park, landscaping and vegetation.	The project would redevelop an existing vacant, dilapidated site by providing new residential development consistent with the neighborhood's existing architectural style. The project would not obstruct existing views of the shoreline. Additionally, as discussed in *Section 7.12, Visual Effects and Neighborhood Character*, Santa Barbara Place Residences Project would be consistent with the development regulations of the PDO, which implements the design recommendations of the Mission Beach Precise Plan. The Project would increase the cohesiveness of the Mission Beach community by furthering the goals of retaining the low-profile and compact residential character of the area.
Visual Resources and Special Communities Goal	The continuation of the existing medium density character of Mission Beach exemplified by the overall low profile and random mix of housing types and styles.	As discussed in *Section 7.12, Visual Effects and Neighborhood Character*, the Mission Beach Residences Project would be consistent with the development regulations of the PDO, which implements the design recommendations of the Mission Beach Precise Plan. The Project would increase the cohesiveness of the Mission Beach community by furthering the goals of retaining the low-profile and compact residential character of the area. The project would include a variety of housing products, floor plans, and architectural styles.	As discussed in *Section 7.12, Visual Effects and Neighborhood Character*, Santa Barbara Place Residences Project would be consistent with the development regulations of the PDO, which implements the design recommendations of the Mission Beach Precise Plan. The Project would increase the cohesiveness of the Mission Beach community by furthering the goals of retaining the low-profile and compact residential character of the area. The project would include a variety of housing products, floor plans, and architectural styles.
Visual Resources and Special Communities Recommendation	The maximum number of dwelling units per structure shall be four.	The proposed project would not exceed four dwelling units per structure.	The proposed project would not exceed four dwelling units per structure.

Table 5.1-3
Consistency with the Mission Beach Planned District Ordinance

Section/Name	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Section 1513.0303(a) Permitted Uses–Residential Subdistricts–Primary Uses	No building or improvement or portion thereof shall be erected, constructed, converted, established, altered, or enlarged, nor shall any lot or premises be used except for one or more of the following purposes: 1. single dwelling units 2. duplexes (2 dwelling units in a single structure) 3. multiple dwelling units; restricted to a maximum of four dwelling units in any single structure including common wall construction on adjoining lots. 4. Parks and Playgrounds 5. Off-premises parking lots for residential uses in accordance with the provisions of the Land Development Code Section 142.0535 except that the parking lot shall be within a horizontal distance of 300 feet of the premises for which the off-street parking is located. Off-premises parking shall not be utilized in lieu of required on-premises parking.	The project is consistent with this regulation. The project consists of 50 multifamily attached condominium dwelling units and one detached condominium dwelling units with a maximum of four units per building.	The project is consistent with this regulation. The project consists of 12 condominium units, with a maximum of four units per building.
Section 1513.0303(b) Permitted Uses–Residential Subdistricts–Accessory Uses	No building or improvement or portion thereof shall be erected, constructed, converted, established, altered, or enlarged, nor shall any lot or premises be used except for one or more of the following purposes: 1. Private garages, parking areas, and storage areas	The project is consistent with this regulation. All buildings will contain private garages as accessory use to the primary residence.	The project is consistent with this regulation. All buildings will contain private garages as accessory use to the primary residence.

Table 5.1-3
Consistency with the Mission Beach Planned District Ordinance

Section/Name	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
	2. Recreational facilities intended only for the use of residents residing on the premises 3. Permitted lodgers 4. On-premises signs subject to the sign regulations in Section 1513.0404(a).		
Section 1513.0304(a) Property Development Regulations– Residential Subdistricts Density Regulations	One dwelling unit shall be allowed, including lodging and boarding units, per 1,200 square feet of lot area; except as follows: 1. A single R-S lot of 2,000 to 2,400 square feet shall be entitled to a maximum of 2 dwelling units. 2. Two contiguous R-S lots developed concurrently with common wall construction shall be entitled to a maximum of 4 dwelling units. 3. Fractions of a dwelling unit shall not be rounded up when determining the total units permitted on a lot or lots.	The project is consistent with this regulation. The smallest proposed lot is approximately 2,500 square feet. Methods 1 and 2 are used to provide a maximum of four dwelling units per building.	The project is consistent with this regulation. The smallest proposed lot is 2,400 square feet. Method 2 is used to provide a maximum of four dwelling units per building.
Section 1513.0304(b) Property Development Regulations– Residential Subdistricts Minimum Lot Standards	The minimum lot standards as shown in Table 1513-03A apply except that any lot as defined in the Land Development Code Section 113.0103 that meets the criteria for being a legal lot under Section 113.0237 and which does not comply in all respects with the minimum lot dimensions specified in Table 1513-03A, may be used in accordance with the regulations of the applicable zone.	Deviations from SDMC 1513.0304, SDMC 144.0211(a), and 113.0273 are proposed, as outlined in detail within *Section 5.1.6*. The project is consistent with this regulation. All proposed standard lots meet criteria. Irregular end-lots lack minimum street frontage, but have historically been permitted.	The project is consistent with this regulation. All proposed lots meet criteria.

Table 5.1-3
Consistency with the Mission Beach Planned District Ordinance

Section/Name	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Section 1513.0304(c)(2) Property Development Regulations– Residential Subdistricts Yards Minimum Yards for Courts and Places	A. R-N Subdistrict – 10 foot standard setback B. R-S Subdistrict – 15 foot standard setback C. Exceptions: (i) Buildings on the south side of a Court or Place shall observe an additional setback beginning at 20 feet above existing grade or proposed grade, whichever is lower, at the standard setback and sloping back at a 45 degree angle on the north facing façade. The angle is measured in a horizontal plane perpendicular to and away from the building wall in either direction. (ii) Buildings on the north side of a Court or Place shall observe an additional setback beginning 25 feet above existing grade or proposed grade, whichever is lower, at the setback and sloping back at a 45 degree angle on the south facing façade. The angle is measured in a horizontal plane perpendicular to and away from the building wall in either direction.	The project is consistent with this regulation. All buildings fronting a court or place observe these setbacks. Additionally, Jersey Court, although proposed as a private alley, would observe the 15-foot standard setback.	The project is consistent with this regulation. All buildings fronting a court or place observe these setbacks.
Section 1513.0304(c)(3) Property Development Regulations-Residential Subdistricts Yards	A. Five foot standard setback B. Exceptions: (i) A three-foot setback may be applied to a structure that is 20	The project is consistent with this regulation. All buildings have a 5-foot interior yard setback, or 10% of lot width, whichever is greater.	The project is consistent with this regulation. All buildings have a 5-foot interior yard setback, or 10% of lot width, whichever is greater.

Table 5.1-3
Consistency with the Mission Beach Planned District Ordinance

Section/Name	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Minimum Interior Yards	feet or less above existing or proposed grade, whichever is lower, provided that any portion of the structure's façade that exceeds 20 feet in height above existing grade or proposed grade, whichever is lower, shall observe an additional setback for the remainder of the structure height by sloping away from the vertical plane of the façade at an angle not exceed 45 degrees. (ii) Structures that are developed with portions of the structure observing a 3-foot setback and other portions of the structure observing a 5-foot setback may use a combination of Sections 1513.0304(c)(3)(A) and Section 1513.0304(c)(3)(B)(i). (iii) In the R-N Subdistrict development of any lot or combination of lots 45 feet or greater in width shall have a minimum interior yard setback of 6 feet or 10 percent of the lot width, whichever is greater. (iv) In the R-S subdistrict development of any lot or combination of lots 55 feet or greater in width shall have a minimum or interior yard setback of 6 feet or 10 percent of the lot width, whichever is greater.		

Table 5.1-3
Consistency with the Mission Beach Planned District Ordinance

Section/Name	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Section 1513.0304(c)(4) Property Development Regulations– Residential Subdistricts Yards Minimum Yards on Streets and Alleys	Yards abutting Strandway and Bayside Lane and alleys shall not be required.	The project is consistent with this regulation. Small landscaped spaces and tree plantings would abut Bayside Lane.	The project is consistent with this regulation. Yards abutting Bayside Lane would not be proposed.
Section 1513.0304(c)(5) Property Development Regulations– Residential Subdistricts Yards Mission Boulevard Yards	Buildings abutting Mission Boulevard shall observe a minimum standard setback of 3 feet or 10 percent of the lot's shortest property line intersecting Mission Boulevard, whichever is the greater. The maximum yard required need not exceed a 7-foot standard setback.	The project is consistent with this regulation. Buildings abutting Mission Boulevard have a 3-foot setback, or 10% shortest property line, whichever is greater.	The project is consistent with this regulation. Buildings abutting Mission Boulevard have a 3 foot-setback, or 10% shortest property line, whichever is greater.
Section 1513.0304(c)(6) Property Development Regulations– Residential Subdistricts Yards Minimum Rear Yards	No rear yard is required except where the rear yard abuts an interior rear yard of an adjacent lot; then the regulations of 1513.0304(c)(3) shall apply.	The project is consistent with this regulation. Rear yards are not provided.	The project is consistent with this regulation. Rear yards are not provided.
Section 1513.0304(d)(1)	Only the encroachments identified in Section 1513.0304(d) are allowed, as outlined in Table 1513-03B.	The project is consistent with this regulation. Only the encroachments listed as allowed are proposed.	The project is consistent with this regulation. Only the encroachments listed as allowed are proposed.

Table 5.1-3
Consistency with the Mission Beach Planned District Ordinance

Section/Name	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Section 1513.0304(d)(2)(a)	The following encroachments are permitted in yards for Courts, Places, and Walks: (i) An encroachment of up to 18 inches or a vertical offset extending full height of the building that is a maximum of 3 feet in deep and not less than 45 degrees for at least 50 percent of the building provided that the width of the encroaching offset is not more than one-half of the total building width, and an insert area equal to the width of the encroaching offset at a minimum depth of 18 inches is undeveloped behind the required setback line parallel to the Court, Place, or Walk. (ii) Only those encroachments identified in Table 1513-03B are allowed in the offset and inset areas.	The project is consistent with this regulation. Only the encroachments listed as allowed are proposed.	The project is consistent with this regulation. Only the encroachments listed as allowed are proposed.
Section 1513.0304(d)(2)(b)	The following encroachments are not permitted into yards for Courts, Places, or Walks: (i) Encroachment into the 45 degree setback by any part of the structure (including but not limited to eaves, fireplaces, chimneys, stairs, or railings). (ii) any structure that exceeds 3 feet in height above existing grade or proposed grade, whichever is lower, (including fences; solid, glass, planter, or retaining walls,	The project is consistent with this regulation. Project does not incorporate any of these prohibited features	The project is consistent with this regulation. Project does not incorporate any of these prohibited features.

Table 5.1-3
Consistency with the Mission Beach Planned District Ordinance

Section/Name	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
	stairs, rails, bay or garden windows, and fireplaces, grills, or barbeques that are constructed in place) except that encroachments consistent with Section 1513.0304(d)(2)(a) are permitted.		
Section 1513.0304(d)(3)	Encroachments into interior yards and yards abutting Mission Boulevard a. Only those encroachments listed in Table 1513-03B are allowed in the interior yard. b. (b) No encroachment may be closer than 2 feet, 6 inches from the property line.	The project is consistent with this regulation. Only the encroachments listed are proposed.	The project is consistent with this regulation. Only the encroachments listed are proposed.
Section 1513.0304(e) Building Width	1. Buildings facing a Court, Place, Bayside or Ocean Front Walk shall not be wider than 30 feet in the R-S Subdistrict, unless a vertical offset in the front façade is provided. The vertical offset shall be a minimum of 3 feet in depth, not less than 45 degrees, and extend the full height of the building. The offset in Section 1513.0304(d)(2)(A)(i) may be used to satisfy this requirement. 2. The use of vertical offsets in Section 1513.0304(e)(1) is allowed for building widths less than 30 feet in the R-S subdistrict.	The project is consistent with this regulation. Buildings greater than 30 feet in width provide the required 3-foot' vertical offset.	The project is consistent with this regulation. Buildings greater than 30 feet in width provide the required 3-foot vertical offset.

Table 5.1-3
Consistency with the Mission Beach Planned District Ordinance

Section/Name	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Section 1513.0304(f) Maximum Lot Coverage	The maximum lot coverage shall be 65 percent.	The project is consistent with this regulation. No building covers more than 53% of the lot.	The project is consistent with this regulation. No building covers more than 60% of the lot.
Section 1513.0304(g)(1) Floor Area Ratio	The basic maximum floor area ratio shall be 1:1.	The project is consistent with this regulation.	The project is consistent with this regulation.
Section 1513.0304(g)(2) Floor Area Ratio	Portions of the building or structure used exclusively for required off-street parking shall not be included as part of the building area for the purposes of determining floor area ration. This exemption is restricted to a maximum 200 square foot per required off-street parking space.	The project is consistent with this regulation. 200 square feet per required parking stall is not included in the FAR calculation.	The project is consistent with this regulation. 200 square feet per required parking stall is not included in the FAR calculation.
Section 1513.0304(g)(3) Floor Area Ratio	Regardless of lot size, individual buildings, including common wall construction, shall not exceed 5,280 square feet in total gross floor area. However, those areas excluded by Section 1513.0304(g)(2) from the calculations of floor area ratio shall not be considered as a part of the 5,280 square feet.	The project is consistent with this regulation. Largest proposed building is 5,280 square feet of floor area.	The project is consistent with this regulation. Largest proposed building is 5,280 square feet of floor area.
Section 1513.0304(h) Height	The maximum height of a building or structure shall be 30 feet. If the 30-foot height limitation of Ordinance NO. 10960 N.S. is removed from Mission Beach, the building height limit shall be 35 feet.	The project is consistent with this regulation. No building is proposed higher than 30 feet.	The project is consistent with this regulation. No building is proposed higher than 30 feet.
Section 1513.0401(a)(1) Fences–All Subdistricts	No fence shall exceed 3 feet in height above existing grade or proposed grade, whichever is lower, in that triangular area created by measuring 10 feet along each property line from the point of intersection where any combination of streets or alleys intersect.	The project is consistent with this regulation. Proposed walls and fences in these areas are no higher than 3 feet.	The project is consistent with this regulation. Proposed walls and fences in these areas are no higher than 3 feet.

Table 5.1-3
Consistency with the Mission Beach Planned District Ordinance

Section/Name	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Section 1513.0401(a)(2) Fences–All Subdistricts	No sharp-pointed or electrically charged fence shall be erected or maintained.	The project is consistent with this regulation. None of these fencing types are proposed.	The project is consistent with this regulation. None of these fencing types are proposed.
Section 1513.0401(b)(1) Fences–Residential Subdistricts	Fences and walls, including glass walls, trellis walls, and retaining walls, located within required yards for Courts, Places, and Walks shall not exceed a height of 3 feet above existing grade or proposed grade, whichever is lower.	The project is consistent with this regulation. Proposed walls and fences in these areas are no higher than 3 feet.	The project is consistent with this regulation. Proposed walls and fences in these areas are no higher than 3 feet.
Section 1513.0401(b)(2) Fences–Residential Subdistricts	Fences and walls, including glass walls, trellis walls, and retaining walls, located in interior or rear yards or adjacent to alleys or streets except Mission Boulevard shall not exceed a height of 6 feet above existing grade or proposed grade, whichever is lower.	The project is consistent with this regulation. Proposed walls and fences in these areas are no higher than 6 feet.	The project is consistent with this regulation. Proposed walls and fences in these areas are no higher than 6 feet.
Section 1513.0401(b)(3) Fences–Residential Subdistricts	Fences and walls, including glass walls, trellis walls, and retaining walls, located in yards adjacent to Mission Boulevard shall not exceed a height of 3 feet above existing grade or proposed grade, whichever is lower.	The project is consistent with this regulation. Proposed walls and fences in these areas are no higher than 3 feet.	The project is consistent with this regulation. Proposed walls and fences in these areas are no higher than 3 feet.
Section 1513.0402(a)(1) Landscaping–Residential Subdistricts	One hundred percent of all required yards except interior yards and rear yards shall be landscaped with a minimum of at least 50 percent and shall be any combination of trees, shrubs, and ground cover; except that the use of trees to meet this requirement shall be optional. All proposed landscaping in the required yard areas for Courts, Places, or Walks shall be maintained at a height of three feet or lower (including raised planters)	The project is consistent with this regulation. The minimum required landscape area is provided, and proposed landscape meets all requirements	The project is consistent with this regulation. The minimum required landscape area is provided, and the proposed landscape meets all requirements

Table 5.1-3
Consistency with the Mission Beach Planned District Ordinance

Section/Name	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
	to preserve public views. All landscaping shall be drought-tolerant and native or non-invasive plant species. The remaining 50 percent may include, but is not restricted to, fountains, reflecting pools, art objects, decorative walkways, screens, walls, fences, benches, and decks not exceeding three feet in height.		
Section 1513.0402(a)(2) Landscaping– Residential Subdistricts	Landscaping located within the required yards for Courts and Places shall protect pedestrian view corridors by emphasizing-canopy trees that reach a height of 24 feet at maturity and ground cover. Landscaping materials shall not encroach or overhang into the Courts and Places rights-of-way and view corridors. Mature trees shall be maintained so that branches do not encroach below a height of 8 feet above the finish surface or finished grade, as measured at the trunk. Any trees proposed in the required yard areas along Courts, Places, or Walks, shall be limited to no more than two trees which shall be planted within four to five feet of the primary structure. All landscaping and irrigation within the public right of way shall be developed in accordance with the Landscape Standards of the Land Development Manual.	The project is consistent with this regulation. The proposed landscape meets all requirements.	The project is consistent with this regulation. The proposed landscape meets all requirements.

Table 5.1-3
Consistency with the Mission Beach Planned District Ordinance

Section/Name	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Section 1513.0403(a)(1) Parking–All Subdistricts	Where off-street parking access is perpendicular to an alley or street, it shall be a minimum of 21 feet measured from the opposite edge of the right-of-way. This 21-foot distance may be reduced one foot for each 6-inch increase in parking space width but shall not be less than 18 feet.	Required parking access is provided.	Required parking access is provided.
Section 1513.0403(a)(2) Parking–All Subdistricts	When an existing use is enlarged, the number of off-street parking spaces required are only those required by the enlargement consistent with Section1513.0403(a)(1) above.	The project is consistent with this regulation. No existing uses remain.	The project is consistent with this regulation. No existing uses remain.
Section 1513.0403(b)(1) Parking–Residential Subdistricts	Every premises used for one or more of those uses permitted in Section 1513.0303 shall be provided with a minimum of permanently maintained off-street parking spaces located on the premises as follows: a. Two spaces per dwelling unit; except for the following: (i) In R-S subdistricts when a unit is added to a lot with an existing single-family unit and the lot has less than 34 feet of frontage on a street or alley, then the requirement shall be 1.5 spaces per dwelling unit. (ii) In the R-N subdistrict, the requirement shall be one space per dwelling unit for lots abutting Ocean Front Walk or Bayside Walk with less than 10 feet of vehicular access on a street or alley. b. One space per unit (room) of boarder or lodger.	The project is consistent with this regulation. Two designated parking spaces per dwelling unit are provided.	The project is consistent with this regulation. Two designated parking spaces per dwelling unit are provided.

Table 5.1-3
Consistency with the Mission Beach Planned District Ordinance

Section/Name	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Section 1513.0403(b)(2) Parking–Residential Subdistricts	At least one space per dwelling unit and once space per 2 boarding or lodging units shall have direct access to a dedicated and improved street or alley.	The project is consistent with this regulation. Tandem parking arrangement provides direct access to alley.	The project is consistent with this regulation. Tandem parking arrangement provides direct access to alley.
Section 1513.0403(b)(3) Parking–Residential Subdistricts	Parking shall not be permitted in required yards other than interior or rear yards, except as provided herein.	The project is consistent with this regulation. Parking not proposed in yards.	The project is consistent with this regulation. Parking not proposed in yards.
Section 1513.0403(b)(4) Parking–Residential Subdistricts	Tandem off-street parking is permitted consistent with the following: a. The space required is 8 feet by 36 feet and accommodates 2 cars, one behind the other, except that the width of parking spaces that abut a wall, column, or other immovable obstacle shall be 8 feet and 6 inches. b. Both of the tandem spaces shall be assigned to the same unit. c. Tandem spaces are not required to be enclosed. b. (d) Unenclosed tandem parking spaces may only encroach into an interior yard to achieve the required 36 foot depth.	The project is consistent with this regulation. Tandem parking meets all requirements.	The project is consistent with this regulation. Tandem parking meets all requirements.
Section 1513.0403(b)(5) Parking–Residential Subdistricts	Fifty percent of the individual (non-tandem) parking spaces shall have a minimum of 8-foot width and 19-foot depth. The other 50 percent shall not be less than a minimum 8-foot width and 17 foot depth. The width of parking spaces that abut a wall, column, or other immovable obstacle shall be 8 feet and 6 inches.	The project is consistent with this regulation. All proposed parking stalls meet these minimum dimensions.	The project is consistent with this regulation. All proposed parking stalls meet these minimum dimensions.

Table 5.1-3
Consistency with the Mission Beach Planned District Ordinance

Section/Name	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Section 1513.0403(b)(6) Parking–Residential Subdistricts	All parking areas adjacent to Courts Places, Walks, or Mission Boulevard shall be screen by a solid fence three feet in height. (8) Curb cuts are not allowed on Mission Boulevard unless the premises have less than 10 feet of vehicular access from an alley.	The project is consistent with this regulation. All proposed parking is screened by building walls and garage doors. No curb cuts for parking are proposed from Mission Boulevard.	The project is consistent with this regulation. All proposed parking is screened by building walls and garage doors. No curb cuts for parking are proposed from Mission Boulevard.
Section 1513.0403(b)(7) Parking–Residential Subdistricts	Driveways and parking are not allowed within required yards for Courts, Places, or Walks unless exempted in accordance with Section 1513.0403(b)(3).	The project is consistent with this regulation. No driveway or parking is proposed in these areas.	The project is consistent with this regulation. No driveway or parking is proposed in these areas.
Section 1513.0403(b)(8) Parking–Residential Subdistricts	Curb cuts are not allowed on Mission Boulevard unless the premises have less than 10 feet of vehicular access from an alley.	The project is consistent with this regulation. No curb cuts for parking are proposed from Mission Boulevard.	The project is consistent with this regulation. No curb cuts for parking are proposed from Mission Boulevard.
Section 1513.0404(a)(1) On-Premises Sign Regulations Residential Subdistricts	The following non-illuminated wall signs shall be permitted, provided that no sign shall project above the parapet or eaves of the building to which affixed. (1) One nameplate per dwelling unit not exceeding one square foot in total area to identify only the occupant;	The project is consistent with this regulation. Proposed signage meets the size and location requirements.	The project is consistent with this regulation. Proposed signage meets the size and location requirements.
Section 1513.0404(a)(2) On-Premises Sign Regulations Residential Subdistricts	In lieu of 1513.0404(a)(1), the occupant of a dwelling unit, if the possessor of a valid home occupation permit, shall be permitted a sign indicating the nature of the home occupation, not to exceed 2 square feet in total area.	The project is consistent with this regulation. Proposed signage meets the size and location requirements.	The project is consistent with this regulation. Proposed signage meets the size and location requirements.
Section 1513.0404(a)(3) On-Premises Sign Regulations Residential Subdistricts	One building identity sign not exceeding one percent of the area of the wall to which it is affixed or 20 square feet, whichever is the smaller figure.	The project is consistent with this regulation. Building identity signs not proposed.	The project is consistent with this regulation. Building identity signs not proposed.

Table 5.1-3
Consistency with the Mission Beach Planned District Ordinance

Section/Name	Goal/Recommendation	Mission Beach Residences	Santa Barbara Place Residences
Section 1513.0404(a)(4) On-Premises Sign Regulations Residential Subdistricts	One directional sign per vehicular entryway not exceeding 2 square feet in total area or 4 feet in height measured to the apex of the sign.	The project is consistent with this regulation. Vehicular signs not proposed.	The project is consistent with this regulation. Vehicular signs not proposed.
Section 1513.0404(a)(5) On-Premises Sign Regulations Residential Subdistricts	One temporary wall or freestanding sign offering the premises for sale, rent or lease, not to exceed 8 square feet in total area or 4 feet in height measured to the apex of the sign. Such sign is permitted in required yards.	The project would not violate temporary wall or freestanding sign regulations. The project is consistent with this regulation.	The project would not violate temporary wall or freestanding sign regulations. The project is consistent with this regulation.
Section 1513.0404(a)(6) On-Premises Sign Regulations Residential Subdistricts	One public interest wall or ground sign not to exceed 8 square feet in total area or 4 feet in height measures to the apex of the sign. Such sign is permitted in required yard.	The project would not violate temporary wall or freestanding sign regulations. The project is consistent with this regulation.	The project would not violate temporary wall or freestanding sign regulations. The project is consistent with this regulation.

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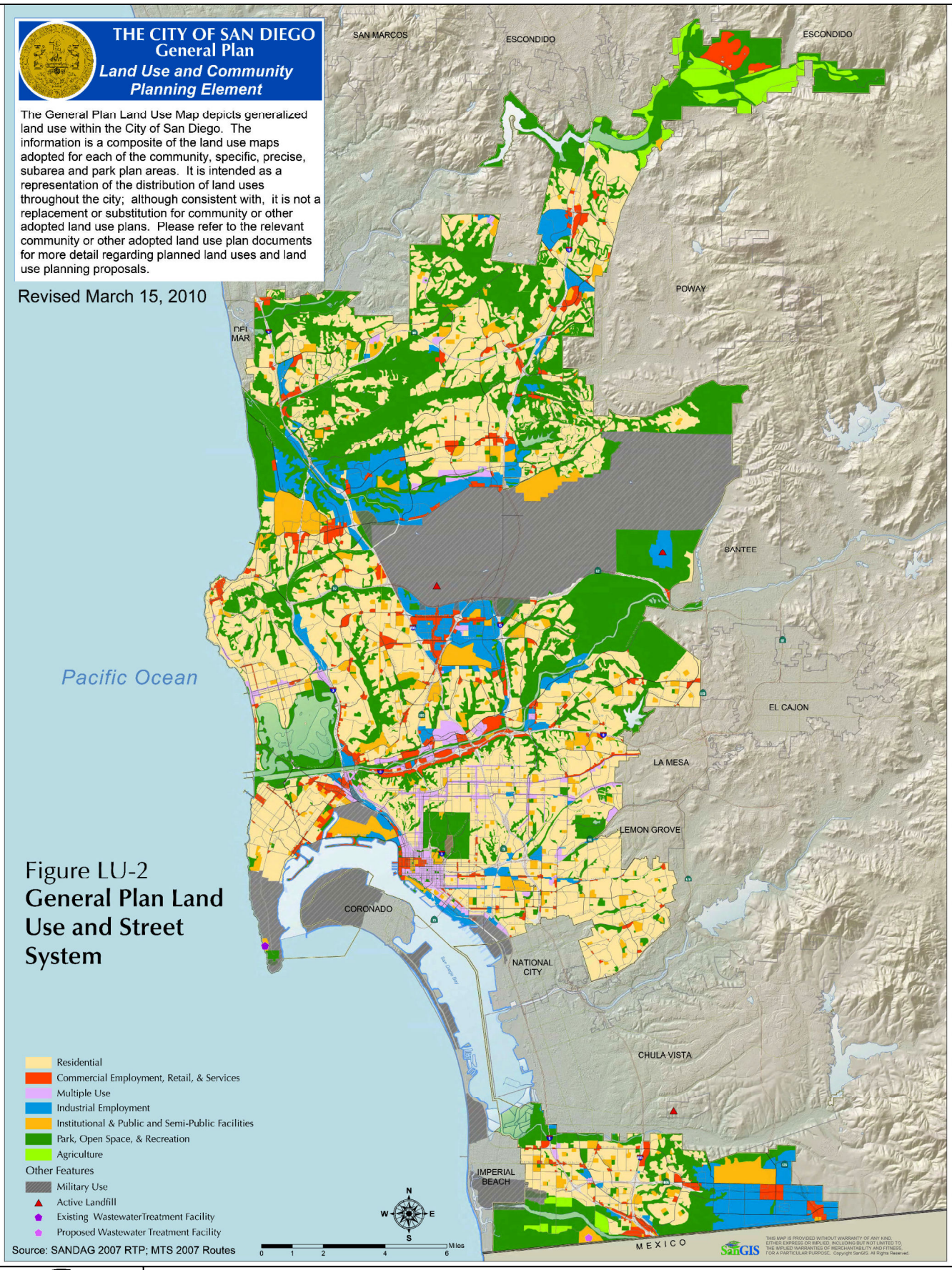

SOURCE: City of San Diego.

General Plan Land Use Designation

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 5.1-1

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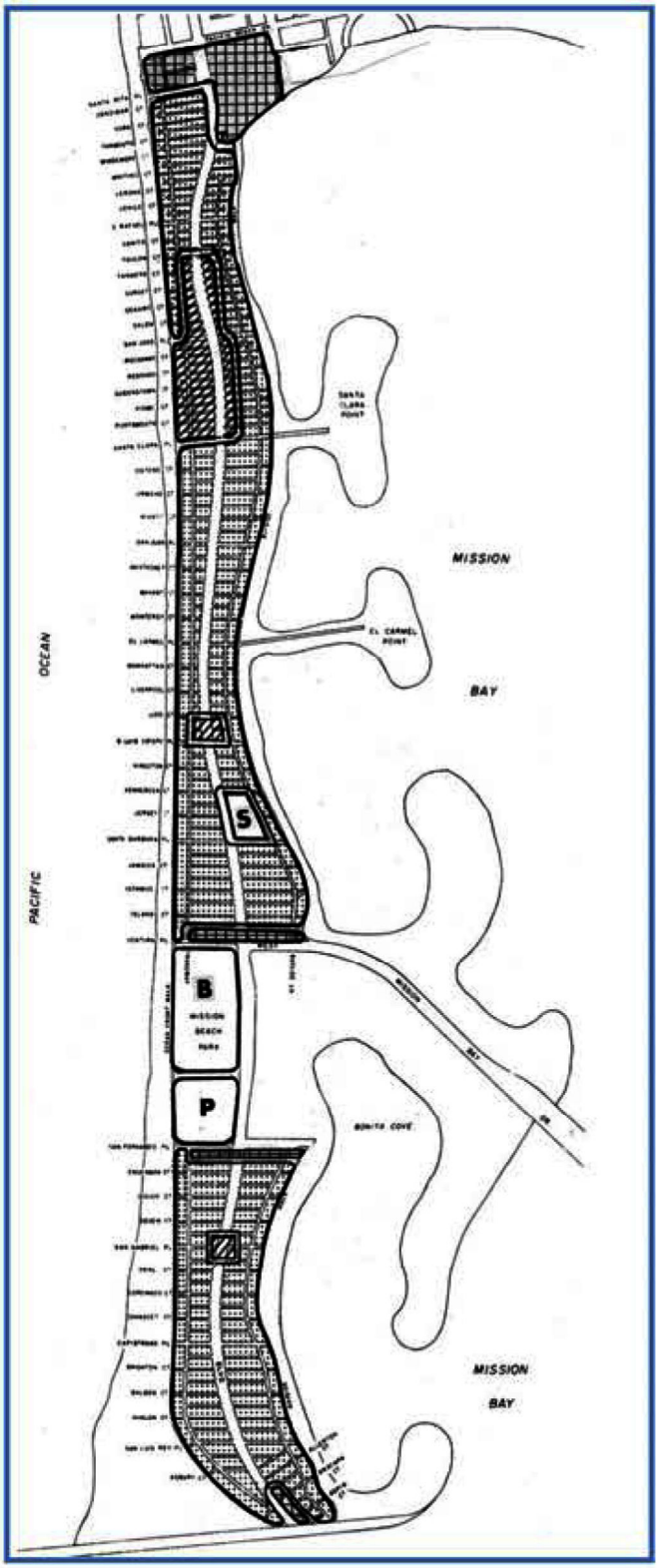

legend

- residental (36 units per acre)
- neighborhood commercial
- commercial recreation

public facilities

- P parking
- B belmont amusement park
- S school

SOURCE: City of San Diego Planning Department.

Mission Beach Land Use Plan

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
5.1-2

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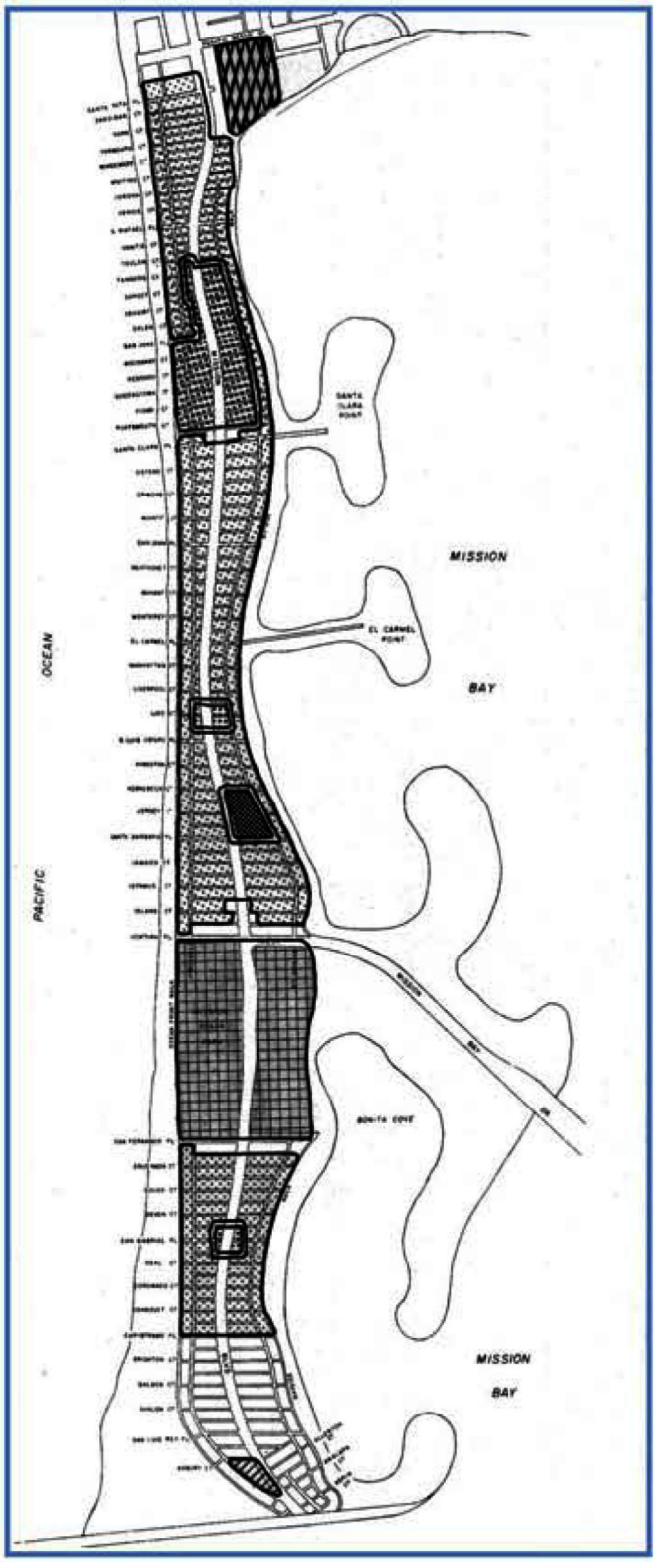

Note: This map illustrates those situations where Plan proposals are inconsistent with present zoning. Shown are the necessary rezonings if the zoning is to conform to the Plan. The use of a planned district would replace all zones with regulations tailored to Mission Beach. The content of district regulations would be similar but different from the zone proposals shown on the map.

legend

- r4 to r2-b
- r4 to r1-40
- cs to cn
- cs to r2-b
- cs to r1-40
- r4 to cs

SOURCE: City of San Diego Planning Department.

Mission Beach Zoning Update

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 5.1-3

Z:\Projects\813301\MAPDOC\MAPS\Section5_1_LandUse\Fig5_1_3_MB_ZoningUpdate.mxd

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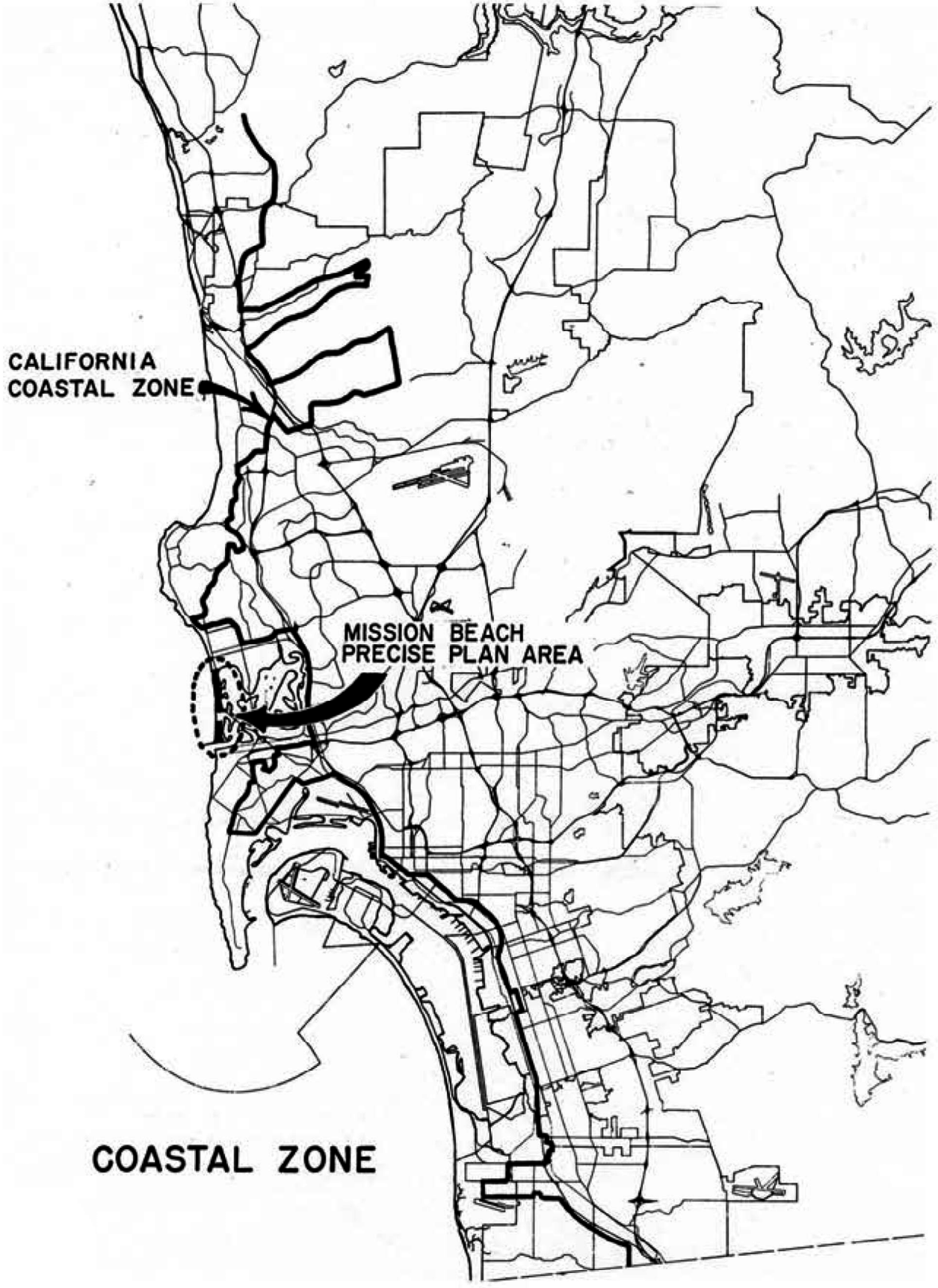

SOURCE: City of San Diego Planning Department.

Mission Beach Coastal Zone

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 5.1-4

Z:\Projects\366139\01\MAPDOC\MAPS\Section5_1_LandUse\Fig5_1_4_MB_CoastalZone.mxd

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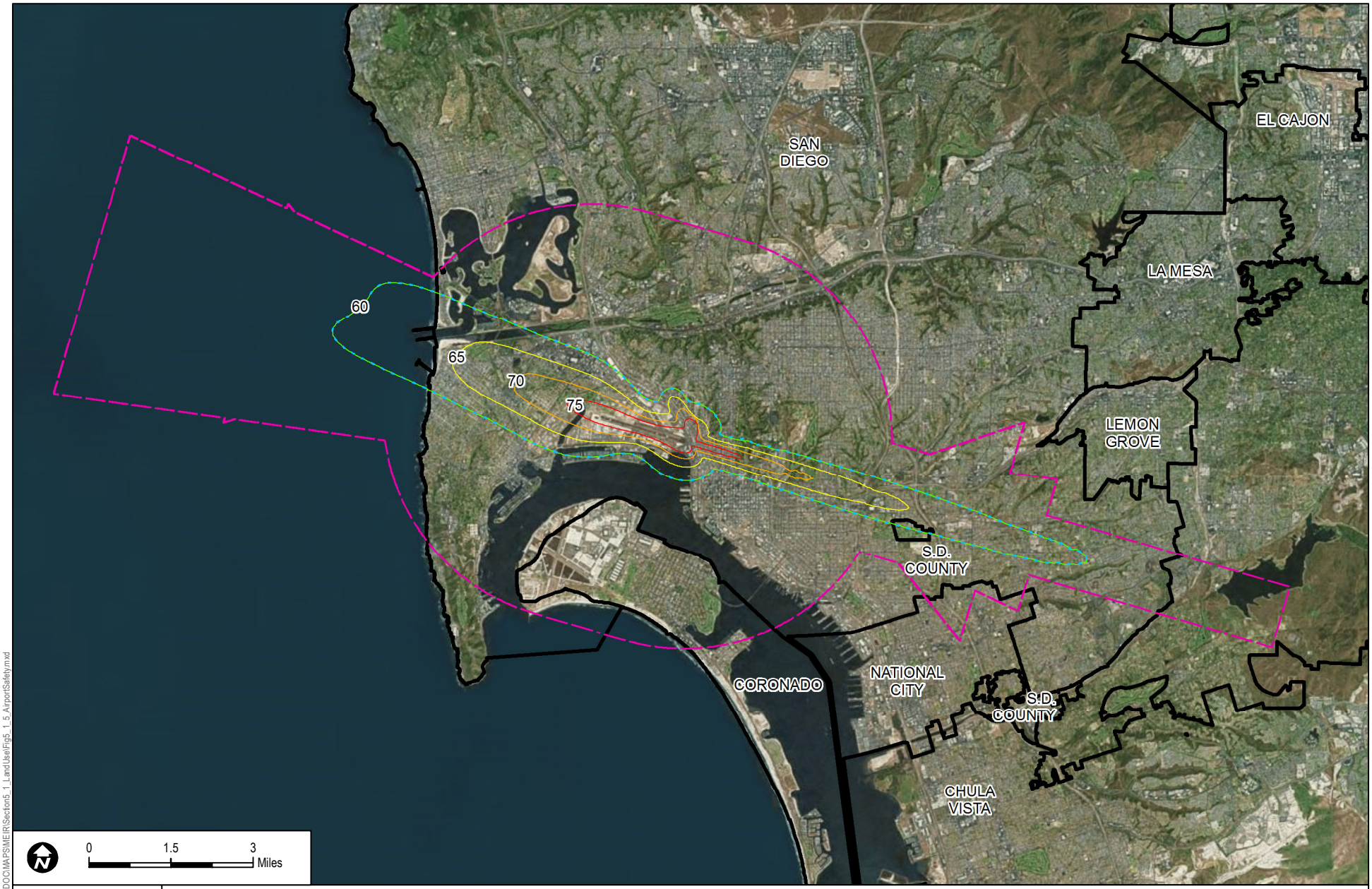

SOURCE: Bing Maps 2014, SanGIS 2014.

San Diego International Airport Safety Compatibility Map

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 5.1-5

Path: Z:\Projects\j\j013301\MAPDOC\MAPS\MEIR\Section5_1_LandUse\Fig5_1_5_AirportSafety.mxd

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5.2 NOISE

5.2.1 INTRODUCTION

The purpose of this section is to estimate and evaluate the potential noise impacts associated with implementation of the Mission Beach Residences Project and the Santa Barbara Place Residences Project. The following discussion summarizes the findings of two noise technical reports: (1) the *Environmental Noise Assessment for the Mission Beach Residences Project* (Mission Beach Noise Report) prepared by Dudek in August 2014 (*Appendix C1*) and (2) the *Environmental Noise Assessment for the Santa Barbara Place Residences Project* (Santa Barbara Place Noise Report) prepared by Dudek in August 2014 (*Appendix C2*).

5.2.2 EXISTING CONDITIONS

Noise Definitions and Criteria

The following is a brief discussion of fundamental noise concepts. The basic terminology and concepts of noise are described as follows, with technical terms defined in *Appendices C1* and *C2*.

Sound, Noise, and Acoustics

Sound is actually a process that consists of three components: the sound source, the sound path, and the sound receiver. All three components must be present for sound to exist. Without a source to produce sound, there is no sound. Similarly, without a medium to transmit sound pressure waves, there is no sound. Finally, sound must be received; a hearing organ, sensor, or object must be present to perceive, register, or be affected by sound or noise. In most situations, there are many different sound sources, paths, and receptors rather than just one of each. Acoustics is the field of science that deals with the production, propagation, reception, effects, and control of sound. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired.

Sound Pressure Levels and Decibels

The amplitude of a sound determines its loudness. Loudness of sound increases with increasing amplitude. Sound pressure amplitude is measured in units of micronewton per square meter, also called micropascal. One micropascal is approximately one-hundred billionth (0.00000000001) of normal atmospheric pressure. The pressure of a very loud sound may be 200 million micropascals, or 10 million times the pressure of the weakest audible sound. Because expressing sound levels in terms of micropascal would be very cumbersome, sound pressure level in logarithmic units is used instead to describe the ratio of actual sound pressures to a reference pressure squared. These units are called Bels. To provide a finer resolution, a Bel is subdivided into 10 decibels, abbreviated dB.

A-Weighted Sound Level

Sound pressure level alone is not a reliable indicator of loudness. The frequency, or pitch, of a sound also has a substantial effect on how humans will respond. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

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

The A-scale weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments about the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high noise levels or other special situations (e.g., B-scale, C-scale, D-scale), but these scales are rarely used in conjunction with most environmental noise. Noise levels are typically reported in terms of A-weighted sound levels. All sound levels discussed in this report are A-weighted. Examples of typical noise levels for common indoor and outdoor activities are depicted in *Table 5.2-1*.

Table 5.2-1
Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dB)	Common Indoor Activities
	110	Rock band
Jet fly-over at 300 meters (1,000 feet)	100	
Gas lawn mower at 1 meter (3 feet)	90	
Diesel truck at 15 meters (50 feet), at 80 kilometers/hour (50 miles per hour)	80	Food blender at 1 meter (3 feet), garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime Gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area Heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quiet urban daytime	50	Large business office, dishwasher next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library
Quiet rural nighttime	20	Bedroom at night, concert hall (background)
	10	Broadcast/Recording Studio
Lowest threshold of human hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans 1998.

Human Response to Changes in Noise Levels

Under controlled conditions in an acoustics laboratory, the trained, healthy human ear is able to discern changes in sound levels of 1 dB when exposed to steady, single-frequency signals in the mid-frequency range. Outside such controlled conditions, the trained ear can detect changes of 2 dB in normal environmental noise. It is widely accepted that the average healthy ear, however, can barely perceive noise level changes of 3 dB. A change of 5 dB is readily perceptible, and a change of 10 dB is perceived as twice or half as loud. As discussed previously, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a road) would result in a barely perceptible change in sound level).

Noise Descriptors

Additional units of measure have also been developed to evaluate the long-term characteristics of sound. The equivalent sound level (L_{eq}) is also referred to as the time-average sound level. It is the equivalent steady-state sound level that in a stated period of time would contain the same acoustical energy as the time-varying sound level during the same time period. The 1-hour A-weighted equivalent sound level, L_{eq} (h), is the energy average of the A-weighted sound levels occurring during a 1-hour period and is the basis for the City of San Diego (City) noise ordinance criteria.

People are generally more sensitive and annoyed by noise occurring during the evening and nighttime hours. Thus, another noise descriptor used in community noise assessments termed the Community Noise Equivalent Level (CNEL) was introduced. The CNEL scale represents a time-weighted, 24-hour average noise level based on the A-weighted sound level. The CNEL accounts for the increased noise sensitivity during the evening hours (7:00 p.m. to 10 p.m.) and nighttime hours (10:00 p.m. to 7:00 a.m.) by adding 5 dB and 10 dB, respectively, to the average sound levels occurring during the nighttime hours.

Sound Propagation

Sound propagation (i.e., the passage of sound from a noise source to a receiver) is influenced by several factors. These factors include geometric spreading, ground absorption, and atmospheric effects, as well as shielding by natural and/or man-made features.

Sound levels are attenuated at a rate of approximately 6 dB per doubling of distance from an outdoor point source due to the geometric spreading of the sound waves. Additional sound attenuation can result from man-made features such as intervening walls and buildings, as well as natural features such as hills and dense woods. Atmospheric conditions such as humidity, temperature, and wind gradients can temporarily either increase or decrease sound levels. In

general, the greater the distance the receiver is from the source, the greater the potential for variation in sound levels due to atmospheric effects.

Noise Standards

City of San Diego General Plan Noise Element

The purpose of the noise element is to protect people living and working in the City from excessive noise. The Noise Element provides goals and policies to guide compatible land uses and incorporates noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment. This purpose becomes more relevant as the City continues to grow with infill and mixed-use development consistent with the Land Use Element.

The City's General Plan Noise Element contains noise guidelines (City of San Diego 2008a). As depicted in *Table 5.2-2*, the City considers outdoor noise levels of up to 70 dB CNEL to be conditionally acceptable for the outdoor use areas of the single and multifamily land uses. Interior noise levels are considered compatible up to 45 dB CNEL.

Table 5.2-2
Land Use – Noise Compatibility Guidelines

Land Use Category	Exterior Noise Exposure (dBA CNEL)			
	60	*65*	*70*	*75*
Open Space and Parks and Recreational				
Community and neighborhood parks; passive recreation				
Regional parks; outdoor spectator sports, golf courses; athletic fields; outdoor spectator sports, water recreational facilities; horse stables; park maintenance facilities				
Agricultural				
Crop raising and farming; aquaculture, dairies; horticulture nurseries and greenhouses; animal raising, maintenance and keeping; commercial stables				
Residential				
Single units; mobile homes; senior housing		45		
Multiple units; mixed-use commercial/residential; live work; group living accommodations		45	45*	
Institutional				
Hospitals; nursing facilities; intermediate care facilities; kindergarten through grade 12 educational facilities; libraries; museums; places of worship; child care facilities		45		
Vocational or professional educational facilities; higher education institution facilities (community or junior colleges, colleges, or universities)		45	45	
Cemeteries				

Table 5.2-2
Land Use – Noise Compatibility Guidelines

Land Use Category				Exterior Noise Exposure (dBA CNEL)			
				60	65	70	75
Sales							
Building supplies/equipment; food, beverages, and groceries; pets and pet supplies; sundries, pharmaceutical and convenience sales; wearing apparel and accessories						50	50
Commercial Services							
Building services; business support; eating and drinking; financial institutions; assembly and entertainment; radio and television studios; golf course support						50	50
Visitor accommodations					45	45	45
Offices							
Business and professional; government; medical, dental and health practitioner; regional and corporate headquarters						50	50
Vehicle and Vehicular Equipment Sales and Services Use							
Commercial or personal vehicle repair and maintenance; commercial or personal vehicle sales and rentals; vehicle equipment and supplies sales and rentals; vehicle parking							
Wholesale, Distribution, Storage Use Category							
Equipment and materials storage yards; moving and storage facilities; warehouse; wholesale distribution							
Industrial							
Heavy manufacturing; light manufacturing; marine industry; trucking and transportation terminals; mining and extractive industries							
Research and development							50
	Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level.				
		Outdoor Uses	Activities associated with the land use may be carried out.				
	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number for occupied areas.				
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable.				
	Incompatible	Indoor Uses	New construction should not be undertaken.				
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.				

Source: City of San Diego 2008a.

* For uses affected by aircraft noise, refer to Policies NE-D.2. and NE-D.3.

The City has also adopted the following General Plan Noise Element policies related to aircraft noise:

- **NE-D.1.** Encourage noise-compatible land use within airport influence areas in accordance with federal and state noise standards and guidelines.

- **NE-D.2.** Limit future residential uses within airport influence areas to the 65 dB CNEL airport noise contour, except for multiple-unit, mixed-use, and live–work residential uses within the San Diego International Airport influence area in areas with existing residential uses and where a community plan and the Airport Land Use Compatibility Plan allow future residential uses.
- **NE-D.3.** Ensure that future multiple-unit, mixed-use, and live–work residential uses within the San Diego International Airport influence area that are located greater than the 65 dB CNEL airport noise contour are located in areas with existing residential uses and where a community plan and Airport Land Use Compatibility Plan allow future residential uses.
    - Limit the amount of outdoor areas subject to exposure above the 65 dB CNEL.
    - Provide noise attenuation to ensure an interior noise level that does not exceed 45 dB CNEL.
- **NE-D.4.** Discourage outdoor uses in areas where people could be exposed to prolonged periods of high aircraft noise levels greater than the 65 dB CNEL airport noise contour.

City of San Diego Noise Ordinance Criteria

The City has adopted a quantitative noise ordinance to control excessive noise generated in the City (City of San Diego 2008b). The noise ordinance limits are in terms of a 1-hour average sound level. The allowable noise limits depend upon the land use zone, time of day, and duration of the noise, as depicted in *Table 5.2-3, City of San Diego Sound Level Limits.*

Table 5.2-3
City of San Diego Sound Level Limits

Land Use	Time of Day	1-Hour Average Sound Level (dB)
Single-Family Residential	7 a.m. to 7 p.m. 7 p.m. to 10 p.m. 10 p.m. to 7 a.m.	50 45 40
Multifamily Residential (up to maximum density of 1/2,000)	7 a.m. to 7 p.m. 7 p.m. to 10 p.m. 10 p.m. to 7 a.m.	55 50 45
All other residential	7 a.m. to 7 p.m. 7 p.m. to 10 p.m. 10 p.m. to 7 a.m.	60 55 50
Commercial	7 a.m. to 7 p.m. 7 p.m. to 10 p.m. 10 p.m. to 7 a.m.	65 60 60
Industrial or Agricultural	Anytime	75

Source: City of San Diego 2008b.

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

Existing Noise

The ambient noise in the area of both projects is primarily generated by traffic along Mission Boulevard. The existing average daily traffic (ADT) volume along Mission Boulevard adjacent to the west side of both project sites is 14,884 (see *Appendices C1* and *C2*).

Ambient Noise Monitoring

Noise measurements were made using a SoftdB Piccolo integrating sound-level meter equipped with 0.5-inch pre-polarized condenser microphone with pre-amplifier. The sound-level meter meets the current American National Standards Institute standard for a Type 2 (General Purpose) sound-level meter. The sound-level meter was calibrated before and after the measurements, and the measurements were conducted with the microphone positioned 5 feet aboveground and covered with a windscreen.

Both the Mission Beach Noise Report and the Santa Barbara Place Noise Report relies on the same ambient noise measurements. Short-term noise measurements were conducted at one on-site and three site-adjacent locations between 12:15 p.m. and 1:10 p.m., April 28, 2014, as depicted in *Figure 5.2-1*. Site M1 was along the west side of Mission Boulevard at Jersey Court, across from both the Mission Beach Residences and Santa Barbara Place Residences project sites; Site M2 was located on the south side of Santa Barbara Place, approximately mid-block; Site M3 was located on the east side of Bayside Lane, east of both project sites; and Site M4 near the center of the Mission Beach Residences Project site. The measured average noise levels ranged from approximately 55 dBA L_{eq} at Site M3 to 63 dBA L_{eq} at Site M1, as shown in *Table 5.2-4*.

Table 5.2-4
Measured Noise Levels and CNEL

Site	Description	Leq1	CNEL2
M1	Approximately 50 feet from the centerline of Mission Boulevard	63 dBA	66 dBA
M2	Approximately 25 feet from the centerline of Santa Barbara Place and 185 feet from the centerline of Mission Boulevard	62 dBA	65 dBA
M3	Approximately 20 feet from the center line of Bayside Drive	55 dBA	58 dBA
M4	Approximately 150 feet from the center line of Mission Boulevard	57 dBA	60 dBA

Source: See *Appendices C1* and *C2*.
Notes:
1 Equivalent Continuous Sound Level (time-average sound level)
2 Community Noise Equivalent Level (CNEL) based on diurnal noise patterns for roadways over 10,000 ADT

Noise Modeling

The Federal Highway Administration's Traffic Noise Model 2.5 was used to model noise generated by existing and future traffic along the roads (FHWA 2004). The Traffic Noise Model 2.5 accepts as input the number and types of vehicles on the roadway, vehicle speeds, receiver locations, and other input data including noise attenuation from structures such as existing or future buildings or walls. The modeled traffic speed was 30 miles per hour (mph) along Mission Beach Boulevard. Modeling data is provided in *Appendices C1* and *C2*.

5.2.3 IMPACTS

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

Issue 2: Would the proposal result in the exposure of people to noise levels which exceed the City's Noise Ordinance or are incompatible with the Noise Compatibility Guidelines (Table NE-3) in the Noise Element of the General Plan?

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

Based on the City's *California Environmental Quality Act (CEQA) Significance Determination Thresholds* (City of San Diego 2011), noise impacts may be significant if the project would:

- Generate noise levels that exceed the City's Noise Ordinance Standards or General Plan policies.
- Cause temporary construction noise that exceeds the standards in San Diego Municipal Code Section 59.5.0404.
- Expose people to transportation noise levels that exceed standards established in the General Plan or an adopted airport land use compatibility plan.

Construction Noise

Mission Beach Residences Project

Construction noise and vibration are temporary phenomena. Construction noise and vibration levels would vary from hour-to-hour and day-to-day, depending on the equipment in use, the operations being performed, and the distance between the source and receptor.

Total construction is expected to take approximately 18–24 months. Demolition of the existing building and associated development on the Mission Beach Residences Project site would be required prior to construction. Construction of the Mission Beach Residences Project would include grading; public and private utilities work; building and garage construction; coatings, paving of alleys and sidewalks; and public improvements, landscaping and pocket park improvements. The Mission Beach Residences Project would require a total export of approximately 2,465 cubic yards of soil to a location outside the coastal zone.

The U.S. Environmental Protection Agency has compiled data regarding the noise-generating characteristics of specific types of construction equipment. The typical maximum noise levels for various pieces of construction equipment at a distance of 50 feet are presented in *Table 5.1-3*.

Note that the equipment noise levels presented in *Table 5.2-5* are maximum noise levels. The equipment operates in alternating cycles of full power and low power, thus, producing noise levels less than the maximum level. The average sound level of the construction activity also depends upon the amount of time that the equipment operates and the intensity of the construction during the time period.

Table 5.2-5
Construction Equipment Noise Levels

Equipment Type	"Typical" Equipment dB(A) at 50 feet	"Quiet"[1] Equipment dB(A) at 50 feet
Air compressor	81	71
Backhoe	85	80
Concrete pump	82	80
Concrete vibrator	76	70
Truck, crane	88	80
Dozer	87	83
Generator	78	71
Loader	84	80
Paver	88	80
Pneumatic tools	85	75
Water pump	76	71
Power hand saw	78	70
Shovel	82	80
Trucks	88	83

Source: See *Appendix C1.*
Note:
[1] Quieted equipment: with enclosures, mufflers, or other noise-reducing features.

The nearest noise-sensitive land uses are single-family and multifamily residences located on all four sides of the Mission Beach Residences Project. Construction activities would take place as

near as 25 feet from the closest existing residences (located to the north and to the east of the Mission Beach Residences Project, across from Kennebeck Court and Bayside Lane, respectively), although in general they would be substantially further.

Based on previous noise measurements of similar projects and number of pieces of primary equipment anticipated to be used for construction of the Mission Beach Residences Project, the 12-hour average sound level for construction would range up to approximately 81 dBA at 25 feet from the construction equipment. The City's Noise Ordinance states that construction equipment shall be operated so as not to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 dB during the 12-hour period from 7:00 a.m. to 7:00 p.m. Thus, the construction noise level could exceed the City's noise criterion by up to 6 dB at the closest existing residences and has the potential to adversely affect adjacent noise-sensitive uses such as residences.

Santa Barbara Place Residences Project

Total construction of the Santa Barbara Place Residences Project is expected to take approximately 10–12 months. Demolition of the existing former Mission Beach Elementary School educational building would be required prior to construction. Construction of the Santa Barbara Place Residences Project would include grading; public and private utilities work; building and garage construction; coatings; paving of alleys and sidewalks; and public and private improvements and landscaping. The Santa Barbara Place Residences Project would not require soil import or export.

The nearest noise-sensitive land uses are single-family and multifamily residences located to the east, west, and south of the Santa Barbara Place Residences Project. Construction activities would take place as near as 10 feet from the closest existing residences (located immediately to the east of the Santa Barbara Place Residences Project); although in general they would be substantially further.

Based on previous noise measurements for similar projects and number of pieces of primary equipment anticipated to be used for the Santa Barbara Place Residences Project, the 12-hour average sound level would range up to approximately 90 dBA at 10 feet from the construction equipment. Thus, the construction noise level could exceed the City's noise criterion by up to 14 dB at the closest existing residences and has the potential to adversely affect adjacent noise-sensitive uses.

Combined Project Analysis

As noted earlier, construction of the Mission Beach Residences Project is expected to take approximately 18–24 months. Construction of the Santa Barbara Place Residences Project is expected to take approximately 10–12 months. As each project individually would exceed the City's Noise Ordinance, when construction phases overlap, the combination of both projects has the potential to also exceed the City's thresholds.

Due to the fact that these are two completely separate projects, construction of either the Santa Barbara Place Residences Project or the Mission Beach Residences Project may be complete and become occupied while construction is still in progress for the other project. If either project is complete and occupied while the other is still under construction, the occupied project would become an additional sensitive land use to construction noise as the project sites are approximately 25 feet apart. Therefore, the 12-hour average sound level from construction equipment would potentially range up to approximately 81 dBA at the property line, exceeding the City's Noise Ordinance by 6 dB.

Operations – Exterior Noise

Residential land uses are not typically considered substantial sources of noise. Therefore, the two projects would not likely result in direct noise impacts to other noise-sensitive land uses during operation. Traffic induced by each project would contribute to increases in ambient noise levels; however, as discussed in detail below, each project would result in a minimal increase in traffic noise.

Mission Beach Residences Project

The future (Horizon Year 2030) traffic volumes along Mission Boulevard adjacent to the Mission Beach Residences Project site are projected to be approximately 29,000 ADT without the project and 29,086 with the project (see *Appendix C1*). The future (Horizon Year 2030) traffic volumes also account for the Santa Barbara Place Residences Project traffic. The Mission Beach Residences Project would have a common outdoor use area (pocket park) that would be considered noise sensitive and would be affected by future traffic noise. The pocket park would need to comply with the City's 65 dBA CNEL exterior noise level requirement for traffic noise, per the City's Significance Determination Thresholds. *Figure 5.2-2* shows the receptor locations that coincide with *Table 5.2-6*. As shown in *Table 5.2-6*, the Horizon Year 2030 with Mission Beach Residences Project traffic noise level within the pocket park (Receptor R5) is predicted to be approximately 66 dBA CNEL, and therefore would exceed the 65 dBA CNEL threshold. However, as noted in the City's Significance Determination Thresholds, if the Mission Beach Residences Project is

currently at or exceeds 65 dBA CNEL, then a 3 dB increase resulting from project implementation becomes the threshold for determining significance.

Table 5.2-6
On-Site Future (Horizon Year 2030)
Exterior Noise Levels –Mission Beach Residences Project

Receptor	1st Floor Noise Level (dBA CNEL)	2nd Floor Noise Level (dBA CNEL)	3rd Floor Noise Level (dBA CNEL)
R1	63	63	63
R2	59	60	60
R3	62	62	62
R4	62	63	62
R5	65	n/a	n/a
R6	58	58	53
R7	55	56	n/a
R8	52	54	46
R9	50	53	n/a
R10	53	53	36
R11	49	50	35
R12	46	46	34
R13	57	57	47
R14	53	53	36
R15	49	49	34
R16	59	59	n/a
R17	55	55	36
R18	53	53	n/a
R19	50	50	34
R20	48	48	n/a
R21	46	46	32

Sources: Dudek 2014a; See *Appendix C1*.
Notes: n/a = Not applicable (ground floor/second floor receivers only).
Noise levels for the modeled Horizon Year 2030 traffic per Traffic Impact Analysis prepared by Urban Systems Associates Inc., provided as Appendix F to this Master Environmental Impact Report.

As stated in the project-specific noise technical report, the minimally induced traffic resulting from the Mission Beach Residences Project and Santa Barbara Place Residences Project would effectively result in a 0 dB noise increase (rounded to the nearest whole number) (Dudek 2014). Therefore, the Mission Beach Residences Project would not cause traffic noise to increase by 3 dB and would be below the City's threshold; therefore, impacts would be less than significant.

The noise modeling receptor locations are situated at the common outdoor use area and along the exterior building façades. The noise levels at all three floor levels at the patios/balconies closest to

Mission Boulevard (Receptors R1, R2, R3, and R4) were examined and were found to be 63 dBA CNEL or less. Therefore, impacts would be less than significant.

Santa Barbara Place Residences Project

The near-term traffic volumes along Mission Boulevard adjacent to the Santa Barbara Place Residences Project site are projected to be approximately 16,950 ADT without the project and 17,040 with the project (see *Appendix F*). The Near-Term Plus Project traffic condition was used due to the likelihood that the Santa Barbara Place Residences Project would be completed and occupied before the Mission Beach Residences Project. The Santa Barbara Place Residences Project would have private outdoor use areas (patios and balconies) that would be considered noise sensitive and would need to comply with the City's 65 dBA CNEL exterior noise level requirement for traffic noise. *Figure 5.2-3* shows the receptor locations that coincide with *Table 5.2-7*. The noise modeling receptors are situated at the private outdoor use areas and along the exterior building façades.

Table 5.2-7
On-Site Future (Near-Term)
Exterior Noise Levels –Santa Barbara Place Residences Project

Receptor	1st Floor Noise Level (dBA CNEL)	2nd Floor Noise Level (dBA CNEL)	3rd Floor Noise Level (dBA CNEL)
R1	60	61	60
R2	57	57	n/a
R3	55	56	50
R4	53	53	n/a
R5	51	52	45
R6	50	50	n/a

Note: n/a = Not applicable (ground floor/second floor receivers only).

As shown in *Table 5.2-4*, the Near-Term Plus Project traffic noise levels at the patios/balconies would be 61 dBA CNEL or less; therefore, impacts would be less than significant.

Combined Project Analysis

As the Mission Beach Residences Project analysis utilizes future (Horizon Year 2030) traffic counts for noise, it already includes traffic (and the resulting ambient noise) generated from the Santa Barbara Place Residences Project. As discussed earlier, future traffic noise resulting from the Mission Beach Residences Project and Santa Barbara Place Residences Project would not exceed the City's thresholds on the Mission Beach Residences Project site. Impacts under the combined project analysis would be less than significant.

Operations – Interior Noise

Residential land uses are not typically considered substantial sources of noise. Therefore, the two projects would not likely result in direct noise impacts to other noise-sensitive land uses during operation. Traffic induced by each project would contribute to increases in ambient noise levels; however, as discussed previously, each project would result in a less than 3dB increase in traffic noise.

Mission Beach Residences Project

As outlined in *Section 5.1.12*, the City and state require that interior noise levels not exceed a CNEL of 45 dBA within multifamily dwelling units. The data previously shown in *Table 5.2-3* indicate that future traffic noise levels would range from approximately 59 to 63 dBA CNEL at the façades of the dwelling units adjacent to Mission Boulevard due to traffic noise. The interior noise levels in habitable rooms are expected to exceed the 45 dBA CNEL noise criterion with windows open, or even with windows closed, depending on the window/door size, construction, and actual location. Residential land uses are not typically considered substantial sources of noise, and the Mission Beach Residence Project would not likely result in direct noise impacts to adjacent noise-sensitive land uses during operation.

Santa Barbara Place Residences Project

The data previously shown in *Table 5.2-4* indicate that future traffic noise levels would range from approximately 57 to 61 dBA CNEL at the façades of the dwelling units adjacent to Mission Boulevard due to the traffic and noise. The interior noise levels in habitable rooms are expected to exceed the 45 dBA CNEL noise criterion with windows open, or even with windows closed, depending on the window/door size, construction, and actual location. Residential land uses are not typically considered substantial sources of noise, and the Santa Barbara Place Residences Project would not likely result in direct noise impacts to adjacent noise-sensitive land uses during operation.

Combined Project Analysis

As both projects propose residential land uses, the only potential for substantial noise generation at either project site would be indirectly through the introduction of additional traffic to the area. As the Mission Beach Residences Project analysis above utilizes future (Year 2030) traffic counts for noise, it already includes traffic (and the resulting noise) generated from the Santa Barbara Place Residences Project. When combined, interior noise levels at both project sites would be expected to remain above 45 dBA CNEL. As outlined above, residential land uses are

not typically considered substantial sources of noise. Therefore, the two projects would not likely result in direct noise impacts to other noise-sensitive land uses during operation.

5.2.4 SIGNIFICANCE OF IMPACTS

Construction Noise

Mission Beach Residences Project

The construction noise related to the Mission Beach Residences Project could exceed the City's noise criterion by up to 6 dB at the closest existing residences and has the potential to adversely affect adjacent noise-sensitive uses. As such, these noise levels represent a temporary potentially significant impact, and mitigation is required. Mitigation measure MB-NOI-1, provided in *Section 5.2.5*, states that the Mission Beach Residences Project shall be required to limit construction hours, place mufflers on equipment engines, erect temporary noise barriers, and orient stationary sources to direct noise away from sensitive uses. However, even following the implementation of these mitigation measures, it is likely that noise from construction activities would still exceed the City's noise standard for construction. Therefore, construction noise would result in a significant increase in existing ambient noise levels, and would result in a temporary significant and unavoidable impact.

Santa Barbara Place Residences Project

The construction noise level related to the Santa Barbara Place Residences Project could exceed the City's noise criterion by up to 14 dB at the closest existing residences and has the potential to adversely affect adjacent noise-sensitive uses. As such, these noise levels represent a temporary potentially significant impact and mitigation is required. Mitigation measure SBP-NOI-1 provided in *Section 5.2.5* states that the Santa Barbara Place Residences Project shall be required to limit construction hours, place mufflers on equipment engines, erect temporary noise barriers, and orient stationary sources to direct noise away from sensitive uses. However, even following the implementation of these mitigation measures, it is likely that noise from construction activities would still exceed the City's noise standard for construction. Therefore, construction noise would result in a significant increase in existing ambient noise levels, and would result in a temporary significant and unavoidable impact.

Combined Project Analysis

The Mission Beach Residences Project and the Santa Barbara Place Residences Project would each, individually, exceed the City's Noise Ordinance for construction noise at the property lines of existing residential land uses. Even with mitigation incorporated, each project individually

would still likely exceed the City's Noise Ordinance; therefore, each project would result in significant and unavoidable impacts.

Due to the fact that these are two completely separate projects, construction of either the Santa Barbara Place Residences Project or the Mission Beach Residences Project may be complete and become occupied while construction is still in progress for the other project. If either project is complete and occupied while the other is still under construction, the occupied project would become an additional sensitive land use to construction noise as the project sites are approximately 25 feet apart. Therefore, the 12-hour average sound level from construction equipment would potentially range up to approximately 81 dBA at the property line, exceeding the City's Noise Ordinance by 6 dB.

While this may be a new sensitive land use, the impacts to the completed project from the construction of the remaining project would be considered under the same construction noise impact to existing sensitive land uses (i.e., existing residences adjacent to the project site). As described above, the Mission Beach Residences Project would incorporate mitigation measure MB-NOI-1 and the Santa Barbara Place Residences Project would incorporate mitigation measure SBP-NOI-1 provided in *Section 5.2.5*. However, even with mitigation, impacts would remain significant and unavoidable.

Operations – Exterior Noise

Mission Beach Residences Project

Future (Horizon Year 2030) exterior on-site noise levels would be approximately 66 dBA CNEL at the pocket park and 63 dBA CNEL or less at the patios/balconies of the nearest proposed units to Mission Boulevard, and therefore the pocket park would exceed the City's threshold of 65 dBA CNEL. However, the Mission Beach Residences Project's traffic noise contribution would be less than 3 dB to an already existing 65 dBA CNEL or greater. Based on the City's Significance Determination Threshold of a 3 dB increase, impacts would be less than significant.

Santa Barbara Place Residences Project

Near-term exterior noise levels would be approximately 61 dBA CNEL or less on patios/balconies nearest Mission Boulevard, and therefore would be below the City's threshold of 65 dBA CNEL. Impacts would be less than significant.

Combined Project Analysis

The Mission Beach Residences Project noise analysis already accounted for the Santa Barbara Place Residences Project-generated traffic and traffic noise. Because traffic generated by both

projects is minimal, the resulting traffic noise would not be substantial. On-site future traffic noise impacts at the Santa Barbara Place Residences Project site would be similar to the Mission Beach Residences Project. Impacts would be less than significant.

Operations – Interior Noise

Mission Beach Residences Project

Interior noise levels of proposed residences closest to Mission Boulevard are likely to exceed the City's threshold of 45 dB CNEL, and impacts would be potentially significant. With the incorporation of mitigation measure MB-NOI-2 provided in *Section 5.2.5*, potentially significant impacts would be reduced to a level below significance. The Mission Beach Residences Project would not likely result in direct noise impacts to other adjacent noise-sensitive land uses during operation; impacts would be less than significant.

Santa Barbara Place Residences Project

Interior noise levels of the proposed residence closest to Mission Boulevard are likely to exceed the City's threshold of 45 dB CNEL, and impacts would be potentially significant. With the incorporation of mitigation measure SBP-NOI-2 provided in *Section 5.2.5*, potentially significant impacts would be reduced to a level below significance. The Santa Barbara Place Residences Project would not likely result in direct noise impacts to other adjacent noise-sensitive land uses during operation. Impacts would be less than significant.

Combined Project Analysis

As the Mission Beach Residences Project analysis above utilizes future (Horizon Year 2030) traffic counts for noise, it already includes traffic (and the resulting ambient noise) generated from the Santa Barbara Place Residences Project. When combined, interior noise levels at the Mission Beach Residences Project would be expected to remain above 45 dBA CNEL. The analysis above for the Santa Barbara Place Residences Project accounts for near-term traffic and is anticipated to exceed the interior noise threshold of 45 dBA CNEL. Therefore, when accounting for any additional traffic from the Mission Beach Residences Project, interior noise levels would still remain above 45 dBA CNEL. As no new interior noise impact would occur when combined, each project would still individually mitigate for interior noise levels through incorporation of mitigation measures MB-NOI-2 and SBP-NOI-2 provided in *Section 5.2.5*. With incorporation of individual mitigation measures, potentially significant interior noise impacts would be reduced to a level below significance. The two projects would not likely result in direct noise impacts to other adjacent noise-sensitive land uses during operation. Impacts would be less than significant.

5.2.5 MITIGATION, MONITORING, AND REPORTING

Mission Beach Residences Project

The following mitigation measure would reduce construction noise-related impacts, but not to a level below significance.

MB-NOI-1 **Construction Noise Mitigation:** Prior to the issuance of the first demolition permit, the applicant shall ensure the following, to the satisfaction of the City of San Diego Development Services Department:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.
- Temporary sound barriers/shielding are installed. This may comprise shielding of equipment in the vicinity of non-mobile equipment where this is the source, or alternatively shielding at the site boundaries (i.e., the northern, southern, and eastern sides, where adjacent residences are closest).
- Construction noise reduction methods, such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools rather than diesel equipment, shall be used where feasible.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive noise receivers.
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive land uses.
- The project shall limit construction activities, including grading, to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday, excluding legal holidays pursuant to Section 59.5.0404 of the San Diego Municipal Code.

The following mitigation measure would reduce interior noise levels to a level below significance.

MB-NOI-2 **Interior Noise Mitigation Analysis for Proposed Lots 1, 11, and 16:** Upon completion of detailed building plans (i.e., room dimensions, wall and roof assemblies and window/door schedules) and prior to the issuance of the first occupancy permit, the applicant shall ensure that an interior noise mitigation analysis be prepared, to the satisfaction of the City of San Diego Development Services Department. The analysis shall identify specific mitigation measures to

ensure interior noise levels remain at or below 45 dB per the City of San Diego's interior noise standard. Noise abatement features shall be identified to attenuate noise and shall be incorporated into project design as necessary. Such features may include mechanical ventilation or an air-conditioning system, sound-rated windows and sound-rated doors.

Santa Barbara Place Residences Project

The following mitigation measure would reduce construction noise related impacts, but not to a level below significance.

SBP-NOI-1 **Construction Noise Mitigation:** Prior to the issuance of the first demolition permit, the applicant shall ensure the following, to the satisfaction of the City of San Diego Development Services Department:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.
- Temporary sound barriers/shielding are installed. This may comprise shielding of equipment in the vicinity of non-mobile equipment where this is the source, or alternatively shielding at the site boundaries (i.e., the southern and eastern sides, where adjacent residences are closest).
- Construction noise reduction methods, such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools rather than diesel equipment, shall be used where feasible.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive noise receivers.
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive land uses.
- The project shall limit construction activities, including grading, to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday, excluding legal holidays pursuant to Section 59.5.0404 of the San Diego Municipal Code.

The following mitigation measure would reduce interior noise levels to a level below significance.

SBP-NOI-2 **Interior Noise Mitigation Analysis for Proposed Lot 1:** Upon completion of detailed building plans (i.e., room dimensions, wall and roof assemblies and

window/door schedules) and prior to the issuance of the first occupancy permit, the applicant shall ensure that an interior noise mitigation analysis be prepared, to the satisfaction of the City of San Diego Development Services Department. The analysis shall identify specific mitigation measures to ensure interior noise levels remain at or below 45 dB per the City of San Diego's interior noise standard. Noise abatement features shall be identified to attenuate noise and shall be incorporated into project design as necessary. Such features may include mechanical ventilation or an air-conditioning system, sound-rated windows and sound-rated doors.

Noise Measurement Locations

SOURCE: Bing Maps 2014

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
5.2-1

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Mission Beach Residences Project Noise Modeling Receptor Locations
Mission Beach Residences Project and Santa Barbara Place Residences
Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
5.2-2

SOURCE:Leppert Engineering 2014.

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SOURCE: Bing Maps 2014, Leppert Engineering 2014.

Santa Barbara Place Residences Project Noise Modeling Receptor Locations

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 5.2-3

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5.3 HEALTH AND SAFETY

5.3.1 INTRODUCTION

This section is based on the following technical studies:

- *Hazardous Materials Assessment Technical Report – Mission Beach Residential Project,* prepared by Dudek (*Appendix D1*)
- *Limited Asbestos Building Inspection and Lead-Based Paint Testing for Mission Beach Center,* prepared by Aurora (*Appendix D2)*
- *Mission Beach Residential Project Hazards Assessment for 825 Santa Barbara Place,* prepared by Dudek (*Appendix D3*)
- *Limited Asbestos Building Inspection and Lead-Based Paint Testing for Mission Beach Center,* prepared by Aurora (*Appendix D4*)

These reports were based on a regulatory file review, site records file review, site visit, and an Environmental Data Resources (EDR) search for the both project sites. This section summarizes the findings and recommendations of the environmental hazards reports that are included as *Appendices D1 through D4* of this Master Environmental Impact Report (MEIR).

5.3.2 REGULATORY SETTING

Hazardous materials and wastes are identified and defined by federal and state regulations for the purpose of protecting public health and the environment. Hazardous materials contain certain chemical, physical, or infectious properties that cause them to be considered hazardous. Hazardous wastes are defined in the Code of Federal Regulations (CFR) Title 40, Volume 25, Parts 260–265, and in the California Code of Regulations (CCR), Title 22 Division 4.5, Chapter 11, Article 1, Section 66261. Over the years, the laws and regulations have evolved to deal with different aspects of the handling, treatment, storage, and disposal of hazardous substances.

Federal Regulations

Federal Toxic Substances Control Act (1976)

The Federal Toxic Substances Control Act of 1976 and the Resource Conservation and Recovery Act of 1976 established a program administered by the U.S. Environmental Protection Agency (EPA) for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. The Resource Conservation and Recovery Act was amended in 1984 by the Hazardous and Solid Waste Act, which affirmed and extended the "cradle-to-grave" system of

regulating hazardous wastes. The use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the Hazardous and Solid Waste Act (EPA 2013).

Comprehensive Environmental Response, Compensation, and Liability Act (1980)

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as "Superfund," was enacted by Congress on December 11, 1980. This law provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan. The National Contingency Plan provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priorities List, which is a list of contaminated sites warranting further investigation by the EPA. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986 (EPA 2011).

State Regulations

California Environmental Protection Agency

The California Environmental Protection Agency (CalEPA) implements and enforces a statewide hazardous materials program known as the Certified Unified Program established by Senate Bill (SB) 1802 to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for the following environmental and emergency management programs for hazardous materials:

- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- California Accidental Release Prevention Program
- Underground Storage Tank Program
- Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control, and Countermeasure Plans
- Hazardous Waste Generator and On-Site Hazardous Waste Treatment Programs
- California Uniform Fire Code, Hazardous Materials Management Plans, and Hazardous Material Inventory Statements

California Hazardous Waste Control Law

The California Hazardous Waste Control Law is administered by the CalEPA to regulate hazardous wastes. While the Hazardous Waste Control Law is generally more stringent than the Resource Conservation and Recovery Act, until the EPA approves the California hazardous waste control program (which is charged with regulating the generation, treatment, storage, and disposal of hazardous waste), both the state and federal laws apply in California. The Hazardous Waste Control Law lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

CCR, Title 22, Chapter 11, Article 2, Section 66261.10 provides the following definition for hazardous waste:

> [a] (1) a waste that exhibits the characteristics may: (A) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (B) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed or otherwise managed.

According to CCR Title 22, substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous waste. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, contaminated, or are being stored prior to proper disposal.

Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability or death. For example, toxic substances can cause eye or skin irritation, disorientation, headache, nausea, allergic reactions, acute poisoning, chronic illness, or other adverse health effects if human exposure exceeds certain levels (the level depends on the substance involved). Carcinogens (substances known to cause cancer) are a special class of toxic substances. Examples of toxic substances include most heavy metals, pesticides, and benzene (a carcinogenic component of gasoline). Ignitable substances (e.g., gasoline, hexane, and natural gas) are hazardous because of their flammable properties. Corrosive substances (e.g., strong acids and bases such as sulfuric (battery) acid or lye) are chemically active and can damage other materials or cause severe burns upon contact. Reactive substances (e.g., explosives, pressurized canisters, and pure sodium metal, which react violently with water) may cause explosions or generate gases or fumes.

Other types of hazardous materials include radioactive and biohazardous materials. Radioactive materials and wastes contain radioisotopes, which are atoms with unstable nuclei that emit ionizing radiation to increase their stability. Radioactive waste mixed with chemical hazardous waste is referred to as "mixed wastes." Biohazardous materials and wastes include anything derived from living organisms. They may be contaminated with disease-causing agents, such as bacteria or viruses (DTSC 2010).

California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) program was implemented on January 1, 1997, and replaced the California Risk Management and Prevention Program. The objectives of the CalARP program are to present accidental releases of substances that can cause serious harm to the public and the environment, to minimize the damage if releases do occur, and to satisfy community right-to-know laws. This is accomplished by requiring businesses that handle more than a threshold quantity of a regulated substance listed in the regulations to develop a risk management plan. A risk management plan is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The CalARP program is implemented at the local government level by Certified Unified Program Agencies (CUPAs) also known as administering agencies. The CalARP program is designed so these agencies work directly with the regulated businesses. CUPAs determine the level of detail in the risk management plans, review the risk management plans, and conduct facility inspections (CalOES 2011).

California Department of Toxic Substances Control and California Highway Patrol Hazard Transportation Program

The California Department of Toxic Substances Control (DTSC) administers the transportation of hazardous materials throughout the state. Regulations applicable to the transportation of hazardous waste include Title 22, Division 4.5, Chapters 13 and 29 of the CCR, as well as Division 20, Chapter 6.5, Articles 6.5, 6.6, and 13 of the California Health and Safety Code (DTSC 2007). The DTSC requires that drivers transporting hazardous wastes obtain a certificate of driver training that shows the driver has met the minimum requirements concerning the transport of hazardous materials, including proper labeling and marking procedures, loading/handling processes, incident reporting and emergency procedures, and appropriate driving and parking rules. The California Highway Patrol also requires shippers and carriers to complete hazardous materials employee training before transporting hazardous materials.

California Health and Safety Code

The handling and storage of hazardous materials is regulated by Division 20, Chapter 6.95 of the California Health and Safety Code. Under Sections 25500–25543.3, facilities handling hazardous materials are required to prepare a Hazardous Materials Business Plan. Hazardous Materials Business Plans contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state.

Chapter 6.95 of the Health and Safety Code establishes minimum statewide standards for Hazardous Materials Business Plans. Each business shall prepare a Hazardous Materials Business Plan if that business uses, handles, or stores a hazardous material (including hazardous waste) or an extremely hazardous material in discloseable quantities greater than or equal to the following:

- 500 pounds of a solid substance
- 55 gallons of a liquid
- 200 cubic feet of compressed gas
- A hazardous compressed gas in any amount (highly toxic with a Threshold Limit Value of 10 parts per million or less)
- Extremely hazardous substances in threshold planning quantities

California Occupational Safety and Health Administration Hazard Handling Procedures

The California Occupational Safety and Health Administration (CalOSHA) is the primary agency responsible for worker safety in the handling and use of chemicals in the work place. California Occupational Safety and Health Administration standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR 337–340). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

Safe Drinking Water and Toxic Enforcement Act 1986

Pursuant to the Safe Drinking Water and Toxic Enforcement Act of 1986, California Health Screening Levels were developed by the Office of Environmental Health Hazard Assessment and identify the concentration of hazardous chemicals in soil or soil gas that the CalEPA considers to cause cancer or reproductive toxicity. The thresholds of concern are an excess lifetime cancer risk of one in a million and a hazard quotient of 1.0 for non-cancer health effects. The California

Health Screening Levels are used to screen sites for potential human health concerns where hazardous chemicals have been released into soils (CalEPA 2010).

Emergency Services Act

Under the Emergency Services Act, the State of California developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an integral part of the plan, which is administered but the Governor's Office of Emergency Services. The Office of Emergency Services coordinates the responses of other agencies, including the EPA, California Highway Patrol, regional water quality control boards, air quality management districts, and county disaster response offices (Governor's Office of Emergency Services 2009).

The Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act requires facilities to disclose quantities and type of toxic chemicals stored to the State and Local Emergency Planning Committee. In order to avoid multiple reports to various agencies, California Health and Safety Code requires notification of chemical inventory to the Administering Agency (DTSC). Notification of chemical inventory shall be accomplished through completion of the Hazardous Materials Business Plan and inventory (EPA 2012).

5.3.3 EXISTING CONDITIONS

Mission Beach Residences Project

Information on past and current chemical storage at the Mission Beach Residences Project area was obtained from review of the EDR report and a site reconnaissance as described in *Appendix D1*. Additionally, information on chemical storage and known releases at the project area or at sites near the project area was obtained from review of the Phase I Environmental Site Assessment. The information reviewed indicated that the site was formerly used as an elementary school from 1925 until the early 1980s. The Mission Beach Residences Project area is surrounded by residential development.

Site History

The site history is based on the site records and review of Sanborn fire insurance maps, aerial photographs, topographic maps, and city directories obtained from EDR. In 1925, the Mission Beach School was established on the southern portion of the Mission Beach Residences Project area; the northern portion of the project area consisted of residences. Since at least 1937, the school site encompassed the entire Mission Beach Residences Project

area. The Mission Beach Residences Project area was used as a school until at least the early 1980s. The project area was then used by San Diego Unified School District (SDUSD) for administrative purposes until 2013.

Sanborn Fire Insurance Maps

The history of the Mission Beach Residences Project area and surrounding area was also established by reviewing Sanborn Fire Insurance Maps for the year: 1929, 1937, 1956, 1958, 1959, and 1965 (*Appendix D1*). A residential building and a school building are depicted on the project area in 1929. The school building is labeled as Mission Beach School. According to the map, natural gas and electricity were used to heat and light the school building, respectively. In 1937, the residential building is no longer present on the project area and the school building was expanded to the east and west. The school grounds have extended north to encompass the area between Kennebeck Court and Santa Barbara Place. The 1956 through 1965 maps depict one L-shaped building and one rectangular classroom building. Also, the 1956 through 1965 maps depict a label "built in 1925" south of the school building.

The Mission Beach Residences Project area is depicted in a residential setting in the 1929 through 1965 maps. Also, one classroom building is depicted on the southern adjoining property in the 1956 through 1965 maps.

Aerial Photographs

The aerial photographs reviewed were from 1953, 1964, 1974, 1980, 1990, 1994, 2005, 2009, 2010, and 2012 (*Appendix D1*). The driveway and landscaping are visible on the central/northern portion of the Mission Beach Residences Project area. Buildings associated with the school site are visible on the southern portion of the project area in each of the aerial photographs. The aerial photographs show residential-sized buildings to the north, east, and west of the project area. A commercial-sized building (classroom building) with parking is present south of the project area. The aerial photographs did not indicate evidence of recognized environmental conditions at the project area.

Topographic Maps

The historical topographic maps reviewed were from 1904, 1953, 1967, 1975 revised from 1967, and 1996 (*Appendix D1*). The 1904 map had a scale of 1:250,000, which is too large a scale to discern details about the Mission Beach Residences Project area. The remaining maps had a scale of 1:24,000. The project area is depicted as a school in each of the topographic maps (1953 to 1996). Areas to the north, east, south, and west are depicted as built up areas. The topographic maps did not indicate evidence of recognized environmental conditions at the project area.

City Directories

The city directory listings searched were for the years 1903 through 2013, in 2-5 year intervals (*Appendix D1*). The Mission Beach Residences Project area, 818 Santa Barbara, was listed in the 1933 through 2013 city directories.

Between 1933 and 1992, the project area was listed as Mission Beach School. Between 2000 and 2006, the project area was listed as Beach Center and SD Admission. In 2008, the project area was listed as District Intern Programs; in 2013, the project area was listed as San Diego Unified School Programs. The surrounding properties were listed as residences.

Records Review

File review requests were submitted to the San Diego County Department of Environmental Health (DEH) and City of San Diego Fire – Rescue Department to obtain information about potential spills, tanks, or environmental investigations at the subject property. The DEH and SD Fire stated that no records are on file for the site (*Appendix D1*).

Site Records

The following documents were reviewed:

- Phase I Environmental Site Assessment (ESA), dated October 17, 2013, prepared by SCS Engineers
    - No recognized environmental conditions were identified by SCS Engineers in the Phase I ESA report. SCS Engineers recommended an asbestos and lead-based paint inspection be performed prior to demolition of the on-site buildings.
    - In addition, as part of the Phase I ESA investigation, SCS Engineers interviewed representatives for San Diego Unified School District (the former project area owner). The following was obtained from interviews with the former property owner representative and maintenance inspector:
        - The project area operated as Mission Beach School from 1925 until the early 1980s. From the early 1980s until 2012, the project area was used as administrative and training offices for San Diego Unified School District.
        - No hazardous materials or petroleum products were used or stored at the project area.
        - No hazardous waste was generated at the project area.

- Site Map, dated May 2, 2007, prepared by the SDUSD Architectural Program.
    - According to the site map legend, six buildings were formerly located on the project area and were demolished in 1975. The construction years for the former buildings ranged between 1925 and 1950.
    - Three buildings are currently located on the southern portion of the project area. The building located along Mission Boulevard has three Building Identification Numbers 08- 09, 05-05, and 04-04, which were constructed in 1952, 1939, and 1938, respectively. The two remaining buildings (09-11 and 09-12) were constructed in 1976. Landscaping and sidewalks are depicted in the central portion of the project area. Parking areas are located on the northern and southeastern portion of the project area.

Site Reconnaissance

The site reconnaissance was conducted on February 20, 2014. The site reconnaissance consisted of walking the site, taking notes on observations, and taking photographs. Site photographs are presented in *Appendix D1*. Building numbers are provided for identification purposes and locations of buildings are provided in *Appendix D1*.

The Mission Beach Residences Project area consists of three buildings, landscaping, a driveway, and asphalt paved parking areas. Fencing was observed along the perimeter of the project area. Parking areas were observed on the southeastern portion of the property. The driveway consists of dirt, gravel, and asphalt, and is located on the central and northern portions of the project area. Raised vegetable garden beds and three 2.5-gallon containers of herbicide were observed north of Building 08-09. Landscaping and concrete walkways were observed north of Buildings 09-11 and 09-12 and east of building 08-09. The buildings are vacant and planned for demolition.

The building located along Mission Boulevard was observed in poor condition. Due to roof leaks (and break-ins), ceiling tiles, lighting, and various debris were observed on the floor. In addition, warped floor boards were observed in Building 04-04. One gallon of paint was observed within Building 05-05. No additional chemicals/hazardous materials were observed in the building.

Building 09-12 was observed in fair condition. The custodian closet and maintenance closet are located in the eastern and northwestern portions of Building 09-12, respectively. A one-gallon container of ammonia was observed in the custodian closet. A natural gas boiler was observed in the maintenance closet. Staining was observed on the concrete floor in each closet. The remaining portions of Building 09-12 consisted of vacant classrooms, kitchen areas, and restrooms. In addition, a spray bottle containing household cleaning products was observed in the restroom. Building 09-11 was observed in fair condition and consists of vacant classrooms. No chemicals or hazardous materials were observed in Building 09-11.

Hazardous Sites Database Searches

A records review of federal, state, and local regulatory agency databases was also used to evaluate environmental conditions of potential concern with the Mission Beach Residences Project area and surrounding properties within a one-mile radius.

The project area was listed in the EDR report in the one of the databases searched by EDR: HAZNET (*Appendix D1*). The HAZNET listings provide hazardous waste manifest information for the project area. The HAZNET listing was due to transporting 0.1 ton of inorganic solid waste off site in 2006.

In addition to the project area, 13 sites were identified to be within 1 mile of the subject property. Three of the 13 sites were listed in databases which are associated with permitting and are not databases that would indicate that an unauthorized release had occurred. The remaining 10 sites are discussed below.

Two of the ten sites reported a release to soil and/or groundwater for which the investigation was closed by the lead regulatory agency. Because these cases have been closed, it can be concluded that these sites have not impacted the environmental conditions at the subject property.

- Al King's Garage, 3779 Mission Boulevard, is located approximately 0.62 mile north of the project area. This site was listed in the Hazardous Waste and Substances Sites List (Hist Cortese), Leaking Underground Storage Tank (LUST), Spills Leaks Investigations and Cleanup Program (SLIC), and Site Mitigation and Brownfields Reuse Program Envirostor Database (Envirostor) databases. Two unauthorized releases (H12882-001 and H12882-002) of petroleum products were identified at the site. The releases were closed by the lead regulatory agency, San Diego DEH, in 2000 and 2001, respectively.
- Hyatt Islandia Hotel, 1441 Quivira Road, is located approximately 0.77 mile southeast of the project area. This site was listed in the Statewide Environmental Evaluation and Planning System Underground Storage Tank listing (SWEEPS UST), California Hazardous Material Incident Report System (CHMIRS), Proposition 65 Records (Notify 65), San Diego County Hazardous Materials Management Division Database (HMMD), and San Diego County Site Assessment and Mitigation (SAM) databases. The SWEEPS UST, Notify 65, and HMMD listings are associated with permitting. The CHMIRS and SAM listings are associated with unauthorized releases.
    - The CHMIRs listing is associated with surface releases of petroleum products at Mission Bay on September 8, 2006, March 21, 2013, May 31, 2013, and July 27, 2013. Based on the reporting of the incidents to appropriate agencies, the releases

were addressed, and it can be concluded that these releases have not impacted the environmental conditions of the project area.

- The SAM database listing is due to an unauthorized release in 1987. The release was closed by the lead agency (San Diego DEH) in 1994.

The remaining eight sites were listed in the EDR proprietary historical databases. The sites in this database were identified by EDR as historical cleaners and/or gasoline stations. No additional information was available for these sites. As no releases have been reported for these sites, it can be concluded that they have not affected the environmental conditions at the Mission Beach Residences Project area. The information is summarized below:

- Christa S Wash was listed at 3232 Mission Boulevard which is approximately 0.1 mile south of the project area. A self-serve laundry was listed at this site from 1984 until 2006.
- Nub-A-Dub-Dub Laundry was listed at 3221 Mission Boulevard, which is located approximately 0.12 mile south of the project area. The self-serve laundry was listed at this site from 1970 until 1975.
- Rub-A-Dub-Dub was listed at 3219 Mission Boulevard, which is approximately 0.12 mile south of the project area. The self-serve laundry was listed at the site in 1961.
- Harry S Laundry and Cleaning as listed at 3424 Mission Boulevard, which is approximately 0.11 mile north of the project area. The laundry was listed at this address in 1961.
- Wood R S was listed at 3205 Mission Boulevard, which is approximately 0.14 mile south of the project area. The gasoline station was listed at this address in 1943, 1952, and 1966.
- Ventura Laundromat was listed at 750 Ventura Place, which is approximately 0.14 mile south of the project area. The self-serve laundry was listed at the address from 1961 until 1966.
- Mobil Oil was listed at 3185 Mission Boulevard, which is approximately 0.19 mile south of the project area. The gasoline station was listed at this address from 1961 until 1975.
- Midas Auto was listed at 3510 Mission Boulevard, which is approximately 0.20 mile north of the project area. The auto service facility was listed at this address in 1999.

Due to inadequate address information, 19 facilities were cited but were unmapped. Based on further research of these facilities, none of the unmapped facilities listed are located within 1 mile of the project area.

Asbestos and Lead Based Paint

A Limited Asbestos Building Inspection and Lead-Based Paint Testing report was conducted (Appendix D2) and identified asbestos-containing material and lead-based paint materials in the existing structures on site. Asbestos-containing material found on site includes rolled roofing found on the parapet walls of the roof of the west building, roofing mastics, rolled roofing on the east side of the west building, vinyl floor tile in the west building, vinyl floor tile and associated mastics in the south building, and vinyl floor sheeting in the south building.

Lead-based paint was detected in the west and south buildings including window frames, awning posts, exterior walls, interior door frames, gym cabinets, restroom sinks and tub, and interior room walls.

Santa Barbara Place Residences Project

Information reviewed indicated that the site was formerly used by SDUSD as an educational building associated with the Mission Beach School. An EDR search consisting of reviewing computerized regulatory agency records and available historical source information was conducted to identify potential environmental impacts to the site.

Site History

Sanborn Fire Insurance Maps

Sanborn fire insurance maps, historical aerial photographs, and topographic maps were reviewed to determine if evidence of recognized environmental conditions is located on the subject property. The Sanborn fire insurance maps reviewed were from 1929, 1937, 1956, 1958, 1959, and 1965. No buildings are depicted on the subject property in the 1929 and 1937 Sanborn maps; Mission Beach School is depicted to the north of the subject property. Other surrounding properties consist of residences. The 1956 through 1965 Sanborn maps depict one building which is labeled as classrooms; Mission Beach School is depicted to the north of the Santa Barbara Place Residences Project area. The address is listed as 815 Santa Barbara Place in the 1956 through 1965 maps. The Sanborn maps did not indicate evidence of recognized environmental conditions at the subject property.

Aerial Photographs

The aerial photographs reviewed were from 1953, 1964, 1974, 1980, 1990, 1994, 2005, 2009, 2010, and 2012. The classroom building is visible in all of the photographs. The aerial photographs show a school site and residential-sized buildings in the vicinity of the subject

property. The aerial photographs did not indicate evidence of recognized environmental conditions at the subject property.

Topographic Maps

The historical topographic maps reviewed were from 1904, 1953, 1967, 1975 revised from 1967, and 1996. The 1904 map had a scale of 1:250,000 which is too large a scale to discern details about the subject property. The remaining maps had a scale of 1:24,000. The subject property is depicted as built-up area in each of the topographic maps (1953–1996). A school is depicted north of the subject property. Areas to the east, west, and south are depicted as built up areas. The topographic maps did not indicate evidence of recognized environmental conditions at the subject property.

City Directories

The city directories reviewed were from 1903 through 2013, in 2- to 5-year intervals (*Appendix D3*). The subject property (825 Santa Barbara Place) was not identified in the city directories reviewed. Residences and a school are listed at the surrounding properties from 1927 until 2013. The city directories did not indicate evidence of recognized environmental conditions at the subject property.

Records Review

File review requests were submitted to the San Diego County Department of Environmental Health (DEH) and City of San Diego Fire – Rescue Department to obtain information about potential spills, tanks, or environmental investigations at the subject property. The DEH and SD Fire stated that no records are on file for the site (*Appendix D1*).

Hazardous Sites Database Searches

An EDR search, which consists of a computerized database search of regulatory agency records and available historical source information, was conducted to identify potential environmental impacts to the subject property.

A government records search conducted by EDR on February 20, 2014. The subject property was listed on the Hazardous Waste Manifests (HAZNET) database. The HAZNET listing was due to transporting laboratory waste chemicals off site in 2008. Since the HAZNET database listing is not associated with a reported release, this listing does not present an environmental condition at the subject property.

The EDR radius map listed 13 additional sites located in close proximity to the Santa Barbara Place Residences Project site. Three of the sites were listed in regulatory databases which are associated with permitting and are not listed in databases which would indicate that an unauthorized release had occurred at the site. The remaining ten sites are discussed below:

- Eight of the sites were listed in the EDR proprietary historical databases. Five sites were identified as historical cleaners and three sites as historical gasoline stations. The historical cleaners were identified by EDR as operating in at least one of the following year(s): 1961, 1966, 1970, 1975, 1980, 1984, 1999, 2000, 2001, 2002, 2003, and 2006. The historical gasoline stations were identified by EDR as operating in at least one of the following year(s) 1943, 1952, 1961, 1966, 1970, 1975, and 1999. The sites were located greater than 0.1 mile from the subject property. No additional information was available for these sites. As no releases have been reported for these sites, it is unlikely they have affected the environmental conditions at the subject property.
- Al King's Garage, 3779 Mission Boulevard, is located approximately 0.7 mile north of the subject property. This site was listed in the Hazardous Waste and Substances Sites List (Hist Cortese), Leaking LUST, SLIC, and Site Mitigation and Brownfields Reuse Program Envirostor databases. Two unauthorized releases (H12882-001 and H12882-002) of petroleum products were identified at the site. The releases were closed by the lead agency (San Diego DEH) on September 26, 2000, and July 26, 2001. Due to case closure and site distance from the subject property, it is unlikely that this site has impacted the environmental conditions at the subject property.
- Hyatt Islandia Hotel, 1441 Quivira Road, is located approximately 0.8 mile southeast of the subject property. This site was listed in the SWEEPS UST, CHMIRS, Notify 65, San Diego County (MMD, and San Diego County SAM databases. The SWEEPS UST, Notify 65, and HMMD database listings are associated with permitting. The CHMIRS listing is associated with surface water releases of petroleum products at Mission Bay on September 8, 2006, March 21, 2013, May 31, 2013, and July 27, 2013. No further information is available regarding the cleanups. Based on the reporting of the incident to appropriate agencies, the releases were addressed, and it is unlikely that these releases impacted the environmental conditions of the subject property. The SAM database listing is due to an unauthorized release in 1987. The release was closed by the lead agency (San Diego DEH) in 1994.

The EDR report identified 19 sites located in San Diego County that were not mapped due to limited address information. None of the unmapped sites were located within 1 mile of the subject property.

Based on the EDR and historical source review, no potential environmental conditions were identified at the site.

Asbestos and Lead Based Paint

A *Limited Asbestos Building Inspection and Lead-Based Paint Testing* report was conducted (*Appendix D4*) and identified asbestos-containing material and lead-based paint materials in the existing structures on site. Asbestos-containing material found on site includes vinyl floor tile and associated mastics, mastic near penetrations and in corners, corrugated paper pipe insulation, and hard pack pipe insulation and fittings.

Lead-based paint was detected throughout the building including the roof, door frames, window frames, wood screen door, overhangs, ceramic tiles, sinks, urinals, and other areas.

5.3.4 IMPACTS

Issue 1: Would the proposal result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school?

Issue 2: Would the proposal be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment?

Issue 3: Would the proposal expose people to toxic substances, such as pesticides and herbicides, some of which have long-lasting ability, applied to the soil during previous agricultural uses?

The City's *California Environmental Quality Act Significance Determination Thresholds* (City of San Diego 2011) provide the following guidance regarding the significance of health and safety impacts:

- Project sites on or near known contamination sources may result in a significant impact. Sources of this information are:
    - State Department of Toxic Substances Control (DTSC) www.dtsc.ca.gov/database/index.cfm
    - Other possible sources – Sanborn maps, Fire Department records, topographic/ existing conditions surveys

- Site-specific emission data from the San Diego Air Pollution Control District (SDAPCD); www.sdapcd.org/index.html
- State Water Resources Control Board; www.geotracker.swrcb.ca.gov

- Project sites that meet one or more of the following criteria may result in a significant impact:
  - Located within 1,000 feet of a known contamination site
  - Located within 2,000 feet of a known "border zone property" (also known as a "Superfund" site) or a hazardous waste property subject to corrective action pursuant to the Health and Safety Code
  - DEH site file closed. These cases are especially important where excavation (e.g., sewer/water pipeline projects, below-grade parking, basements) is involved. DEH often closes a listing when there is no longer danger to the existing use on the property. Where a change in use is proposed, DEH should be consulted. Excavation, which would disturb contaminated soils, potentially resulting in the migration of hazardous substances (e.g., along utility trench lines), would require consultation by the applicant and analyst with DEH. The applicant may be required to obtain a concurrence letter from DEH subsequent to participation in the Voluntary Assistance Program (VAP). Information regarding the County of San Diego VAP can be found on the internet at http://www.sdcounty.ca.gov/deh/water/sam_voluntary_assistance_program.html.
  - Located in Centre City San Diego, Barrio Logan, or other areas known or suspected to contain contamination sites (check with DEH).

Mission Beach Residences Project

Construction, Demolition and Grading Activities

As discussed previously, the Mission Beach Residences Project site is currently occupied by the former Mission Beach Elementary School. Currently, no hazardous substances are stored on site. Site investigations have indicated that the site contains hazardous building materials, including lead-based paint and asbestos-containing building materials. Demolition of the on-site facilities without proper removal of these materials may result in potential health and safety hazards, resulting in a significant impact. Mitigation measures MB-HS-1 and MB-HS-2 as provided in *Section 5.3.6*,would ensure that all hazardous materials on the site are properly identified and, where found, properly handled and removed prior to demolition.

A variety of hazardous substances and wastes would be stored, used, and generated on the project site during construction activities. These would include fuels for machinery and vehicles, new and used motor oils, cleaning solvents, paints, and storage containers and applicators containing such

materials. Accidental spills, leaks, fires, explosions, or pressure releases involving hazardous materials represent a potential threat to human health and the environment if not properly treated, which would result in a significant impact. Accident prevention and containment are the responsibility of the construction contractors, and provisions to properly manage hazardous substances and wastes are typically included in construction specifications. To ensure that construction contractors adhere to all applicable laws and regulations governing hazardous materials on the site, and that in the event of an accidental spill containment measures are taken to the extent feasible, mitigation measure MB-HS-3 as provided in *Section 5.3.6*, shall be implemented. With implementation of mitigation measure MB-HS-3, impacts from the accidental release of hazardous materials during construction activities would be less than significant.

Additionally, the Mission Beach Residences Project site is not located within 0.25 mile of an existing or proposed school. The existing project site was formerly an elementary school; however, the site is currently vacant and has not been used as a school since the early 1980s. The nearest active school to the project site is Crown Point Elementary School located approximately 1.45 miles northeast across Mission Bay. Hazardous materials impacts in proximity to schools would be less than significant.

Project Operations

Operation of the proposed residential units would not result in the storage of substantial amounts of hazardous materials, nor would project operations result in the use of pesticides or herbicides. Additionally, no health hazards or health risks are anticipated with the Mission Beach Residences Project as the site would be developed with typical residential uses. Therefore, impacts would be less than significant during operation of the project.

Additionally, the Mission Beach Residences Project site is not located on or near a contaminated site as identified on or under the San Diego County Environmental Assessment Case Listing, the State Department of Toxic Substances Control, Sanborn maps, Fire Department records, San Diego Air Pollution Control District, or State Water Resources Control Board. Furthermore, the project site is not located within 1,000 feet of a known contamination site; is not located within 2,000 feet of a known "border zone property;" is not located on a DEH identified site; and is not located within the Centre City San Diego, Barrio Logan, or other area known or suspected to contain contaminated sites.

Santa Barbara Place Residences Project

Construction, Demolition and Grading Activities

Currently no hazardous substances are stored on the Santa Barbara Place Residences Project site. Site investigations have indicated that the site contains hazardous building materials, including lead-based paint and asbestos-containing building materials. Demolition of the on-site facilities without proper removal of these materials may result in potential health and environmental hazards. Mitigation measures SBP-HS-1 and SBP-HS-2 as provided in *Section 5.3.6*, would ensure that all hazardous materials on the site are properly identified and, where found, properly handled and removed prior to demolition. With implementation of mitigation measures SBP-HS-1 and SBP-HS-2, impacts from the release of hazardous materials during demolition activities would be less than significant.

A variety of hazardous substances and wastes would be stored, used, and generated on the Santa Barbara Place Residences Project site during construction activities. These would include fuels for machinery and vehicles, new and used motor oils, cleaning solvents, paints, and storage containers and applicators containing such materials. Accidental spills, leaks, fires, explosions, or pressure releases involving hazardous materials represent a potential threat to human health and the environment if not properly treated, which would result in a significant impact. Accident prevention and containment are the responsibility of the construction contractors, and provisions to properly manage hazardous substances and wastes are typically included in construction specifications. To ensure that construction contractors adhere to all applicable laws and regulations governing hazardous materials on the site, and that in the event of an accidental spill containment measures are taken to the extent feasible, mitigation measure SBP-HS-3 as provided in *Section 5.3.6*, shall be implemented. With implementation of mitigation measure SBP-HS-3, impacts from the accidental release of hazardous materials during construction activities would be less than significant.

Additionally, the Santa Barbara Place Residences Project site is not located within 0.25 mile of an existing or proposed school. The existing project site was formerly an elementary school; however, the site is currently vacant and has not been used as a school since the early 1980s. The nearest active school to the project site is Crown Point Elementary School located approximately 1.45 miles northeast across Mission Bay. Hazardous materials impacts in proximity to schools would be less than significant.

Project Operations

Operation of the proposed residential units would not result in the storage of substantial amounts of hazardous materials, nor would project operations result in the use of pesticides or herbicides.

Additionally, no health hazards or health risks are anticipated with the Santa Barbara Place Residences Project as the site would be developed with typical residential uses. Therefore, impacts would be less than significant during operation of the project.

Additionally, the Santa Barbara Place Residences Project site is not located on or near a contaminated site as identified on or under the San Diego County Environmental Assessment Case Listing, the State Department of Toxic Substances Control, Sanborn maps, Fire Department records, San Diego Air Pollution Control District, or State Water Resources Control Board. Furthermore, the project site is not located within 1,000 feet of a known contamination site; is not located within 2,000 feet of a known "border zone property"; is not located on a DEH identified site; and is not located within the Centre City San Diego, Barrio Logan, or other area known or suspected to contain contaminated sites.

Combined Project Analysis

Construction, Demolition, and Grading Activities

Impacts resulting from individual development of the Mission Beach Residences Project and Santa Barbara Place Residences Project are analyzed earlier. Each project would mitigate all impacts to a level that is less than significant on an individual project basis through implementation of mitigation measures MB-HS-1, MB-HS-2, MB-HS-3, SBP-HS-1, SBP-HS-2, and SBP-HS-3 as provided in *Section 5.3.6*. The only impacts that would result from implementation of either project would occur during construction activities; therefore, following completion of construction of both projects, all health and safety impacts would cease. As such, because all impacts for either project would be mitigated to a level that is less than significant on an individual project basis, and no operational health and safety impacts would occur following completion of construction, no additional or more severe impacts would result when the two projects are considered together.

Project Operations

Operation of the residential units proposed for the Mission Beach Residences Project and Santa Barbara Place Residences Project when analyzed together, would not result in the storage of substantial amounts of hazardous materials, nor would project operations result in the use of pesticides or herbicides. Additionally, no health hazards or health risks are anticipated under the combined project analysis as both sites would be developed with typical residential uses similar to those in the immediate area. Therefore, impacts would be less than significant during operation of the projects.

Additionally, neither project site is located on or near a contaminated site as identified on or under the San Diego County Environmental Assessment Case Listing, the State Department of Toxic Substances Control, Sanborn maps, Fire Department records, San Diego Air Pollution Control District, or State Water Resources Control Board. Furthermore, neither project site is located within 1,000 feet of a known contamination site; is located within 2,000 feet of a known "border zone property;" is located on a DEH identified site; or is located within the Centre City San Diego, Barrio Logan, or other area known or suspected to contain contaminated sites.

5.3.5 SIGNIFICANCE OF IMPACTS

Mission Beach Residences Project

Construction, Demolition, and Grading Activities

Site investigations have indicated that the site contains hazardous building materials, including lead-based paint and asbestos-containing building materials. Demolition of the on-site facilities without proper removal of these materials may result in potential health and safety hazards, resulting in a significant impact. Mitigation measures MB-HS-1 and MB-HS-2 will ensure that all hazardous materials, including asbestos-containing material and lead-based paint on the site are properly identified and, where found, properly handled and removed prior to demolition. With implementation of mitigation measures MB-HS-1 and MB-HS-2, impacts from the release of hazardous materials during demolition activities would be less than significant.

To ensure that construction contractors adhere to all applicable laws and regulations governing hazardous materials on the site, and that in the event of an accidental spill containment measures are taken to the extent feasible, mitigation measure MB-HS-3 shall be implemented. With implementation of mitigation measure MB-HS-3, impacts from the accidental release of hazardous materials during construction activities would be less than significant.

Additionally, the Mission Beach Residences Project site is not located within 0.25 mile of an existing or proposed school; therefore, hazardous materials impacts in proximity to schools would be less than significant.

Project Operations

Operation of the proposed residential units would not result in the storage of substantial amounts of hazardous materials. Additionally, no health hazards or health risks are anticipated with the project as the site would be developed with typical residential uses. Therefore, impacts would be less than significant during operation of the Mission Beach Residences Project.

Santa Barbara Place Residences Project

Construction, Demolition, and Grading Activities

Similar to the Mission Beach Residences Project, site investigations have indicated that the Santa Barbara Place Residences Project site contains hazardous building materials, including lead-based paint and asbestos-containing building materials. Demolition of the on-site facilities without proper removal of these materials may result in potential health and safety hazards, resulting in a significant impact. Mitigation measures SBP-HS-1 and SBP-HS-2 will ensure that all hazardous materials, including asbestos-containing material and lead-based paint on the site are properly identified and, where found, properly handled and removed prior to demolition. With implementation of mitigation measures SBP-HS-1 and SBP-HS-2, impacts from the release of hazardous materials during demolition activities would be less than significant.

To ensure that construction contractors adhere to all applicable laws and regulations governing hazardous materials on the site, and that in the event of an accidental spill containment measures are taken to the extent feasible, mitigation measure SBP-HS-3 shall be implemented. With implementation of mitigation measure SBP-HS-3, impacts from the accidental release of hazardous materials during construction activities would be less than significant.

Additionally, the Santa Barbara Place Residences Project site is not located within 0.25 mile of an existing or proposed school; therefore, hazardous materials impacts in proximity to schools would be less than significant.

Project Operations

Operation of the proposed residential units would not result in the storage of substantial amounts of hazardous materials, and no health hazards or health risks are anticipated with the proposed residential uses. Therefore, impacts would be less than significant during Santa Barbara Place Residences Project operations.

Combined Project Analysis

Construction, Demolition, and Grading Activities

The only impacts that would result from implementation of either project would occur during construction activities; therefore, following completion of construction for both projects, all potential health and safety impacts would cease. As such, because all impacts for either project would be mitigated to a level that is less than significant on an individual project basis through implementation of mitigation measures MB-HS-1, MB-HS-2, MB-HS-3, SBP-HS-1, SBP-HS-2, and SBP-HS-3 and no operational health and safety impacts would occur following completion

of construction, no additional or more severe impacts would result when the two projects are considered together.

Project Operations

Operation of the proposed residential units when analyzed together would not result in the storage of substantial amounts of hazardous materials. Additionally, no health hazards or health risks are anticipated under the combined project analysis as both sites would be developed with typical residential uses similar to those in the immediate area. Therefore, impacts would be less than significant during operation of the projects.

5.3.6 MITIGATION MONITORING AND REPORTING

Mission Beach Residences Project

To reduce identified significant impacts from the release of hazardous materials to below a level of significance, the following mitigation measures are provided for the Mission Beach Residences Project:

MB-HS-1 Prior to demolition permit issuance, the project applicant shall provide proof to the City of San Diego that: A qualified environmental specialist has inspected the site buildings for the presence of polychlorinated biphenyls, mercury, and other hazardous building materials. If found, these materials shall be managed in accordance with the Metallic Discards Act of 1991 (California Public Resources Code, Sections 42160–42185) and other state and federal guidelines and regulations. Demolition plans and contract specifications shall incorporate any necessary abatement measures in compliance with the Metallic Discards Act, particularly Section 42175, which describes materials requiring special handling, for the removal of mercury switches, polychlorinated biphenyl-containing ballasts, and refrigerants.

MB-HS-2 Prior to demolition permit issuance, an asbestos and lead-based paint abatement work plan shall be prepared in compliance with local, state, and federal regulations for any necessary removal and disposal of such materials. Prior to implementation, the work plan must be reviewed and accepted by the San Diego County Department of Environmental Health. A California-licensed lead/asbestos abatement contractor shall be utilized for the removal work and proper removal methodology as outlined in CalOSHA 8CCR1529, and all other applicable federal, state, and local regulations regarding the removal, transport and disposal of asbestos-containing material shall be applied. The asbestos and lead-based

paint abatement work plan shall include a monitoring plan to be conducted by a qualified consultant during abatement activities to ensure compliance with the work plan requirements and abatement contractor specifications. The work plan shall include provisions for construction worker training, worker protection, and conduction of exposure assessments as needed. As part of the work plan, construction contractors shall consult federal Occupational Safety and Health Administration (OSHA) Regulations at 29 CFR 1926.62 and Cal-OSHA Regulations at Title 8, 1532.1, "Lead in Construction" standards for complete requirements. Demolition plans and contract specifications shall incorporate any necessary abatement measures for the removal of materials containing lead-based paint and asbestos to the satisfaction of the City Planning and Building Department. The measures shall be consistent with the abatement work plan prepared for the project and conducted by a California-licensed lead/asbestos abatement contractor.

MB-HS-3 To reduce the risk of accidental release of hazardous materials during construction activities at the site, the project applicant shall prepare and implement during all construction activities a hazardous substance management, handling, storage, disposal, and emergency response plan prior to demolition activities on-site. This plan shall be implemented during all project-related construction activities. A hazardous materials spill kit shall be maintained on site for small spills. Additionally, the project applicant shall monitor all contractors for compliance with applicable regulations, including regulations regarding hazardous materials and hazardous wastes, including disposal. Hazardous materials shall not be disposed of or released on the ground, in the underlying groundwater, or any surface water. Totally enclosed containment shall be provided for all trash. All construction waste, including trash and litter, garbage, and other solid waste shall be diverted, recycled, or properly disposed. Petroleum products and other potentially hazardous materials shall be removed to a waste facility permitted to treat, store, or dispose of such materials. The hazardous substance management, handling, storage, disposal, and emergency response plan shall be prepared prior to demolition permit issuance, to the satisfaction of the City of San Diego. The plan shall be provided to the City of San Diego Development Services for review prior to issuance of a grading permit.

Santa Barbara Place Residences Project

To reduce identified significant impacts from the release of hazardous materials to below a level of significance, the following mitigation measures are provided for the Santa Barbara Place Residences Project:

SBP-HS-1 Prior to demolition permit issuance, the project applicant shall provide proof to the City of San Diego that: A qualified environmental specialist has inspected the site buildings for the presence of polychlorinated biphenyls, mercury, and other hazardous building materials. If found, these materials shall be managed in accordance with the Metallic Discards Act of 1991 (California Public Resources Code, Sections 42160–42185) and other state and federal guidelines and regulations. Demolition plans and contract specifications shall incorporate any necessary abatement measures in compliance with the Metallic Discards Act, particularly Section 42175, which describes materials requiring special handling, for the removal of mercury switches, polychlorinated biphenyl-containing ballasts, and refrigerants.

SBP-HS-2 Prior to demolition permit issuance, an asbestos and lead-based paint abatement work plan shall be prepared in compliance with local, state, and federal regulations for any necessary removal and disposal of such materials. Prior to implementation, the work plan must be reviewed and accepted by the San Diego County Department of Environmental Health. A California-licensed lead/asbestos abatement contractor shall be utilized for the removal work and proper removal methodology as outlined in CalOSHA 8CCR1529, and all other applicable federal, state, and local regulations regarding the removal, transport and disposal of asbestos-containing material shall be applied. The asbestos and lead-based paint abatement work plan shall include a monitoring plan to be conducted by a qualified consultant during abatement activities to ensure compliance with the work plan requirements and abatement contractor specifications. The work plan shall include provisions for construction worker training, worker protection, and conduction of exposure assessments as needed. As part of the work plan, construction contractors shall consult federal Occupational Safety and Health Administration (OSHA) Regulations at 29 CFR 1926.62 and Cal-OSHA Regulations at Title 8, 1532.1, "Lead in Construction" standards for complete requirements. Demolition plans and contract specifications shall incorporate any necessary abatement measures for the removal of materials containing lead-based paint and asbestos to the satisfaction of the City Planning and Building Department. The measures shall be consistent with the abatement work plan prepared for the project and conducted by a California-licensed lead/asbestos abatement contractor.

SBP-HS-3 To reduce the risk of accidental release of hazardous materials during construction activities at the site, the project applicant shall prepare a hazardous substance management, handling, storage, disposal, and emergency response plan

prior to demolition activities on-site. This plan shall be implemented during all project-related construction activities. A hazardous materials spill kit shall be maintained on site for small spills. Additionally, the project applicant shall monitor all contractors for compliance with applicable regulations, including regulations regarding hazardous materials and hazardous wastes, including disposal. Hazardous materials shall not be disposed of or released on the ground, in the underlying groundwater, or any surface water. Totally enclosed containment shall be provided for all trash. All construction waste, including trash and litter, garbage, and other solid waste shall be diverted, recycled, or properly disposed. Petroleum products and other potentially hazardous materials shall be removed to a waste facility permitted to treat, store, or dispose of such materials. The hazardous substance management, handling, storage, disposal, and emergency response plan shall be prepared prior to demolition permit issuance, to the satisfaction of the City of San Diego.

Combined Project Analysis

The combined project analysis would not require additional mitigation beyond that identified for the Mission Beach Residences Project and Santa Barbara Place Residences Project.

5.3.7 IMPACTS

Issue 4: Would the proposal impair implementation of, or physically interfere with, an adopted emergency response plan?

Mission Beach Residences Project

The Mission Beach Residences Project would ~~connect~~ provide a non-motorized extension of Jersey Court between Mission Boulevard and Bayside Lane, which would provide an additional ~~road to~~access for emergency services. Construction work may present traffic delays and therefore, temporary delays in emergency response service. Additionally, during construction activities, parking may be suspended on Mission Boulevard between Kennebeck Court and Santa Barbara Place in order for at least one traffic lane in each direction to remain open. All potential impacts associated with parking would be temporary.

As described in *Section 3.1.5*, the project applicant would prepare a traffic control plan, a requirement of all projects to specifically address construction traffic within the City's public rights-of-way. The traffic control plan would include provisions for construction times, control plans for allowance of bicyclists, pedestrians, and bus access throughout construction. The traffic control plan would also include provisions to ensure emergency vehicle passage at all times, and

include signage and flagmen when necessary to allow the heavy equipment to utilize surrounding streets. The traffic control plan would include provisions for coordinating with local school hours and emergency service providers regarding construction times. With implementation of the traffic control plan, impacts related to interference with an emergency response plan would remain less than significant.

Operation of the Mission Beach Residences Project following completion of construction activities would not result in an interference with emergency response plans. Therefore impacts would be less than significant.

Santa Barbara Place Residences Project

Similar to the Mission Beach Residences Project, the Santa Barbara Place Residences Project would potentially result in minimal delays in emergency response service during construction activities; however, with implementation of a traffic control plan during construction activities as described in *Section 3.2.5*, impacts would remain less than significant.

Operation of the Santa Barbara Place Residences Project following completion of construction activities would not result in an interference with emergency response plans. Therefore, impacts would remain less than significant.

Combined Project Analysis

Construction of the Mission Beach Residences Project and Santa Barbara Place Residences Project would occur simultaneously; therefore, construction traffic and presence of equipment would be greater than if either project were constructed individually. Although construction traffic would be greater when considered together, each project's traffic control plan would ensure emergency access is provided for service providers at all times and would address the potential issues associated with congestion within the Mission Beach Precise Plan area. Implementation of individual project traffic control plans would ensure impacts to emergency access would remain less than significant under the combined project scenario.

5.3.8 SIGNIFICANCE OF IMPACTS

Mission Beach Residences Project

The Mission Beach Residences Project may result in minimal delays in emergency response service during construction activities; however, implementation of required traffic control during construction activities would ensure impacts remain less than significant.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project may result in minimal delays in emergency response service during construction activities; however, implementation of required traffic control during construction activities would ensure impacts remain less than significant.

Combined Project Analysis

As previously discussed, although construction traffic would be greater when considered together, each project's traffic control plan would ensure emergency access is provided for service providers at all times and would address the potential issues associated with congestion within the Mission Beach Precise Plan area. Implementation of individual project traffic control plans would ensure impacts to emergency access would remain less than significant under the combined project scenario.

5.3.9 MITIGATION MONITORING AND REPORTING

Mission Beach Residences Project

Impacts would be less than significant, and mitigation measures would not be required.

Santa Barbara Place Residences Project

Impacts would be less than significant, and mitigation measures would not be required.

5.3.10 IMPACTS

Issue 5: Would the proposal expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Mission Beach Residences Project

The Mission Beach Residences Project site is located in a highly developed urban area and is surrounded by development and the Pacific Ocean. The property is not within or adjacent to an area designated as within the City's "Very High Fire Hazards Severity Zone" (City of San Diego 2009). Additionally, open space on the site will be maintained and landscaped with a sprinkler system. The risk of wildland fire occurring on the site is anticipated to be very low. Impacts related to wildland fires at the site would not result.

Santa Barbara Place Residences Project

Similar to the Mission Beach Residences Project, the Santa Barbara Place Residences Project site is located in a highly developed urban area and is surrounded by development and the Pacific Ocean. The property is not within or adjacent to an area designated as within the City's "Very High Fire Hazards Severity Zone" (City of San Diego 2009). The risk of wildland fire occurring on the site is anticipated to be very low. Impacts related to wildland fires at the site would not result.

Combined Project Analysis

The Mission Beach Residences Project and Santa Barbara Place Residences Project when analyzed together would not result in any greater impacts as when analyzed individually. The project sites combined are surrounded by urban and developed areas, do not include native habitat areas, would include fully irrigated landscaping, and are bordered by residential development and the Pacific Ocean to the west and east. Therefore, impacts to wildland fires under the combined project analysis would not occur.

5.3.11 SIGNIFICANCE OF IMPACTS

Mission Beach Residences Project

Due to the proposed development of the Mission Beach Residences Project site, which includes paved areas around the site perimeter, no native habitat areas, and fully irrigated landscaping, as well as the surrounding fully developed sites, the risk of wildfire on the site is considered low. For these reasons, the development of the site for residential units would not result in an increase in risk of loss, injury, or death involving wildland fires. No impacts would result.

Santa Barbara Place Residences Project

Similar to the Mission Beach Residences Project, the development of the Santa Barbara Place Residences Project site for residential units would not result in an increase in risk of loss, injury, or death involving wildland fires. No impacts would result.

Combined Project Analysis

The Mission Beach Residences Project and Santa Barbara Place Residences Project when analyzed together would not result in any greater impacts as when analyzed individually. The project sites combined are surrounded by urban and developed areas, do not include native habitat areas, would include fully irrigated landscaping, and are bordered by residential development and the Pacific Ocean to the west and east. Therefore, impacts to wildland fires under the combined project analysis would not occur.

5.3.12 MITIGATION MONITORING AND REPORTING

Mission Beach Residences Project

Significant impacts were not identified and mitigation measures would not be required.

Santa Barbara Place Residences Project

Significant impacts were identified, and mitigation measures would not be required.

Combined Project Analysis

Significant impacts were identified, and mitigation measures would not be required.

5.3.13 IMPACTS

Issue 6: Would the proposal result in a safety hazard for people residing or working in a designated airport influence area?

Issue 7: Would the proposal result in a safety hazard for people residing or working within two miles of a private airstrip or a private airport or heliport facility that is not covered by an adopted Airport Land Use Compatibility Plan?

Mission Beach Residences Project

The Mission Beach Residences Project site is located within the airport influence area of the San Diego International Airport. According to the San Diego International Airport Land Use Compatibility Plan (ALUCP), the project site is located within Review Area 2 (San Diego County Regional Airport Authority 2014). Review Area 1 is subject to the 60 decibel community noise equivalent level (dB CNEL) contour, the outer boundary of all safety zones and airspace siting surfaces (referred to as Threshold Siting Surfaces, this area defines critical protected airspace for aircraft approach and any objects that penetrate this surface would cause alterations in air traffic, including reductions in landing distances); Review Area 2 is subject to airspace protection and overflight boundaries that extend beyond Review Area 2 (San Diego County Regional Airport Authority 2014). As the project site is located outside of Review Area 1, it is also located outside all safety compatibility zones which are subject to standards that regulate permitted, prohibited, and conditionally compatible land uses.

The Mission Beach Residences Project is subject to airspace protection standards and policies. The site is within the Federal Aviation Administration Part 77 Notification Area, but proposed building heights would not exceed 200 feet above ground level. The project site is also not

within the Threshold Siting Surface boundary, which is a defined area of critical protected airspace. Additionally, the project would not introduce new sources of substantial glare, lighting, or other such hazards to aircrafts. As indicated in the San Diego International ALUCP, the project site is not within the overflight notification boundary, and an overflight notification is not required for the proposed residential development (San Diego County Regional Airport Authority 2014). No private airstrip, airport, or heliport is located within 2 miles of the project site. Overall, the Mission Beach Residences Project would not result in adverse safety impacts to the future residents of the project and the operations of the San Diego International Airport.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project site is located adjacent to the Mission Beach Residences Project site within Review Area 2 of the San Diego International Airport ALUCP. The site is also outside the safety compatibility zones, Threshold Siting Surface boundary, and overflight notification boundary for the San Diego International Airport. While the Santa Barbara Place Residences Project site is within the Federal Aviation Administration Part 77 Notification Area, the proposed building heights would not exceed 200 feet above ground level. Similar to the Mission Beach Residences Project, the Santa Barbara Place Residences Project would not introduce any new substantial sources of glare, lighting, or other such hazards to aircrafts. No private airstrip, airport, or heliport is located within 2 miles of the project site. Overall, the Santa Barbara Place Residences Project would not result in adverse safety impacts to the future residents of the project and the operations of the San Diego International Airport.

Combined Project Analysis

Each project individually would not result in any adverse safety impacts to the future residents of each project and the operations of the San Diego International Airport. When combined, the two projects would not result in any new or greater safety impacts to future occupants or the operations of the airport. The combination of the two projects would not result in any height exceedances or new substantial sources of light, glare, or other hazards to aircrafts.

5.3.14 SIGNIFICANCE OF IMPACTS

Mission Beach Residences Project

The Mission Beach Residences Project site is located outside safety compatibility zones, Threshold Siting Surfaces, and the overflight notification boundary. The project would not introduce structures greater than 200 feet above ground level or new substantial sources of light, glare, or other hazards to aircrafts. Therefore, impacts would be less than significant.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project site is located outside safety compatibility zones, Threshold Siting Surfaces, and the overflight notification boundary. The project would not introduce structures greater than 200 feet above ground level or new substantial sources of light, glare, or other hazards to aircrafts. Therefore, impacts would be less than significant.

Combined Project Analysis

The two projects would not combine to result in any new or greater impacts related to airport safety hazards than the two projects individually. Impacts would be less than significant.

5.3.15 MITIGATION MONITORING AND REPORTING

Mission Beach Residences Project

Impacts would be less than significant, and mitigation measures would not be required.

Santa Barbara Place Residences Project

Impacts would be less than significant, and mitigation measures would not be required.

Combined Project Analysis

Impacts would be less than significant, and mitigation measures would not be required.

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5.4 TRANSPORTATION/CIRCULATION AND PARKING

5.4.1 INTRODUCTION

The following discussion summarizes the *Traffic Impact Analysis for Santa Barbara Place Residences and Mission Beach Residences* prepared by Urban Systems Associates Inc. dated March 20, 2015. The complete report, prepared for both the Santa Barbara Place Residences Project and the Mission Beach Residences Project is included as *Appendix F* of this Master Environmental Impact Report (MEIR). The traffic study area consists of five intersections and six roadway segments, which were evaluated for the following scenarios: existing conditions, "Existing Plus Project," "Near Term Without and Plus Project," and "Horizon Year 2030 Without and With Project." Applicable mitigation measures are included in order to reduce significant impacts identified within Appendix F. This section also addresses the potential impacts on transit, bicycle, and pedestrian activities in the study area.

5.4.2 EXISTING CONDITIONS

Roadway Network

The Mission Beach vehicular circulation system consists of one main street, Mission Boulevard, which bisects the community. There are two access points in and out of Mission Beach: one at West Mission Bay Drive and the other at Mission Boulevard as it continues north toward Pacific Beach. Internal vehicular movement is served by alleys parallel to Mission Boulevard, Bayside Lane, and Strand Way. Perpendicular to Mission Boulevard are a series of east and west trending alleys, called "places" and "courts," which alternate over the length of Mission Beach. The places, such as Santa Barbara Place, serve automobiles, while the courts are sidewalks that are solely for pedestrian use.

For the purposes of the traffic analysis, the study area includes Mission Boulevard and West Mission Bay Drive. The specific intersections and roadway segments evaluated in this section are shown in *Figure 5.4-1, Project Study Area Roadways and Intersections*. The existing transportation facilities surrounding the project sites consist of state and city roadways, transit services, pedestrian amenities, and a bicycle network.

Mission Boulevard is functions as a two-lane roadway from Santa Barbara Place to Santa Rita Place. It currently provides one vehicular travel lane in each direction divided by a center raised median. From Santa Barbara Place to West Mission Bay Drive, Mission Boulevard functions as a 3 lane roadway, with one lane northbound and two lanes southbound. A few stop-controlled intersections along Mission Boulevard are striped two lanes in each direction approximately 150 feet before and after the intersection. The posted speed limit is 30 miles per

hour (mph). On-street parking is provided on both sides of the street, and the curb-to-curb width of the road with the raised median is 60 feet. Class II bike lanes are not provided along Mission Boulevard within the study area.

West Mission Bay Drive functions as a four-lane major arterial from Mission Boulevard to Gleason Road. On-street parking and Class II bike lanes are provided on both sides of the street. The curb-to-curb width of the street ranges from 72 feet to 90 feet.

Intersections

Generally, LOS ranges from A to F, with LOS A though C represent free-flowing traffic conditions with little or no delay, while LOS F represents severely congested conditions. *Table 5.4-1, Intersection Level of Service and Delay Ranges* shows the corresponding average stopped delay per vehicle for each LOS. For the City of San Diego (City), LOS D or better is the acceptable standard for roadways and intersections.

Table 5.4-1
Intersection Level of Service and Delay Ranges

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	*Unsignalized Intersections*
A	< 10.0	< 10.0
B	> 10.0 to < 20.0	> 10.0 to < 15.0
C	> 20.0 to < 35.0	> 15.0 to < 25.0
D	> 35.0 to < 55.0	> 25.0 to < 35.0
E	> 55.0 to < 80.0	> 35.0 to < 50.0
F	> 80.0	> 50.0

Source: See *Appendix F*.

Five intersections are included within the study area outlined in *Figure 5.4-1, Project Study Area Roadways and Intersections*. Morning and evening peak-hour traffic data at these intersections was based on the 2000 HCM, using operational analysis procedures through a computer program called Synchro. The existing morning and evening peak-hour LOS is based on the existing peak-hour intersection volumes and the existing intersection geometry. As shown in *Table 5.4-2, Existing Peak-Hour Intersection Levels of Service*, all intersections currently operate at acceptable LOS during both the morning and evening peak-hour periods, pursuant to the City's standard of LOS D or greater (City of San Diego 1998). To determine the existing traffic volumes at the study intersections, intersection movement counts were taken on a typical weekday during the morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 p.m. to 6:00 p.m.) peak periods on February 27, 2014. ADT volumes were also collected along the study roadway segments over a 24-hour period on March 27, 2014.

Table 5.4-2
Existing Peak-Hour Intersection Levels of Service

Study Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay	*LOS*	*Delay*	*LOS*
1. Mission Boulevard at Santa Clara Place	Signalized	15.4	B	17.2	B
2. Mission Boulevard at El Carmel Place	All-Way Stop	8.9	A	10.8	B
3. Mission Boulevard at Santa Barbara Place	Minor Street Stop	16.2	C	26.9	D
4. Mission Boulevard at West Mission Bay Drive	Signalized	31.4	C	46.5	D
5. West Mission Bay Drive at Gleason Road	Signalized	14.6	B	18.4	B

Source: See *Appendix F*.

Roadway Segments

The roadway segment analysis of the study area roadways is based on roadway classifications and capacity thresholds defined in the City's Traffic Impact Study Manual and the San Diego Association of Governments (SANDAG) Congestion Management Program. The roadway segment LOS criteria are outlined in *Table 5.4-3, Level of Service Thresholds for Roadway Segments within Study Area*. According to the Traffic Impact Study Manual, the City's goal for acceptable service standards during daily periods is LOS D for all roadway segments (City of San Diego 1998).

Table 5.4-3
Level of Service Thresholds for Roadway Segments within Study Area

Classification	LOS				
	A	*B*	*C*	*D*	*E*
Major Arterial (Four lanes)	15,000	21,000	30,000	35,000	40,000
Collector (Two lanes lanes) (no fronting property)	4,000	5,500	7,500	9,000	10,000
Collector (Two lanes) (commercial–industrial fronting)	2,500	3,500	5,000	6,500	8,000

Source: See *Appendix F*.

Similar to the intersection movement counts, ADT volumes were also collected along the study roadway segments over a 24-hour period on March 27, 2014. Roadway segment LOS was calculated based on established capacity thresholds defined by the roadway classification and the ADT volumes noted during monitoring. As shown in *Table 5.4-4, Existing Roadway Segments Level of Service*, all roadway segments are projected to operate at an acceptable LOS above LOS D in the existing condition pursuant to the City's standard of LOS D or greater.

Table 5.4-4
Existing Roadway Segments Level of Service

Roadway	Segment	Existing Conditions				
		Classification	*Capacity*	*ADT*	*V/C*	*LOS*
West Mission Bay Drive	Mission Boulevard to Gleason Road	4-M	40,000	23,091	0.58	C
	East of Gleason Road	4-M	40,000	23,075	0.58	C
Mission Boulevard	North of Santa Clara Place	2*	20,000	15,436	0.78	D
	Santa Clara Place to El Carmel Place	2*	20,000	15,092	0.76	D
	El Carmel Place to Santa Barbara Place	2*	20,000	14,884	0.74	C
	Santa Barbara Place to Mission Bay Drive	3**	30,000	16,298	0.54	C

Notes:
4-M = Four-Lane Major Arterial
LOS = Level of Service
V/C = Volume to Capacity Ratio
* Roadway functions as a 2 lane road with LOS E capacity of 20,000 ADT
** Roadway functions as a 3 lane road (2 southbound lanes and 1 northbound lane) with LOS E capacity of 30,000 ADT. V/C = volume-to-capacity ratio
Source: See *Appendix F*.

Transit System

Both the Mission Beach Residences and Santa Barbara Place Residences projects are in close proximity to bus Route 8 operated by the San Diego Metropolitan Transit System (MTS). Route 8 has a stop at the intersection of West Mission Bay Drive and Mission Boulevard approximately 0.2 mile south of both project sites. Route 8 travels from Old Town to Pacific Beach through Mission Boulevard adjacent to both project sites (see *Appendix F*).

Local bus service at this stop is scheduled on a 30 minute interval. Weekday service at this stop runs between 6:00 am and 12:30 am, while Sunday service runs between 6:00 am and 10:00 pm. On Saturdays, this service is scheduled on the typical 30 minute interval between 6:00 am and 12:00 pm, and a 20 minute interval from 12:00 pm to 12:30 am.

Bicycle and Pedestrian System

Perpendicular to Mission Boulevard are a series of east and west trending alleys, called "places" and "courts," which alternate over the length of Mission Beach. The courts are sidewalks that are solely for pedestrian use. Non-contiguous sidewalks line both sides of Mission Boulevard, while West Mission Bay Drive has continues sidewalks on either side. A marked pedestrian crosswalk currently intersects Mission Boulevard at Santa Barbara Place.

Ocean Front Walk, a 2-mile long boardwalk that lines the length of Mission Beach, and Bayside Walk, a boardwalk that lines Mission Bay, provide access for recreational bicycle and pedestrian path throughout the Mission Beach community. There are no designated bike lanes along

Mission Boulevard, while West Mission Bay Drive has Class II bike lanes on either side of the street for bicycle use.

Parking

There is parking deficiency in the Mission Beach community due to the high level of tourism, commercial space, dense residential development, and recreation in the area. On-street parking is provided on both sides of Mission Boulevard adjacent to both project sites (with the exception of trash pickup days), and in several surface parking lots within the community. The El Carmel parking lot, primarily serving beach traffic and adjacent commercial businesses, is approximately 0.27 mile north of both project sites, with approximately 100 public spaces.

5.4.3 IMPACTS

Issue 1: Would the proposal 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 proposal result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp?

Issue 3: Would the proposal result in a substantial alteration to present circulation movements including effects on existing public access to beaches, parks, or other open space areas?

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

- If any intersection, roadway segment, or freeway segment affected by a project would operate at LOS E or F under either direct or cumulative conditions, or if project traffic takes a facility from acceptable to unacceptable LOS, the impact would be significant if the project exceeds the thresholds shown in *Table 5.4-5, City of San Diego Traffic Impact Significance Thresholds*.
- At any ramp meter location with delays above 15 minutes, the impact would be significant if the project exceeds the thresholds shown in *Table 5.4-5, City of San Diego Traffic Impact Significance Thresholds*.
- If a project would add a substantial amount of traffic to a congested freeway segment, interchange, or ramp as shown in *Table 5.4-5, City of San Diego Traffic Impact Significance Thresholds,* the impact may be significant.

Table 5.4-5
City of San Diego Traffic Impact Significance Thresholds

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

Source: See *Appendix F*.

If the thresholds of significance are exceeded under Existing or Near-Term conditions, the project is determined to have a direct impact. In the Horizon Year 2030, if the thresholds are exceeded, the project is determined to have a cumulative impact. Cumulative impacts may be mitigated through the payment of a fair-share contribution to an improvement. Fair share contributions are based on the percentage of daily traffic generated by each project divided by the combined daily traffic generated by both projects. Since the Mission Beach Residences project is anticipated to generate 318 ADT as outlined in *Table 5.4-6*, and the Santa Barbara Place Residences is anticipated to generate 72 ADT as outlined in Table 5.4-7, the fair share percentages would be approximately 82% and 18% for each project respectively.

Project Traffic

Freeway segment, interchange, or ramps were not evaluated in this analysis, as none are located within the project study area, and since both the Mission Beach Residences Project and the Santa Barbara Place Residences project would contribute a minor amount of traffic to nearby freeways. When combined, both projects would add less than 50 peak hour trips to the freeway main lanes, and less than 20 peak hour trips to the ramp meters.

Mission Beach Residences Project

Table 5.4-6, Forecast Mission Beach Residences Generated Trips, shows the forecasted trip generation for the net increase in project trips associated with the 51 units proposed in the Mission Beach Residences Project based on the trip-generation rates outlined in *Appendix F*. As shown, at buildout, the Mission Beach Residences Project is forecasted to increase the total trips from the site by approximately 318 ADT, including 25 morning peak-hour trips, and 32 evening peak-hour trips. These trips are assumed to be new to the area, and distribute 25% to the north and 75% to the south on Mission Boulevard.

Table 5.4-6
Forecast Mission Beach Residences Generated Trips

Land Use	Amount (DUs)	ADT	AM Peak Hour			PM Peak Hour		
			Total	*Inbound*	*Outbound*	*Total*	*Inbound*	*Outbound*
Single-Family Residential	1	10	1	0	1	1	1	0
Duplex	4	32	3	1	2	3	2	1
Triplex	24	144	11	2	9	14	10	4
Irregular Triplex	6	36	3	1	2	4	3	1
Irregular Four-Plex	8	48	4	1	3	5	3	2
Four-Plex	8	48	4	1	3	5	3	2
Total	**51**	**318**	**26**	**6**	**20**	**32**	**22**	**10**

Notes:
DU = Dwelling unit.
ADT=Average Daily Trips
Source: See *Appendix F*.

The Mission Beach Residences Project includes two on-grade parking stalls for every proposed residential unit, pursuant to two stall per unit requirement within the Mission Beach Planned District Ordinance within City's Municipal Code Section 1513.0403(b)(1)(A). These proposed 102 parking spaces are in compliance with the City's parking impact overlay zone, residential tandem parking overlay zone, and all associated City parking requirements. Therefore, the project provides parking for the associated increase in vehicles associated with the increase in residential units. Since appropriate parking is provided, no impacts to circulation associated with parking are anticipated. In addition, the 318 ADT associated with the project would not significantly affect circulation of adjacent roadways. Therefore, access to Mission Beach, Mission Bay, or other open space areas within the Mission Beach community would not be significantly impacted through implementation of the Mission Beach Residences Project.

Santa Barbara Place Residences Project

Table 5.4-7, Forecast Santa Barbara Place Residences Generated Trips, shows the forecasted trip generation for the net increase in project trips associated with the 12 units proposed in the Santa Barbara Place Residences Project based on the trip-generation rates outlined in *Appendix F*. As shown, at buildout, the Santa Barbara Place Residences Project is forecasted to increase the total trips from the site by approximately 72 ADT, including 6 morning peak-hour trips, and 7 evening peak-hour trips. Similar to the Mission Beach Residence Project, traffic is assumed to be new to the area, and distribute 25% to the north and 75% to the south on Mission Boulevard.

Table 5.4-7
Forecast Santa Barbara Place Residences Generated Trips

Land Use	Amount (DUs)	ADT	AM Peak Hour			PM Peak Hour		
			Total	*Inbound*	*Outbound*	*Total*	*Inbound*	*Outbound*
Four-Plex	12	72	6	1	5	7	5	2
Total	**12**	**72**	**6**	**1**	**5**	**7**	**5**	**2**

Notes:
DU = Dwelling unit.
ADT=Average Daily Trips
Source: See *Appendix F*.

The Santa Barbara Place Residences Project includes two on-grade parking stalls for every proposed residential unit, pursuant to two stall per unit requirement within the Mission Beach Planned District Ordinance within City's Municipal Code Section 1513.0403(b)(1)(A). These proposed 24 parking spaces are in compliance with the City's parking impact overlay zone, residential tandem parking overlay zone, and all associated City parking requirements. Therefore, the project provides parking for the associated increase in vehicles associated with the increase in residential units. In addition, the 72 ADT associated with the project would not significantly affect circulation of adjacent roadways. Since appropriate parking is provided with minimal increase in traffic, no impacts to circulation associated with parking are anticipated. Therefore, access to Mission Beach, Mission Bay, or other open space areas within the Mission Beach community would not be significantly impacted through implementation of the Santa Barbara Place project.

Combined Project Analysis

Table 5.4-8, Forecast Combined Project Generated Trips, shows the forecasted trip generation for the net increase in project trips associated with the combination of the 51 units proposed for the Mission Beach Residences Project and the 12 units proposed for the Santa Barbara Place Residences Project based on the trip-generation rates outlined in *Appendix F*. This combined analysis looks at the trips associated with the 63 total units proposed under the two separate projects. As shown, at buildout, the two projects combined are forecasted to increase the total trips from the site by approximately 390 ADT, including 33 morning peak-hour trips, and 39 evening peak-hour trips. Similar to the individual projects, this analysis assumes that all traffic is new to the area, and is distributed 25% to the north and 75% to the south on Mission Boulevard.

Table 5.4-8
Forecast Combined Project Generated Trips

Land Use	Amount (DUs)	ADT	AM Peak Hour			PM Peak Hour		
			Total	*Inbound*	*Outbound*	*Total*	*Inbound*	*Outbound*
Mission Beach Residences Project								
Single-Family Residential	1	10	1	0	1	1	1	0
Duplex	4	32	3	1	2	3	2	1
Triplex	24	144	11	2	9	14	10	4
Irregular Triplex	6	36	3	1	2	4	3	1
Irregular Four-Plex	8	48	4	1	3	5	3	2
Four-Plex	8	48	4	1	3	5	3	2
Subtotal	*51*	*318*	*26*	*6*	*20*	*32*	*22*	*10*
Santa Barbara Place Residences Project								
Four-Plex	12	72	6	1	5	7	5	2
Subtotal	*12*	*72*	*6*	*1*	*5*	*7*	*5*	*2*
Total	**63**	**390**	**33**	**7**	**25**	**39**	**27**	**12**

Notes:
DU = Dwelling unit.
ADT=Average Daily Trips
Source: See *Appendix F*.

Both projects include two on-grade parking stalls for every proposed residential unit, pursuant to two stall per unit requirement within the Mission Beach Planned District Ordinance within City's Municipal Code Section 1513.0403(b)(1)(A). These proposed 126 parking spaces are in compliance with the City's parking impact overlay zone, residential tandem parking overlay zone, and all associated City parking requirements. Therefore, the project provides parking for the ~~associated~~ anticipated increase in vehicles associated with the increase in residential units. In addition, the 390 ADT associated with both projects would not significantly affect circulation of adjacent roadways. Since appropriate parking is provided with minimal increase in traffic, no impacts to circulation associated with parking are anticipated. Therefore, access to Mission Beach, Mission Bay, or other open space areas within the Mission Beach community would not be significantly impacted through implementation of the Mission Beach Residences and Santa Barbara Place projects.

Existing Plus Project Traffic

Mission Beach Residences Project

The peak-hour intersection LOS under Existing Plus Mission Beach Residences Project conditions is provided in *Table 5.4-9, Existing Plus Mission Beach Residences Intersection Level of Service*. Under this scenario, all intersections within the project study area are

forecast to continue operating at an acceptable LOS D or better. Therefore, impacts to area intersections under this scenario would be less than significant.

The peak-hour roadway segment LOS under Existing Plus Mission Beach Residences Project conditions is provided in *Table 5.4-10, Existing Plus Mission Beach Residences Roadway Segment Level of Service*. Street segments LOS with Mission Beach Residences Project traffic were determined by adding expected Mission Beach Residences Project only daily traffic volumes to the counted existing daily traffic volumes. As shown, all study street segments are projected to operate an acceptable LOS D or better when the Mission Beach Residences Project traffic is added to existing traffic. Therefore, impacts to area roadway segments under this scenario would be less than significant.

Table 5.4-9
Existing Plus Mission Beach Residences Intersection Level of Service

Study Intersection	Existing				Existing Plus Mission Beach Residences				Δ Delay		Significant Impact
	AM		PM		AM		PM				
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	
1. Mission Boulevard at Santa Clara Place	15.4	B	17.2	B	15.4	B	18.4	B	0	1.2	No
2. Mission Boulevard at El Carmel Place	8.9	A	10.8	B	9.0	A	10.8	B	0.1	0.0	No
3. Mission Boulevard at Santa Barbara Place	16.2	C	26.9	D	18.3	C	29.9	D	2.1	3.0	No
4. Mission Boulevard at West Mission Bay Drive	31.4	C	46.5	D	31.7	C	49.3	D	0.3	2.8	No
5. West Mission Bay Drive at Gleason Road	14.6	B	18.4	B	17.8	B	~~19.5~~18.9	B	3.2	~~1.1~~0.5	No

Notes: Refer to *Table 5.4-1* regarding LOS distinction criteria.
Δ = change
Source: See *Appendix F*.

Table 5.4-10
Existing Plus Mission Beach Residences Roadway Segment Level of Service

Roadway	Segment	Capacity	Existing			Existing Plus Mission Beach Residences				Significant Impact
			ADT	V/C	LOS	ADT	V/C	LOS	Δ V/C	
West Mission Bay Drive	Mission Boulevard to Gleason Road	40,000	23,091	0.58	C	23,314	0.58	C	0.0056	No
	East of Gleason Road	40,000	23,075	0.58	C	23,294	0.58	C	0.0055	No

Table 5.4-10
Existing Plus Mission Beach Residences Roadway Segment Level of Service

Roadway	Segment	Capacity	Existing			Existing Plus Mission Beach Residences				Significant Impact
			ADT	*V/C*	*LOS*	*ADT*	*V/C*	*LOS*	*Δ V/C*	
Mission Boulevard	North of Santa Clara Place	20,000	15,436	0.77	D	15,509	0.76	D	0.0037	No
	Santa Clara Place to El Carmel Place	20,000	15,092	0.76	D	15,168	0.76	D	0.0038	No
	El Carmel Place to Santa Barbara Place	20,000	14,884	0.74	C	14,964	0.75	C	0.0040	No
	Santa Barbara Place to Mission Bay Drive	30,000	16,298	0.54	C	16,537	0.55	C	0.0080	No

Note: Refer to *Table 5.4-1* regarding LOS distinction criteria.
Δ = change
Source: See *Appendix F*.

Santa Barbara Place Residences Project

The peak-hour intersection LOS under Existing Plus Santa Barbara Place Residences Project conditions is provided in *Table 5.4-11, Existing Plus Santa Barbara Place Residences Intersection Level of Service*. Under this scenario, all intersections within the project study area are forecast to continue operating at an acceptable LOS D or better and/or would not result in a significant change in delay. Therefore, impacts to area intersections under this scenario would be less than significant.

The peak-hour roadway segment LOS under Existing Plus Santa Barbara Place Residences Project conditions is provided in *Table 5.4-12, Existing Plus Santa Barbara Place Residences Roadway Segment Level of Service*. Street segments LOS with Santa Barbara Place Residences Project traffic were determined by adding expected Santa Barbara Place Residences Project only daily traffic volumes to the counted existing daily traffic volumes. As shown, all study street segments are projected to operate at an acceptable LOS D or better when the Santa Barbara Place Residences Project traffic is added to existing traffic. Therefore, impacts to area roadway segments under this scenario would be less than significant.

Table 5.4-11
Existing Plus Santa Barbara Place Residences Intersection Level of Service

Study Intersection	Existing				Existing Plus Santa Barbara Place Residences				Δ Delay		Significant Impact
	AM		PM		AM		PM				
	Delay	*LOS*	*Delay*	*LOS*	*Delay*	*LOS*	*Delay*	*LOS*	*AM*	*PM*	
1. Mission Boulevard at Santa Clara Place	15.4	B	17.2	B	15.4	B	18.4	B	0.0	1.2	No
2. Mission Boulevard at El Carmel Place	8.9	A	10.8	B	8.9	A	10.8	B	0.0	0.0	No
3. Mission Boulevard at Santa Barbara Place	16.2	C	26.9	D	16.7	C	26.9	D	0.5	0.0	No
4. Mission Boulevard at West Mission Bay Drive	31.4	C	46.5	D	31.5	C	47.7	D	0.1	1.2	No
5. West Mission Bay Drive at Gleason Road	14.6	B	18.4	B	17.0	B	~~19.7~~18.5	B	2.4	~~1.3~~0.1	No

Note: Refer to *Table 5.4-1* regarding LOS distinction criteria.
Source: See *Appendix F*.

Table 5.4-12
Existing Plus Santa Barbara Place Residences Roadway Segment Level of Service

Roadway	Segment	Capacity	Existing			Existing Plus Santa Barbara Place Residences				Significant Impact
			ADT	*V/C*	*LOS*	*ADT*	*V/C*	*LOS*	*Δ V/C*	
West Mission Bay Drive	Mission Boulevard to Gleason Road	40,000	23,091	0.58	C	23,141	0.58	C	0.0013	No
	East of Gleason Road	40,000	23,075	0.58	C	23,125	0.58	C	0.0012	No
Mission Boulevard	North of Santa Clara Place	20,000	15,436	0.77	D	15,453	0.77	D	0.0008	No
	Santa Clara Place to El Carmel Place	20,000	15,092	0.76	C	15,109	0.76	D	0.0009	No
	El Carmel Place to Santa Barbara Place	20,000	14,884	0.74	C	14,902	0.75	C	0.0009	No
	Santa Barbara Place to Mission Bay Drive	30,000	16,298	0.54	C	16,352	0.55	C	0.0018	No

Note: Refer to *Table 5.4-1* regarding LOS distinction criteria.
Source: See *Appendix F*.

Combined Project Analysis

The purpose of this analysis is to evaluate the direct impacts of both the Mission Beach Residences Project and the Santa Barbara Place Residences Project in comparison to the existing traffic conditions in the study area.

The peak-hour intersection LOS under the Existing Plus Combined Project conditions is provided in *Table 5.4-13, Existing Plus Combined Project Intersection Level of Service*. Under this scenario, all intersections within the combined project study area are forecast to continue operating at an acceptable LOS D or better and/or would not result in a significant change in delay. Therefore, impacts to area intersections under this scenario would be less than significant.

The peak-hour roadway segment LOS under Existing Plus Combined Project conditions is provided in *Table 5.4-14, Existing Plus Combined Project Roadway Segment Level of Service*. Street segment LOS of the combined project's traffic was determined by adding expected traffic for the two separate projects to the counted existing daily traffic volumes. As shown, all study street segments are projected to operate at an acceptable LOS D or better when both the Mission Beach Residences Project traffic and the Santa Barbara Place Residences Project traffic are added to existing traffic conditions. Therefore, impacts to area roadway segments through the combination of the two separate projects under this scenario would be less than significant.

Table 5.4-13
Existing Plus Combined Project Intersection Level of Service

Study Intersection	Existing				Existing Plus Combined Project				Δ Delay		Significant Impact
	AM		PM		AM		PM				
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	
1. Mission Boulevard at Santa Clara Place	15.4	B	17.2	B	15.4	B	18.4	B	0.0	0.6	No
2. Mission Boulevard at El Carmel Place	8.9	A	10.8	B	9.0	A	10.8	B	0.1	0.0	No
3. Mission Boulevard at Santa Barbara Place	16.2	C	26.9	D	18.8	C	29.9	D	2.6	3.5	No
4. Mission Boulevard at West Mission Bay Drive	31.4	C	46.5	D	32.3	C	49.6	D	0.9	1.1	No
5. West Mission Bay Drive at Gleason Road	14.6	B	18.4	B	18.5	B	~~19.5~~19.0	B	3.9	~~0.2~~0.6	No

Note: Refer to *Table 5.4-1* regarding LOS distinction criteria.
Source: See *Appendix F*.

Table 5.4-14
Existing Plus Combined Project Roadway Segment Level of Service

Roadway	Segment	Capacity	Existing			Existing Plus Combined Project				Significant Impact
			ADT	V/C	LOS	ADT	V/C	LOS	Δ V/C	
West Mission Bay Drive	Mission Boulevard to Gleason Road	40,000	23,091	0.58	C	23,364	0.58	C	0.0068	No
	East of Gleason Road	40,000	23,075	0.58	C	23,334	0.58	C	0.0067	No

Table 5.4-14
Existing Plus Combined Project Roadway Segment Level of Service

Roadway	Segment	Capacity	Existing			Existing Plus Combined Project				Significant Impact
			ADT	*V/C*	*LOS*	*ADT*	*V/C*	*LOS*	*Δ V/C*	
Mission Boulevard	North of Santa Clara Place	20,000	15,436	0.77	D	15,526	0.78	D	0.0045	No
	Santa Clara Place to El Carmel Place	20,000	15,092	0.76	D	15,186	0.76	D	0.0047	No
	El Carmel Place to Santa Barbara Place	20,000	14,884	0.74	C	14,982	0.75	C	0.0049	No
	Santa Barbara Place to Mission Bay Drive	30,000	16,298	0.54	C	16,591	0.55	C	0.0098	No

Note: Refer to *Table 5.4-1* regarding LOS distinction criteria.
Source: See *Appendix F*.

Cumulative Projects

To determine the cumulative impacts on the roadway system associated with City-approved or pending projects within the study area, research into potential reasonably foreseeable projects was conducted. This includes pending or approved projects that are expected to be completed and occupied prior to operation of the Mission Beach Residences Project and the Santa Barbara Place Residences Project. Working in concert with City staff, no projects were found to add traffic in the vicinity of the project. Since no other projects were identified to contribute traffic to the immediate vicinity of both projects, a 4% growth factor was analyzed to cover any unforeseen future projects that may contribute traffic to the vicinity in the next 3 years. This 4% growth factor was determined by analyzing the growth per year as the ratio of existing ADT volume and the Horizon Year 2030 ADT volume from Mission Boulevard. This growth per year, which equals a 1.2% increase in ADT per year, was multiplied by 3 years to factor until 2017.

Near-Term Traffic

Mission Beach Residences Project

Near Term Plus Mission Beach Residences Project traffic conditions are evaluated by adding cumulative projects plus the Mission Beach Residences Project traffic to existing volumes and evaluating project traffic impacts. Since no other projects were identified for analysis of traffic impacts, a 4% growth factor was analyzed to cover any unforeseen future projects that may contribute traffic to the vicinity in the next 3 years.

As shown in *Table 5.4-15, Near-Term Plus Mission Beach Residences Project Peak-Hour Intersection Level of Service,* all study intersections are forecast to operate at an acceptable

LOS D or better under Near Term with Mission Beach Residences Project conditions. Additionally, as shown in *Table 5.4-16, Near-Term Plus Mission Beach Residences Project Roadway Segment LOS*, all roadway segments are forecast to operate at an acceptable LOS D or better under Near Term with Mission Beach Residences Project conditions. Therefore, the Mission Beach Residences Project would not result in any significant impacts to study area intersections or roadway segments under the near-term scenario.

Table 5.4-15
Near-Term Plus Mission Beach Residences Project Peak-Hour Intersection Level of Service

Study Intersection	Without Project				With Mission Beach Residences				Δ Delay		Significant Impact
	AM		*PM*		*AM*		*PM*				
	Delay	*LOS*	*Delay*	*LOS*	*Delay*	*LOS*	*Delay*	*LOS*	*AM*	*PM*	
1. Mission Boulevard at Santa Clara Place	15.5	B	19.0	B	15.5	B	19.2	B	0.0	0.2	No
2. Mission Boulevard at El Carmel Place	9.1	A	11.1	B	9.2	A	11.2	B	0.1	0.1	No
3. Mission Boulevard at Santa Barbara Place	16.9	C	29.0	D	19.2	C	32.5	D	2.3	3.5	No
4. Mission Boulevard at West Mission Bay Drive	32.0	C	~~42.3~~47.4	D	33.7	C	~~43.0~~49.9	D	1.7	~~0.7~~2.5	No
5. West Mission Bay Drive at Gleason Road	14.6	B	~~17.4~~18.4	B	19.9	B	~~18.6~~19.0	B	5.3	~~1.2~~0.6	No

Note: Refer to *Table 5.4-1* regarding LOS distinction criteria.
Source: See *Appendix F*.

Table 5.4-16
Near-Term Plus Mission Beach Residences Project Roadway Segment Level of Service

Roadway	Segment	Capacity	Without Project			With Mission Beach Residences				Significant Impact
			ADT	*V/C*	*LOS*	*ADT*	*V/C*	*LOS*	*Δ V/C*	
West Mission Bay Drive	Mission Boulevard to Gleason Road	40,000	24,015	0.60	C	24,237	0.61	C	0.0056	No
	East of Gleason Road	40,000	23,998	0.60	C	24,217	0.61	C	0.0058	No
Mission Boulevard	North of Santa Clara Place	20,000	16,053	0.80	D	16,127	0.81	D	0.0037	No
	Santa Clara Place to El Carmel Place	20,000	15,696	0.79	D	15,778	0.79	D	0.0038	No

Table 5.4-16
Near-Term Plus Mission Beach Residences Project Roadway Segment Level of Service

Roadway	Segment	Capacity	Without Project			With Mission Beach Residences				Significant Impact
			ADT	*V/C*	*LOS*	*ADT*	*V/C*	*LOS*	*Δ V/C*	
	El Carmel Place to Santa Barbara Place	20,000	15,479	0.77	D	15,559	0.78	D	0.0040	No
	Santa Barbara Place to Mission Bay Drive	30,000	16,950	0.57	C	17,188	0.57	C	0.0080	No

Note: Refer to *Table 5.4-1* regarding LOS distinction criteria.
Source: See *Appendix F*.

Santa Barbara Place Residences Project

As stated earlier, no other projects were identified for analysis of cumulative traffic impacts. Therefore, Near Term with the Santa Barbara Place Residences Project traffic conditions are evaluated by adding a 4% growth factor to cover any unforeseen future projects that may contribute traffic to the vicinity in the next 3 years.

As shown in *Table 5.4-17, Near-Term Plus Santa Barbara Place Residences Project Peak-Hour Intersection Level of Service*, all study intersections are forecast to operate at an acceptable LOS D or better under Near Term with Santa Barbara Place Residences Project conditions. Additionally, as shown in *Table 5.4-18, Near-Term Plus Santa Barbara Place Residences Project Roadway Segment Level of Service*, all roadway segments are forecast to operate at an acceptable LOS D or better under Near Term with Santa Barbara Place Residences Project conditions. Therefore, the Santa Barbara Place Residences Project would not result in any significant impacts to study area intersections or roadway segments under the near-term scenario.

Table 5.4-17
Near Term Plus Santa Barbara Place Residences Project -- Peak-Hour Intersection Level of Service

Study Intersection	Without Project				With Santa Barbara Place Residences				Δ Delay		Significant Impact
	AM		*PM*		*AM*		*PM*				
	Delay	*LOS*	*Delay*	*LOS*	*Delay*	*LOS*	*Delay*	*LOS*	*AM*	*PM*	
1. Mission Boulevard at Santa Clara Place	15.5	B	19.0	B	15.5	B	19.0	B	0.0	0.0	No
2. Mission Boulevard at El Carmel Place	9.1	A	11.1	B	9.1	A	11.2	B	0.0	0.1	No
3. Mission Boulevard at Santa Barbara Place	16.9	C	29.0	D	17.5	C	29.0	D	0.6	0.0	No

Table 5.4-17
Near Term Plus Santa Barbara Place Residences Project -- Peak-Hour Intersection Level of Service

Study Intersection	Without Project				With Santa Barbara Place Residences				Δ Delay		Significant Impact
	AM		PM		AM		PM				
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	
4. Mission Boulevard at West Mission Bay Drive	32.0	C	~~42.3~~47.4	D	32.0	C	~~42.3~~48.0	D	0.0	~~0.0~~0.6	No
5. West Mission Bay Drive at Gleason Road	14.6	B	~~17.4~~18.4	B	16.6	B	~~17.8~~18.8	B	2.0	0.4	No

Note: Refer to *Table 5.4-1* regarding LOS distinction criteria.
Source: See *Appendix F*.

Table 5.4-18
Near-Term Plus Santa Barbara Place Residences Project Roadway Segment Level of Service

Roadway	Segment	Capacity	Without Project			With Santa Barbara Place Residences				Significant Impact
			ADT	V/C	LOS	ADT	V/C	LOS	Δ V/C	
West Mission Bay Drive	Mission Boulevard to Gleason Road	40,000	24,015	0.60	C	24,065	0.60	C	0.0013	No
	East of Gleason Road	40,000	23,998	0.60	C	24,048	0.60	C	0.0012	No
Mission Boulevard	North of Santa Clara Place	20,000	16,053	0.80	D	16,070	0.80	D	0.0008	No
	Santa Clara Place to El Carmel Place	20,000	15,696	0.79	D	15,713	0.79	D	0.0009	No
	El Carmel Place to Santa Barbara Place	20,000	15,479	0.77	D	15,497	0.78	D	0.0009	No
	Santa Barbara Place to Mission Bay Drive	30,000	16,950	0.57	C	17,004	0.57	C	0.0018	No

Note: Refer to *Table 5.4-1 regarding* LOS distinction criteria.
Source: See *Appendix F*.

Combined Project Analysis

As stated earlier, no other projects were identified for the analysis of cumulative traffic impacts of the combined Mission Beach Residences and Santa Barbara Place Residences projects.

Therefore, Near Term with the Combined Project traffic conditions are evaluated by adding a 4% growth factor to cover any unforeseen future projects that may contribute traffic to the vicinity in the next 3 years.

As shown in *Table 5.4-19, Near-Term Plus Combined Project Peak-Hour Intersection Level of Service*, all study intersections are forecast to operate at an acceptable LOS D or better under Near Term with the Combined Project traffic conditions. Additionally, as shown in *Table 5.4-20, Near-Term Plus Combined Project Roadway Segment Level of Service*, all roadway segments are forecast to operate at an acceptable LOS D or better under Near Term Plus Combined Project traffic conditions. Therefore, the combination of the two separate projects would not result in any significant impacts to study area intersections or roadway segments under the near-term scenario.

Table 5.4-19
Near-Term Plus Combined Project Peak-Hour Intersection Level of Service

Study Intersection	Without Project				Mission Beach Residences and Santa Barbara Place Residences				Δ Delay		Significant Impact
	AM		*PM*		*AM*		*PM*				
	Delay	*LOS*	*Delay*	*LOS*	*Delay*	*LOS*	*Delay*	*LOS*	*AM*	*PM*	
1. Mission Boulevard at Santa Clara Place	15.5	B	19.0	B	15.5	B	19.1	B	0.0	0.1	No
2. Mission Boulevard at El Carmel Place	9.1	A	11.1	B	9.2	A	11.2	B	0.1	0.1	No
3. Mission Boulevard at Santa Barbara Place	16.9	C	29.0	D	19.8	C	32.9	D	2.9	3.9	No
4. Mission Boulevard at West Mission Bay Drive	32.0	C	~~42.3~~47.4	D	34.6	C	~~43.0~~50.4	D	2.6	~~0.7~~3.0	No
5. West Mission Bay Drive at Gleason Road	14.6	B	~~17.4~~18.4	B	17.9	B	~~18.6~~19.1	B	3.3	~~1.2~~0.7	No

Note: Refer to *Table 5.4-1* regarding LOS distinction criteria.
Source: See *Appendix F*.

Table 5.4-20
Near-Term Plus Combined Project Roadway Segment Level of Service

Roadway	Segment	Capacity	Without Project			Mission Beach Residences and Santa Barbara Place Residences				Significant Impact
			ADT	*V/C*	*LOS*	*ADT*	*V/C*	*LOS*	*Δ V/C*	
West Mission Bay Drive	Mission Boulevard to Gleason Road	40,000	24,015	0.60	C	24,288	0.61	C	0.0068	No
	East of Gleason Road	40,000	23,998	0.60	C	24,267	0.61	C	0.0067	No

Table 5.4-20
Near-Term Plus Combined Project Roadway Segment Level of Service

Roadway	Segment	Capacity	Without Project			Mission Beach Residences and Santa Barbara Place Residences				Significant Impact
			ADT	*V/C*	*LOS*	*ADT*	*V/C*	*LOS*	*Δ V/C*	
Mission Boulevard	North of Santa Clara Place	20,000	16,053	0.80	D	16,143	0.81	D	0.0045	No
	Santa Clara Place to El Carmel Place	20,000	15,696	0.79	D	15,789	0.79	D	0.0047	No
	El Carmel Place to Santa Barbara Place	20,000	15,479	0.77	D	15,577	0.78	D	0.0049	No
	Santa Barbara Place to Mission Bay Drive	30,000	16,950	0.57	C	17,242	0.58	C	0.0098	No

Note: Refer to *Table 5.4-1* regarding LOS distinction criteria.
Source: See *Appendix F*.

Horizon Year 2030 Traffic

Combined Project Analysis

The Horizon Year 2030 scenario analyzes the cumulative impacts to intersections and street segments within the study area. SANDAG series traffic models were evaluated to determine the appropriate horizon year for analysis of both the Mission Beach Residences Project and the Santa Barbara Place Residences Project. Review of traffic models along with the existing count data recently obtained on Mission Boulevard, Series 11 (Year 2030) traffic volumes were most appropriate, although Series 11 (Year 2030) volumes almost double the existing traffic volumes. For example, Mission Boulevard from Santa Barbara Place to Mission Bay Drive today has 16,298 ADT and in the future is projected to have 30,600 ADT. This represents an unrealistic growth of 88% for a community that is primarily built out. Based on a review of the traffic analysis zones from Series 11 (Year 2030) along Mission Boulevard from Grand Avenue to West Mission Bay Drive, traffic growth is approximately 24%. Therefore, the daily and peak-hour future (Year 2030) traffic volumes in this analysis use this 24% growth rate. Refer to *Appendix F* for the detailed evaluation of the traffic analysis zones and future volumes in different SANDAG scenarios. Mission Beach Residences Project traffic and Santa Barbara Place Residences Project traffic was then added to the Series 11 (Year 2030) volumes to derive the Horizon Year 2030 With Combined Project traffic volumes to be conservative.

As shown in *Table 5.4-21, Horizon Year 2030 Combined Project Peak-Hour Intersection Level of Service,* all intersections are projected to operate at LOS D or better in the Horizon

Year 2030 Without and With Project conditions, with the exception of the intersection of Mission Boulevard and Santa Barbara Place. This intersection would operate at an LOS E in the evening peak hour under the without and with combined project scenario. Although the intersection during the evening peak hour in the Horizon Year 2030 would operate at an LOS E without the projects, both the Mission Beach Residences Project and the Santa Barbara Residences Project would add additional delays. Based on the City's significance criteria for impacting an already deficient intersection, outlined in *Table 5.4-21* as adding a delay of more than 2.0 seconds, the combined project would add an additional 7.1 seconds of delay. Therefore, the combined project's traffic impact at the intersection of Mission Boulevard and Santa Barbara Place under the Horizon Year 2030 With Combined Project scenario would be significant.

As shown in *Table 5.4-22, Horizon Year 2030 Combined Project Roadway Segment Level of Service*, three street segments on Mission Boulevard are projected to operate at acceptable LOS E in the Horizon Year 2030 Without and With Combined Project conditions. These segments of Mission Boulevard would operate at an LOS E without the projects in the Horizon Year 2030, and the combined project would add an additional 90 to 98 ADT on these roadway segments. Based on the City's significance criteria for impacting an already deficient roadway segment, outlined in *Table 5.4-22* as adding a volume-to-capacity ratio (V/C) of 0.02, the largest increase in volume-to-capacity ratio the combined project would add to an already deficient roadway segment would be a 0.0049 change in the V/C.

Table 5.4-21
Horizon Year 2030 Combined Project Peak-Hour Intersection Level of Service

	Without Project				With Mission Beach Residences and Santa Barbara Place Residences				Δ Delay		Significant Impact
	AM		*PM*		*AM*		*PM*				
Study Intersection	*Delay*	*LOS*	*Delay*	*LOS*	*Delay*	*LOS*	*Delay*	*LOS*	*AM*	*PM*	
1. Mission Boulevard at Santa Clara Place	15.6	B	20.4	C	15.6	B	20.4	C	0.0	0.0	No
2. Mission Boulevard at El Carmel Place	10.1	B	13.5	B	10.1	B	13.7	B	0.0	0.2	No
3. Mission Boulevard at Santa Barbara Place	20.7	C	42.4	E	25.3	D	49.5	E	4.6	7.1	Yes
4. Mission Boulevard at West Mission Bay Drive	40.2	D	~~43.1~~50.0	D	46.0	D	~~46.3~~51.1	D	5.8	~~3.2~~1.1	No
5. West Mission Bay Drive at Gleason Road	17.1	B	19.8	C	20.1	C	20.0	B	3.0	0.2	No

Note: Refer to *Table 5.4-1* regarding LOS distinction criteria.
Source: See *Appendix F*.

Table 5.4-22
Horizon Year 2030 Combined Project Roadway Segment Level of Service

Roadway	Segment	Capacity	Without Project			With Mission Beach Residences and Santa Barbara Place Residences				Significant Impact
			ADT	*V/C*	*LOS*	*ADT*	*V/C*	*LOS*	*Δ V/C*	
West Mission Bay Drive	Mission Boulevard to Gleason Road	40,000	28,600	0.72	C	28,873	0.72	C	0.0068	No
	East of Gleason Road	40,000	28,600	0.72	C	28,869	0.72	C	0.0067	No
Mission Boulevard	North of Santa Clara Place	20,000	19,100	0.96	E	19,190	0.96	E	0.0045	No
	Santa Clara Place to El Carmel Place	20,000	18,700	0.94	E	18,794	0.94	E	0.0047	No
	El Carmel Place to Santa Barbara Place	20,000	18,500	0.93	E	18,598	0.93	E	0.0049	No
	Santa Barbara Place to Mission Bay Drive	30,000	20,200	0.67	C	20,493	0.68	C	0.0098	No

Note: Refer to *Table 5.4-1* regarding LOS distinction criteria.
Source: See *Appendix F*.

5.4.4 SIGNIFICANCE OF IMPACT

Mission Beach Residences Analysis

Based on the City's significance thresholds outlined in *Table 5.4-5, City of San Diego Traffic Impact Significance Thresholds*, the 51 units proposed for the Mission Beach Residences Project would not result in an increase in projected traffic that is substantial in relation to the existing traffic load and capacity of the street system. Also, with respect to the City's significance thresholds outlined in *Table 5.4-5*, the 51 units proposed for the Mission Beach Residences Project would not result in the addition of a substantial amount of traffic to a congested intersection or roadway segment. Since the project would not result in a substantial increase in traffic to a congested intersection or roadway segment, the project would not result in a substantial alteration to present circulation movements including effects on existing public access to beaches, parks, or other open space areas. Lastly, the project would not result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp. Therefore, impacts would be less than significant.

Santa Barbara Place Residences Project

Based on the City's significance thresholds outlined in *Table 5.4-5, City of San Diego Traffic Impact Significance Thresholds*, the 12 units proposed for the Santa Barbara Place Residences Project would not result in an increase in projected traffic that is substantial in relation to the existing traffic load and capacity of the street system. Also, with respect to the City's significance thresholds outlined in *Table 5.4-5*, the 12 units proposed for the Santa Barbara Place Residences Project would not result in the addition of a substantial amount of traffic to a congested intersection or roadway segment. Since the project would not result in a substantial increase in traffic to a congested intersection or roadway segment, the project would not result in a substantial alteration to present circulation movements including effects on existing public access to beaches, parks, or other open space areas. Lastly, the project would not result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp. Therefore, impacts would be less than significant.

Combined Project Analysis

The combination of both projects would not result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp. Based on the City's significance thresholds outlined in *Table 5.4-5, City of San Diego Traffic Impact Significance Thresholds*, the combined impact of the 51 units proposed for the Mission Beach Residences Project and the 12 units proposed for the Santa Barbara Place Residences Project would result in an increase in projected traffic that is substantial in relation to the existing traffic load and capacity of the street system. This would result in the addition of a substantial amount of traffic to a congested intersection or roadway segment. As shown in *Table 5.4-21*, the intersection of Mission Boulevard and Santa Barbara Place would have a 7.1-second delay in the Horizon Year 2030 due to the addition of both the Mission Beach Residences and Santa Barbara Place Residences. Based on the City's significance thresholds outlined in *Table 5.4-5, City of San Diego Traffic Impact Significance Thresholds*, since the intersection of Mission Boulevard and Santa Barbara Place would operate at LOS E under the Horizon Year 2030, and the combination of the two projects would result in a greater than 2.0 second delay, impacts would be significant, and mitigation is required. The increase in delay would not result in a substantial alteration to present circulation movements including effects on existing public access to beaches, parks, or other open space areas.

5.4.5 MITIGATION, MONITORING, AND REPORTING

Mission Beach Residences Analysis

Impacts would be less than significant, and no mitigation measures are required.

Santa Barbara Place Residences Project

Impacts would be less than significant, and no mitigation measures are required.

Combined Project Analysis

Mitigation measure CP-TRA-1 would provide signalization at the intersection of Mission Boulevard and Santa Barbara Place. Mitigation which would fully mitigate the impact identified in the Horizon Year 2030 With Project scenario to below a level of significance.

Additionally, due to the nature of the significant impact (the cumulative impact of both projects) both the Mission Beach Residences Project and the Santa Barbara Place Residences Project would be responsible for mitigating their portion of the traffic delay to the intersection. Fair share of the mitigation requirement is based on ADT associated with each separate project. The Mission Beach Residences Project would result in 318 ADT, while the Santa Barbara Place Residences Project would result in 72 ADT. Therefore, the project applicant for the Mission Beach Residences Project would be responsible for 82% of the cost of the signal improvement, and the project applicant for the Santa Barbara Place Residences Project would be responsible for 18% of the cost of the signal improvement.

CP-TRA-1 Prior to issuance of the first building permit in either the Mission Beach Residences project or the Santa Barbara Residences project, the Owner/Permittee shall assure by permit and bond the installation of a traffic signal at the intersection of Mission Boulevard and Santa Barbara Place to the satisfaction of the City Engineer. The traffic signal shall be installed by the Owner/Permittee no later than May 1, 2025, to the satisfaction of the City Engineer; provided, however, that the City Engineer may require installation of the traffic signal by the Owner/Permittee prior to May 1, 2025, based on the results of annual traffic counts and impact analysis for this intersection submitted by the Owner/Permittee on or before May 1 of each year. Fair share for the traffic signal shall be divided 82% to the Owner/Permittee of Mission Beach Residences project and 18% to the Owner/Permittee of the Santa Barbara Place Residences project.

For detailed analysis of mitigation's effects on delays and LOS, refer to *Appendix F, Traffic Impact Analysis*, of this MEIR.

5.4.6 IMPACTS

Issue 4: Would the proposal result in traffic generation in excess of specific community plan allocation?

Issue 5: Would the proposal result in a substantial impact upon existing or planned transportation systems?

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

- If the project would result in the construction of a roadway which is inconsistent with the General Plan and/or community plan, the impact would be significant if the proposed roadway would not properly align with other existing or planned roadways.
- If a project would result in a substantial restriction in access to publicly or privately owned land, the impact would be significant.

Mission Beach Residences Project

The Mission Beach Residences Project site is located within the Mission Beach community, within the planning area of the Mission Beach Precise Plan. This plan, approved in 1974 and most recently amended in 1989, does not acknowledge or analyze land use designations in conjunction with the associated ADT. As outlined in *Section 5.4.3*, all intersections and roadway segments within the project area would remain at an acceptable LOS D or above for the Mission Beach Residences Project.

The Mission Beach Residences Project site is located in traffic analysis zone 2938 in the SANDAG Series 11 Year 2030 travel forecast. In this travel forecast, the existing School District Office land use designation allows for a trip generation of 400 vehicles (SANDAG 2007). As outlined in *Table 5.4-6*, the Mission Beach Residences Project is anticipated to generate 318 ADT. Therefore, the Mission Beach Residences Project would not result in traffic generation in excess of the specific community plan allocation.

The San Diego MTS provides transit service to the Mission Beach area (bus Route 8) which runs along Mission Boulevard. An MTS transit stop is located on the southeast side of West Mission Bay Drive and Mission Boulevard, just opposite the Belmont Park site. This transit stop is approximately 0.2 mile from the Mission Beach Residences Project. During weekdays, the bus service along Mission Boulevard typically runs on a 30-minute interval between 6:00 a.m. and 12:30 a.m. Implementation of the project would not impact this public transportation route. In addition, residents of the project could utilize this adjacent route to decrease the estimated traffic trips associated with the project.

The Mission Beach Residences Project would include two on-grade parking stalls in a tandem configuration per unit for a total of 102 parking spaces, pursuant to two stall per unit requirement within the Mission Beach Planned District Ordinance within City's Municipal Code Section

1513.0403(b)(1)(A). This is also in compliance with the City's parking impact and residential tandem parking overlay zones. The proposed private alley would be built in compliance with City standards and no other roadways would be constructed as a part of this project. Additionally, no access to publicly or privately owned land would be substantially reduced or restricted.

Santa Barbara Place Residences Project

Similar to the Mission Beach Residences project, the Santa Barbara Place Residences Project site is located within the Mission Beach community, within the planning area of the Mission Beach Precise Plan. As stated earlier, this plan does not acknowledge or analyze land use designations in conjunction with the associated ADT. As outlined in *Section 5.4.3*, all intersections and roadway segments within the project area for the Santa Barbara Place Residences Project would remain at an acceptable LOS D or above.

The Santa Barbara Place Residences Project site is located in traffic analysis zone 2938 in the SANDAG Series 11 Year 2030 travel forecast. In this travel forecast, the existing School District Office land use designation allows for a trip generation of 400 vehicles (SANDAG 2007). As outlined in *Table 5.4-7*, the Santa Barbara Place Residences Project is anticipated to generate 72 ADT. Therefore, the Santa Barbara Place Residences Project would not result in traffic generation in excess of the specific community plan allocation.

Similarly to the Mission Beach Residences Project, the Santa Barbara Place Residences Project would not significantly impact MTS transit service on adjacent Mission Boulevard. Additionally, residents of the project could utilize this adjacent route to decrease the estimated traffic trips associated with the project.

The Santa Barbara Place Residences Project would include 24 on-grade parking stalls in a tandem configuration, pursuant to two stall per unit requirement within the Mission Beach Planned District Ordinance within City's Municipal Code Section 1513.0403(b)(1)(A). This is also in compliance with the City's parking impact and residential tandem parking overlay zones. No new roadways would be constructed as a part of this project, and no access to publicly or privately owned land would be substantially reduced or restricted.

Combined Project Analysis

Both the Mission Beach Residences Project and the Santa Barbara Place Residences Project sites are located in traffic analysis zone 2938 in the SANDAG Series 11 Year 2030 travel forecast. As noted above, the existing School District Office land use designation allows for a trip generation of 400 vehicles (SANDAG 2007). As outlined in *Table 5.4-8*, the combination of both projects would result in an increase of 390 ADT. Therefore, the combination of both

the Mission Beach Residences Project and the Santa Barbara Place Residences Project would not result in traffic generation in excess of the specific community plan allocation. Additionally, as outlined above, parking requirements would be fully met by both projects.

Similar to each of the individual projects analyzed above, the Combined Project would not significantly impact MTS transit service on adjacent Mission Boulevard. Additionally, residents of the project could utilize this adjacent route to decrease the estimated traffic trips associated with the project.

Similar to each of the individual projects analyzed above, no roadways aside from alleys would be constructed as a part of this project. Additionally, no access to publicly or privately owned land would be substantially reduced or restricted.

5.4.7 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The Mission Beach Residences Project would not result in traffic generation in excess of the specific community plan allocation, or result in a substantial impact upon existing or planned transportation system. Therefore, impacts would be less than significant.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would not result in traffic generation in excess of the specific community plan allocation, or result in a substantial impact upon an existing or planned transportation system. Therefore, impacts would be less than significant.

Combined Project Analysis

The combined impact of the 51 units proposed for the Mission Beach Residences Project and the 12 units proposed for the Santa Barbara Place Residences Project would not result in traffic generation in excess of the specific community plan allocation, and would not result in a substantial impact upon an existing or planned transportation system. Therefore, impacts would be less than significant.

5.4.8 MITIGATION, MONITORING, AND REPORTING

Mission Beach Residences Analysis

Impacts would be less than significant, and no mitigation measures are required.

Santa Barbara Place Residences Project

Impacts would be less than significant, and no mitigation measures are required.

Combined Project Analysis

Impacts would be less than significant, and no mitigation measures are required.

5.4.9 IMPACT

Issue 6: Would the proposal result in an increase in traffic hazards for motor vehicles, bicycles, or pedestrians due to a proposed, non-standard design feature (e.g., poor sight distance or driveway onto an access-restricted roadway)?

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

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

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

Mission Beach Residences Project

The Mission Beach Residences Project includes the construction of 51 residential units on a site that is currently developed as the former Mission Beach Elementary School facility and a surface parking lot in the northern portion of the site. Vehicular and pedestrian access in the general project vicinity is provided by a series of east–west alleys, places, and courts. Vehicular access to the project site would be provided through proposed private alleys that would be open to the public. The access points have been designed consistent with the City's roadway standards and, therefore, would not create a hazard for vehicles, bicycles, or pedestrians entering or exiting the site.

The Mission Beach Residences Project would include restoration of two alleys and a portion of Jersey Court (non-motorized) that originally passed through the project site but were vacated in 1938 and 1941 to accommodate the former school facility. The proposed alleys and Jersey Court would extend to Bayside Lane as private thoroughfares which would be open to the public. These would help to facilitate the pedestrian and bicycling circulation network both on site and for those

accessing Mission Beach or Mission Bay from the general vicinity, consistent with the existing pattern of streets, alleys, courts, and walks.

The Mission Beach Residences Project could result in minimal delays in emergency response times during construction. As listed in *Section 3.1.7,* the project applicant would prepare a traffic control plan to specifically address construction traffic within the City's public rights-of-way. The traffic control plan would include provisions for construction times, control plans for allowance of bicyclists, pedestrians, and bus access throughout construction. The traffic control plan would also include provisions to ensure emergency vehicle passage at all times, and include signage and flaggers when necessary to allow the heavy equipment to utilize surrounding streets. The traffic control plan would include provisions for coordinating with local school hours and emergency service providers regarding construction times. With implementation of the traffic control plan, impacts related to interference with an emergency response plan would remain less than significant.

Operation of the Mission Beach Residences Project following completion of construction activities would not result in an interference with emergency response plans and impacts would be less than significant.

Pedestrian access will be provided by a 7-foot sidewalk which currently exists on Mission Boulevard. Pedestrian access is provided on Santa Barbara Place, the proposed private non-motorized extension of Jersey Court (open to the public), and existing Kennebeck Court. Currently, bikers use the 7-foot sidewalk, as Class II bike lanes are not provided on either side of Mission Boulevard. Implementation of the project would not impact the flow or availability of existing sidewalks.

The Mission Beach Residences Project does not include any other project elements that could potentially create a hazard to the public. For more information regarding health and safety of the existing site and proposed residential units, refer to *Section 5.3, Health and Safety*.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project includes the construction of 12 residential units on a previously developed site, used by the San Diego Unified School District as an educational building associated with Mission Beach School. Vehicular access to the project site would be provided from the existing unnamed alley located between Santa Barbara Place and Jamaica Court. The access points have been designed consistent with the City's roadway standards and, therefore, would not create a hazard for vehicles, bicycles, or pedestrians entering or exiting the site.

Similar to the Mission Beach Residences Project, the Santa Barbara Place Residences Project could potentially result in minimal delays in emergency response service during construction

activities; however, with implementation of a traffic control plan during construction activities as described in *Section 3.2.7*, impacts would remain less than significant.

Operation of the following completion of construction activities would not result in an interference with emergency response plans and impacts would remain less than significant.

Pedestrian access will be provided by a 7-foot sidewalk which currently exists on Mission Boulevard. Currently, bikers use the 7-foot sidewalk, as Class II bike lanes are not provided on either side of Mission Boulevard. Pedestrian access is also provided within Santa Barbara Place. Implementation of the project would not impact the flow or availability of existing sidewalks.

The Santa Barbara Place Residences Project does not include any other project elements that could potentially create a hazard to the public. For more information regarding health and safety of the existing site and proposed residential units, refer to *Section 5.3*.

Combined Project Analysis

Construction of the Mission Beach Residences Project and Santa Barbara Place Residences Project would occur simultaneously; therefore, construction traffic and presence of equipment would be greater than if either project were constructed individually. Although construction traffic would be greater when considered together, each project's traffic control plan would ensure emergency access is provided for service providers at all times and would address the potential issues associated with congestion within the Mission Beach Precise Plan area, and the effects of removing parking spaces during construction activities within the Parking Impact Overlay Zone. Implementation of individual project traffic control plans would ensure impacts to emergency access would remain less than significant under the combined project scenario. In addition, the traffic signal proposed within mitigation measure CP-TRA-1 would ensure pedestrian safety associated with the increase in vehicular trips would not negatively impact area pedestrian activity. No additional impacts are created by the combination of the two projects.

5.4.10 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The Mission Beach Residences Project would not result in an increase in traffic hazards for motor vehicles, bicycles, or pedestrians due to any proposed nonstandard design features. Therefore, impacts would be less than significant.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would not result in an increase in traffic hazards for motor vehicles, bicycles, or pedestrians due to any proposed nonstandard design features. Therefore, impacts would be less than significant.

Combined Project Analysis

The combination of the 51 units proposed for the Mission Beach Residences Project and the 12 units proposed for the Santa Barbara Place Residences Project would not result in an increase in traffic hazards for motor vehicles, bicycles, or pedestrians due to any proposed nonstandard design features. Therefore, impacts would be less than significant.

5.4.11 MITIGATION, MONITORING, AND REPORTING

Mission Beach Residences Project

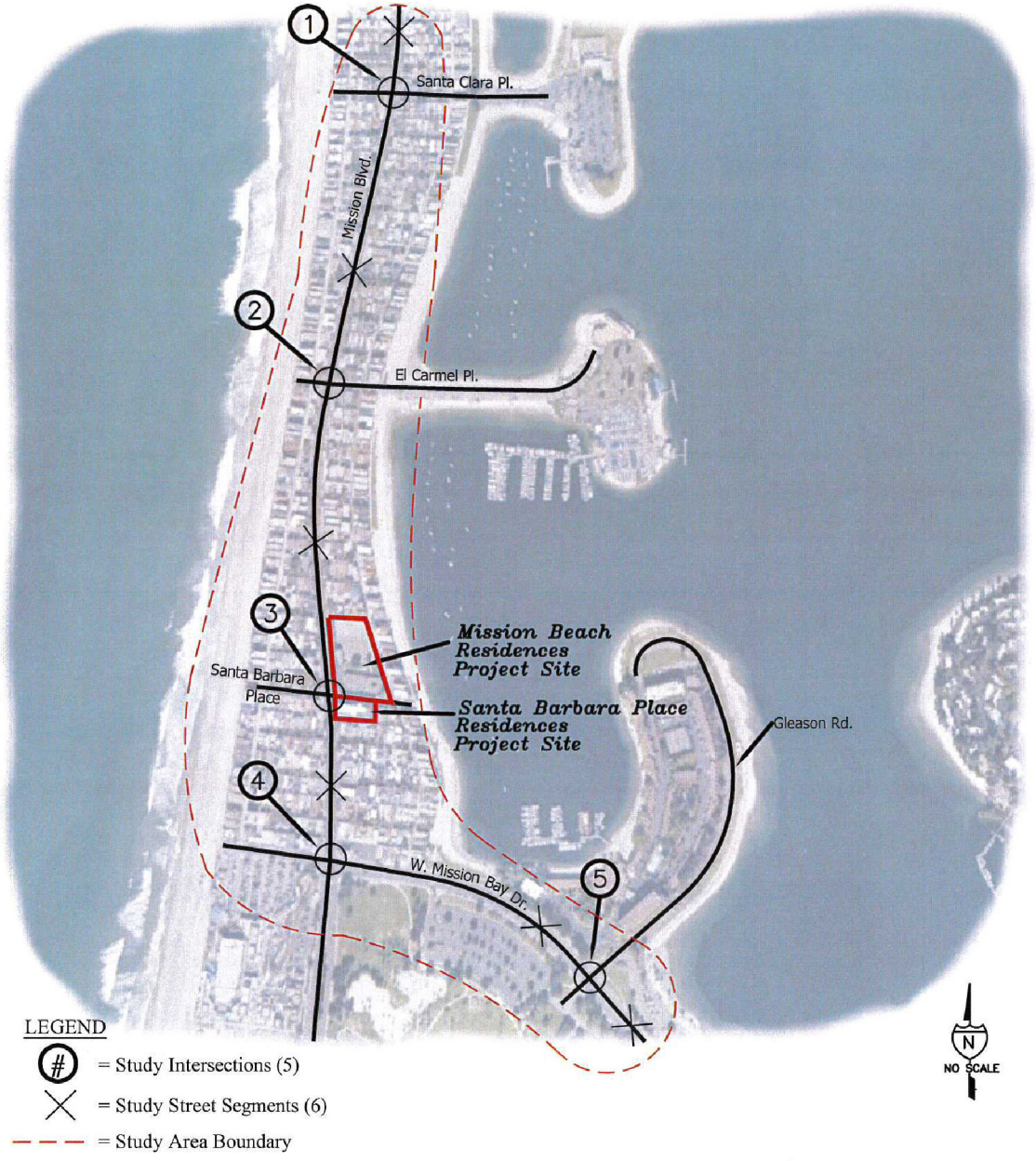
Impacts are less than significant, and no mitigation measures are required.

Santa Barbara Place Residences Project

Impacts are less than significant, and no mitigation measures are required.

Combined Project Analysis

Impacts are less than significant, and no mitigation measures are required.



SOURCE: Urban Systems Associates, Inc.

Project Study Area Roadways and Intersections

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 5.4-1

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5.5 HISTORICAL RESOURCES

5.5.1 INTRODUCTION

This section discusses the existing conditions and impacts related to historical resources resulting from the development of the two separate Mission Beach Residences and the Santa Barbara Place projects. The following discussion summarizes three reports: (1) the *Phase I Archaeological Inventory Report for the Mission Beach Residences Project* (Mission Beach Cultural Report) prepared by Dudek in April 2014 (see *Appendix G1*), (2) the *Phase I Archaeological Inventory Report for the Santa Barbara Place Residences Project* (Santa Barbara Place Cultural Report) prepared by Dudek in April 2014 (see *Appendix G2*), and (3) the *Historical Resource Research Report* prepared by Scott Moomjian in November 2013 (see *Appendix G3*).

5.5.2 EXISTING CONDITIONS

Regulatory Setting

State

California Environmental Quality Act

The California Environmental Quality Act (CEQA) requires that all private and public activities not specifically exempted be evaluated for the potential to impact the environment, including effects to historical resources. Historical resources are recognized as part of the environment under CEQA, which defines historical resources per CEQA Guidelines Section 15064.5(a)(3) as "any object, building, structure, site, area, or place, which is historically significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

Lead agencies have a responsibility to evaluate historical resources against the California Register of Historical Resources (CRHR) criteria prior to making a finding as to a proposed project's impacts to historical resources. Mitigation of adverse impacts is required if the proposed project will cause substantial adverse change. Substantial adverse change includes demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired. CEQA Guidelines Section 15064.5(b)(1) provides that a project that demolishes or alters those physical characteristics of a historical resource that convey its historical significance (i.e., its character-defining features) can be considered to materially impair the resource's significance.

The CRHR is used in the consideration of historic resources relative to significance for purposes of CEQA. The CRHR includes resources listed in, or formally determined eligible for some California State Landmarks and Points of Historical Interest. Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts), or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be significant resources for purposes of CEQA unless a preponderance of evidence indicates otherwise.

Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR (14 CCR Section 15064.5) consisting of the following:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In the event that Native American human remains or related cultural material are encountered, Section 15064.5(e) of the CEQA Guidelines (as incorporated from Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5) define the subsequent protocol. In the event of the accidental discovery or recognition of any human remains, excavation or other disturbances shall be suspended on the site or any nearby area reasonably suspected to overlie adjacent human remains or related material. Protocol requires that a county-approved coroner be contacted in order to determine if the remains are of Native American origin. Should the coroner determine the remains to be Native American, the coroner must contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will contact a Most Likely Descendent, who may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98 (14 CCR Section 15064.5(e)).

Local

City of San Diego Historic Resources Guidelines

The City of San Diego (City) General Plan Programmatic Environmental Impact Report (City of San Diego 2007) states the following:

> Chapters 11, 12 and 14 of the City of San Diego Municipal Code establish the Historical Resources Board (HRB) authority, appointment and terms, meeting conduct, and powers and duties; the designation process including the nomination process, noticing and report requirements, appeals, recordation, amendments or recision, and nomination of historical resources to state and national registers; and development regulations for historical resources. The purpose of these regulations is to protect, preserve, and, where damaged, restore the historical resources of San Diego. The historical resources regulations require that designated historical resources and traditional cultural properties be preserved unless deviation findings can be made by the decision maker as part of a discretionary permit. Minor alterations consistent with the U.S. Secretary of the Interior's Standards are exempt from the requirement to obtain a separate permit but must comply with the regulations and associated historical resources guidelines. Limited development may encroach into important archaeological sites if adequate mitigation measures are provided as a condition of approval.
>
> Historical Resources Guidelines, located in the Land Development Manual, provide property owners, the development community, consultants and the general public explicit guidance for the management of historical resources located within the City's jurisdiction. These guidelines are designed to implement the historical resources regulations and guide the development review process from the need for a survey and how impacts are assessed to available mitigation strategies and report requirements and include appropriate methodologies for treating historical resources located in the City.
>
> Any improvement, building, structure, sign, interior element and fixture, feature, site, place, district, area, or object may be designated a historical resource by the City's HRB if it meets one or more of the following designation criteria:
>
> a. exemplifies or reflects special elements of the City's, a community's, or a neighborhood's, historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping or architectural development;
>
> b. is identified with persons or events significant in local, state or national history;

c. embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;

d. is representative of the notable work or a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman;

e. is listed or has been determined eligible by the National Park Service for listing on the National Register of Historic Places or is listed or has been determined eligible by the State Historical Preservation Office for listing on the State Register of Historical Resources; or

f. is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest or aesthetic value or which represent one or more architectural periods or styles in the history and development of the City.

Previous Cultural Resource Investigations

Mission Beach Residences Project

Cultural Resources

South Coastal Information Center (SCIC) staff conducted a records search for the Mission Beach Residences Project site and a surrounding 1-mile buffer on April 4, 2014. These records indicate that at least two previous cultural resources studies have included portions of the current project area. Five sites have been recorded within 1 mile of the Mission Beach Residences Project site (Table 5.5-1), but no cultural resource sites have been previously identified within the project site.

Table 5.5-1
Cultural Resource Sites within 1 Mile of Mission Beach Residences Project Site

Primary Number	Trinomial	Age	Site Type	Distance to Direct Impact Area
37-0011571	SDI-11571	Prehistoric	Shell Midden	0.82 mile
37-016522	—	Historic	Mission Beach Seawall and Boardwalk	0.07 mile
37-016543	—	Historic	Historic Building	0.54 mile
37-016579	—	Historic	Historic Building	0.82 mile
37-028406	—	Unknown	Unknown	0.14 mile

Source: See *Appendix G1*.
Notes:
Sites listed in *Table 5.5-1* are on file at the SCIC.
Direct Impact Area: Entirety of the Mission Beach Residences Project site that would be directly demolished and developed as part of the project.

SCIC records indicate that at least two previous cultural resources studies have included portions of the Mission Beach Residences Project site. These records, as shown in *Table 5.5-2, Previous Studies within the Mission Beach Project Site,* suggest that the eastern portion of the project area has not been previously surveyed.

Built Environment

A records search conducted by SCIC staff suggests that one prehistoric site, three historic structures, and one site of undetermined age have been recorded within 1-mile of the Mission Beach Residences Project, as shown in *Table 5.5-1, Cultural Resource Sites within 1 Mile of Mission Beach Residences Project Site*. The direct impact area is defined as the entirety of the Mission Beach Residences Project site that would be directly demolished and developed as part of the project. The nearest previously recorded site, consisting of the Mission Beach seawall and boardwalk, is located approximately 0.07 mile from the Mission Beach Residences Project site.

Table 5.5-2
Previous Studies within the Mission Beach Project Site

Author	Year	SHPO ID	Title
City of San Diego	2013	CITYSD1116	Sewer and Water Group 814. City of San Diego. Submitted to City of San Diego. Unpublished Report on file at South Coastal Information Center, San Diego State University.
City of San Diego	2013	CITYSD1124	Sewer and Water Group 814. City of San Diego. Submitted to City Council. Unpublished Report on file at South Coastal Information Center, San Diego State University.

Source: See *Appendix G1*.

The existing former Mission Beach Elementary School building within the Mission Beach Residences Project site has been previously evaluated for its historical significance. The results of this study were provided as a Historic Resource Research Report submitted by Scott A. Moomjian to the City of San Diego in November 2013. The report concluded that the existing former Mission Beach Elementary School building on the project site is not eligible for designation under any HRB criteria (see Regulatory Setting above) due to extensive modifications/additions over time, and a lack of associative integrity with historically significant development, events, builders/architects, or other individuals. City staff concurred with the report's conclusion that the buildings on both parcels are not eligible for designation under any HRB criteria and observed that no further review would be required (City of San Diego 2014).

Santa Barbara Place Residences Project

Cultural Resources

The SCIC records search conducted on April 4, 2014, described earlier also included the Santa Barbara Place Residences Project site and a surrounding 1-mile buffer. No cultural resource sites have been previously identified within the Santa Barbara Place Residences Project site. The direct impact area is defined as the entirety of the Santa Barbara Place Residences Project site that would be directly demolished and developed as part of the project. The same five sites listed in *Table 5.5-1* are identified to be within a 1-mile radius of the Santa Barbara Place Residences Project site; these sites are listed again in *Table 5.5-3, Cultural Resource Sites within 1 Mile of Santa Barbara Place Residences Project Site,* as the relative distance to each separate project site may vary.

Table 5.5-3
Cultural Resource Sites within 1 Mile of Santa Barbara Place Residences Project Site

Primary Number	Trinomial	Age	Site Type	Distance to Direct Impact Area
37-0011571	SDI-11571	Prehistoric	Shell Midden	0.85 mile
37-016522	—	Historic	Mission Beach Seawall and Boardwalk	0.08 mile
37-016543	—	Historic	Historic Building	0.52 mile
37-016579	—	Historic	Historic Building	0.84 mile
37-028406	—	Unknown	Unknown	0.14 mile

Source: See *Appendix G2*.
Notes:
Sites listed in *Table 5.5-1* are on file at the SCIC.
Direct Impact Area: Entirety of the Santa Barbara Place Residences Project site that would be directly demolished and developed as part of the project.

The two previous technical studies listed in *Table 5.5-2, Previous Studies within the Mission Beach Project Site,* that included the Mission Beach Residences Project site are also the found to include the Santa Barbara Place Residences Project site, as indicated by the SCIC records search.

Built Environment

The previously discussed Historic Resource Research Report submitted by Scott A. Moomjian to the City of San Diego in November 2013 also analyzed the historical significance of the existing building that is associated with the former Mission Beach Elementary School and is located within the Santa Barbara Place Residences Project site. The conclusion for the existing building within the Santa Barbara Place Residences Project site is the same as the former Mission Beach Elementary School; it is not eligible for designation under any HRB criteria, and no further review of its historical significance is required (City of San Diego 2014).

5.5.3 RESEARCH AND METHODOLOGY

Tribal Correspondence

Mission Beach Residences Project

On April 3, 2014 a Sacred Lands File (SLF) search was conducted through the Native American Heritage Commission for the Mission Beach Residences Project site. The NAHC provided results on April 15, 2014. This search indicated the presence of a Native American traditional cultural place(s) within the project site. The NAHC also provided a list of Native American tribes and individuals/organizations that might have knowledge of cultural resources in or near the project site.

Following the NAHC response, letters were sent to the listed tribal representatives and requested information, opinions, or concerns relating to the Mission Beach Residences Project impacts. These letters contained a brief description of the planned project, reference maps, and a summary of the NAHC SLF and SCIC search results. No information regarding traditional cultural places has since been provided in response to these letters, and no additional correspondence with Native American representatives has been received to date.

Santa Barbara Place Residences Project

The previously described NAHC SLF search also included the Santa Barbara Place Residences Project site. The search indicated the presence of a Native American traditional cultural place(s) within the Santa Barbara Place Residences Project site. The NAHC also provided a list of Native American tribes and individuals/organizations that might have knowledge of cultural resources in or near the project site.

Following the NAHC response, letters were sent to the listed tribal representatives and requested information, opinions, or concerns relating to the Santa Barbara Place Residences Project. These letters contained a brief description of the planned project, reference maps, and a summary of the NAHC SLF and SCIC search results. No information regarding traditional cultural places has since been provided in response to these letters, and no additional correspondence with Native American representatives has been received to date.

Methods

Mission Beach Residences Project

An intensive pedestrian cultural survey of the Mission Beach Residences Project site was conducted on April 15, 2014. A representative from the Barona Band of Mission Indians (Red Tail Monitoring) was present for all survey activities. The ground surface was directly

visible within the dirt portions of the parking areas located in the northern parcel; however, all other areas were obscured by existing building landscaping and the paved parking lot. The Mission Beach Residences Project area of potential effect (APE) was subject to a 100% survey with transects spaced no more than approximately 49 feet apart and oriented in cardinal directions. Survey crew was equipped with a Global Positioning System (GPS) receiver with sub-meter accuracy. Evidence for buried cultural deposits was opportunistically sought through inspection of natural or artificial erosion exposures and the spoils from rodent burrows. No artifacts were collected during the survey. Field recording and photo documentation of features and the APE was completed.

Based on the results of the pedestrian survey, limited subsurface exploratory probing (Extended Phase I) was conducted on April 25, 2014. Clint Linton, from the Santa Ysabel Band of Mission Indians (Kumeyaay), was present for all subsurface probing. Subsurface sampling methods included excavation of 1.64-foot x 0.82-foot shovel test pits (STPs) in areas where the ground surface is exposed. The STP sites were chosen based on potential to provide information on the level of previous subsurface impacts in the Mission Beach Residences Project area or were chosen due to a relatively high potential to contain subsurface cultural deposits. Excavation was conducted in arbitrary 7-inch to 8-inch levels from the surface. Subsurface STP wall profiles were sketched and photographed upon completion, prior to backfilling. All items recovered, none of which were definitively cultural, were bagged and reburied within their respective units and properly labeled. Documentation of all subsurface sediment profiles, visible disturbances, and content was included on Dudek STP Forms found in *Appendix G1* of this Master Environmental Impact Report (MEIR).

Documentation of cultural resources complied with the California Office of Historic Preservation (OHP) and Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44720 et seq.), and the OHP Planning Bulletin Number 4(a).

Evident surface and subsurface disturbances have been caused through construction of buildings, landscaping, and a parking area related to the existing former Mission Beach Elementary School. A graveled dirt area in the northern portion of the Mission Beach Residences Project area appears to have impacted to a relatively lesser degree than other portions of the Mission Beach Residences Project site because of its use as a parking area. Extended Phase I probing suggests that while past disturbances have impacted the upper 11.8 inches to 15.7 inches below the surface, intact sandy sediment may be present below this depth in some areas. The areas within the landscaped planter features near Bayside Lane appear to have been severely impacted to a depth of at least 23.6 inches below the surface. It is clear that the sediments beneath the existing building have been disturbed to the greatest degree within the Mission Beach Residences Project site and possess very little integrity.

Santa Barbara Place Residences Project

The same intensive pedestrian cultural survey performed by Dudek Archaeologist Adam Giacinto on April 15, 2014, described earlier was also conducted at the Santa Barbara Place Residences Project site. Bobby Curo from the Barona Band of Mission Indians (Red Tail Monitoring) was present for all survey activities. No artifacts were collected during the survey. Field recording and photo documentation of features and the APE was completed.

Limited subsurface exploratory probing (Extended Phase I) utilizing STPs was also conducted on April 25, 2014, at the Santa Barbara Place Residences Project site in the same manner as described earlier. Clint Linton, from the Santa Ysabel Band of Mission Indians (Kumeyaay), was present for all subsurface probing.

The asphalt parking area in the eastern portion of the Santa Barbara Place Residences Project site may have been impacted to a relatively lesser degree than the sediments beneath the existing educational building. Extended Phase I probing conducted in the grassy lawn areas suggests that relatively intact sediments may be present approximately 23.6 inches below the surface. The depth of disturbances in the area currently occupied by the parking area is unclear. It is evident that the sediments beneath the existing building have been disturbed to the greatest degree within the Santa Barbara Place Residences Project site and possess very little integrity.

Results of Surveys

Mission Beach Residences Project

The intensive pedestrian survey conducted on April 15, 2014, by Dudek Archaeologist Adam Giacinto and Native American monitor Bobby Curo, from the Barona Band of Mission Indians (Red Tail Monitoring), yielded observations of marine shell. A sparse scatter of marine shell was observed throughout the exposed dirt and gravel parking area in the northern portion of the Mission Beach Residences Project site and within the landscaped planters adjacent to Bayside Lane in the southern portion of the project site. *Chione* sp., *Argopecten* sp., and *Ostrea* sp. were noted in all areas, with the addition of *Mytolis* sp. and *Tagelus* sp. in the planter area adjacent to Bayside Lane. With the exception of *Mytolis* sp., all of these shellfish are typically present in the Mission Bay, and consequently, may have been deposited in this location though both natural processes and historic-era dredging. However, these shellfish were also commonly consumed by prehistoric coastal Kumeyaay populations and are a constituent of shell midden sites. The shell is much more densely distributed in the landscaped area adjacent to Bayside Lane along the southeast side of the Mission Beach Residences Project site. Based on the unweathered appearance of this shell,

and the presence of bivalves that would be found elsewhere along rocky shorelines, it is possible that shell in this area is a product of recent deposition.

As a result of the observations of the intensive pedestrian survey, the limited Extended Phase I subsurface probing was conducted, as described previously, within the parking lot in the northern portion of the Mission Beach Residences Project site and within the landscaped planters in the southern portion of the project site. Clint Linton, from the Santa Ysabel Band of Mission Indians (Kumeyaay), was present for all subsurface probing. The three STPs did not yield cultural resources. Full details can be found in *Appendix G1* of this MEIR.

Santa Barbara Place Residences Project

As with the Mission Beach Residences Project, an intensive pedestrian survey was conducted at the Santa Barbara Place Residences Project site on April 15, 2014, by Dudek Archaeologist Adam Giacinto and Native American monitor Bobby Curo, from the Barona Band of Mission Indians (Red Tail Monitoring). The Native American monitor was present for all field activities. A small grassy lawn located in the southern portion of Santa Barbara Place Residences Project site is the sole area of exposed ground. No archaeological material was observed in this area. However, the presence of marine shell scatter within the adjacent Mission Beach Residences Project site suggests that there is some potential for prehistoric use.

Due to the presence of marine shell scatter within adjacent areas, a limited Extended Phase I subsurface probing was conducted within the grass lawn on April 25, 2014, with the presence of Clint Linton, from the Santa Ysabel Band of Mission Indians (Kumeyaay). Refer to *Appendix G2* for additional details.

5.5.4 IMPACTS

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

Mission Beach Residences Project

The only building within the Mission Beach Residences Project site is the existing former Mission Beach Elementary School. As discussed in *Section 5.5.2*, previous research has determined that this building is not eligible for designation under any HRB criteria due to extensive modifications/additions over time, and a lack of associative integrity with historically significant development, events, builders/architects, or other individuals. The results of this previous research are found in a Historic Resource Research Report submitted

by Scott A. Moomjian to the City of San Diego in November 2013 (*Appendix G3*). City staff concurred with the findings of the report (City of San Diego 2014). Therefore, while the Mission Beach Residences Project would require demolition of the existing former Mission Beach Elementary School building, the building is not considered historically significant.

As listed in *Table 5.5-1, Cultural Resource Sites within 1 Mile of Mission Beach Residences Project Site*, the nearest identified historically designated structures or buildings to the Mission Beach Residences Project site are located approximately 0.07 mile (Mission Beach seawall and boardwalk) and 0.54 mile (historic building) away. An unknown resource is located approximately 0.14 mile from the project site. The Mission Beach Residences Project site is separated from the Mission Beach seawall and boardwalk by Mission Boulevard and residential land uses. The development of the Mission Beach Residences Project would not directly or indirectly result in adverse effects to the function, use, or accessibility of the Mission Beach seawall and boardwalk or otherwise lessen its historical significance. The Mission Beach Residences Project would introduce housing to the area similar to existing residential land uses and would not substantially alter the setting of any of the off-site historic structures or buildings.

Santa Barbara Place Residences Project

The only building within the Santa Barbara Place Residences Project site is the existing educational building associated with the former Mission Beach Elementary School. As discussed in *Section 5.5.2*, previous research has determined that this building is not eligible for designation under any HRB criteria due to extensive modifications/additions over time, and a lack of associative integrity with historically significant development, events, builders/architects, or other individuals. The results of this previous research are found in a Historic Resource Research Report submitted by Scott A. Moomjian to the City of San Diego in November 2013 (*Appendix G3*). City staff concurred with the findings of the report (City of San Diego 2014). Therefore, while the Santa Barbara Place Residences Project would require demolition of the existing building, the building is not considered historically significant.

The nearest off-site historic structures and buildings are listed in *Table 5.5-3, Cultural Resource Sites within 1 Mile of Santa Barbara Place Residences Project Site* earlier in this section. The Santa Barbara Place Residences Project is also separated from off-site historic structures and buildings by roadways and residential land uses. For reasons similar to those discussed previously regarding the Mission Beach Residences Project, the Santa Barbara Place Residences Project would not substantially alter the setting of and area surrounding the off-site historic structures and buildings.

Combined Project Analysis

When analyzing both projects together, direct impacts to historic buildings or structures would remain the same as when analyzed separately. Both the Mission Beach Residences Project and the Santa Barbara Place Residences Project would introduce housing similar in bulk, scale, and land use to each other and to surrounding development; when combined, both projects would still not result in substantial alterations to the setting and surroundings of the nearby historic structures and buildings. When combined, the two projects would not result in alterations in function, use, or accessibility of the Mission Beach seawall and boardwalk. As the two project sites would be separated from other off-site historic buildings by several other similar residential land uses, no indirect impacts would occur.

5.5.5 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

No historically significant building or structure exists on site; therefore, the Mission Beach Residence Project would have less-than-significant direct impacts to historical buildings or structures. The setting and area of the off-site identified historic buildings and structures would not be substantially altered by the Mission Beach Residences Project. All off-site historic structures and buildings are separated from the project site by medium-density residential land uses. Indirect impacts to off-site historic buildings and structures would be less than significant.

Santa Barbara Place Residences Project

No historically significant building or structure exists on site; therefore, the Santa Barbara Place Residence Project would have less-than-significant direct impacts to historical buildings or structures. The setting and area of the off-site identified historic buildings and structures would not be substantially altered by the Santa Barbara Place Residences Project. All off-site historic structures and buildings are separated from the project site by medium-density residential land uses. Indirect impacts to off-site historic buildings and structures would be less than significant.

Combined Project Analysis

The projects would not combine to result in any additional direct or indirect impacts to historic buildings or structures; impacts would be less than significant.

5.5.6 MITIGATION, MONITORING, AND REPORTING

Mission Beach Residences Project

Impacts would be less than significant, and no mitigation is required.

Santa Barbara Place Residences Project

Impacts would be less than significant, and no mitigation is required.

Combined Project Analysis

Impacts would be less than significant, and no mitigation is required.

5.5.7 IMPACTS

Issue 2: Would the proposal result in any impact to existing religious or sacred uses within the potential impact area?

Issue 3: Would the proposal result in the disturbance of any human remains, including those interred outside of formal cemeteries?

Mission Beach Residences Project

The Mission Beach Cultural Report suggests that there is low-to-moderate potential for the inadvertent discovery of cultural resources during ground-breaking activities (see *Appendix G1*). As discussed in *Section 5.5.3,* a limited Extended Phase I subsurface probing was conducted due to surface observation of marine shell. This presence of shell at the Mission Beach Residences Project site is consistent with evidence of indigenous subsistence activities; however, in the absence of other associated artifacts, it cannot be conclusively stated that this shell has not been deposited by natural processes or historic-era dredging. While it is very unlikely that cultural deposits could remain beneath the existing building on the Mission Beach Residences Project site, the nature and character of past disturbances to the parking area appears to have been relatively shallow. STP-1 and STP-2, located in the parking lot in the northern portion of the Mission Beach Residences Project site, suggest that native soils are relatively intact at a depth of approximately 11.8 to 15.7 below the surface. Additionally, although tribal correspondence yielded no results, the NAHC SLF search indicated that cultural resources are in the project area. Construction of the Mission Beach Residences Project would require grading of the entire project site at an approximate cut depth of 4 feet. As such, grading activities would reach a depth in which native soils are still relatively intact, beyond the disturbed near-surface soils.

Consequently, there is some possibility of encountering unknown subsurface cultural deposits or uncovering human remains within the Mission Beach Residences Project site.

Santa Barbara Place Residences Project

The Santa Barbara Place Cultural Report suggests that there is low-to-moderate potential for the inadvertent discovery of cultural resources during ground-breaking activities (see *Appendix G2*). While the intensive pedestrian survey yielded no observational results, the presence of marine shell scatter in the adjacent Mission Beach Residence Project site warranted further investigation at the Santa Barbara Place Residences Project site via an STP within the grassy lawn area. STP-1 suggests that relatively intact native soils may be at a depth beginning at approximately 23.6 inches below the surface at the lawn area of the project site. Soils beneath the paved parking lot also likely remain intact beneath the disturbed near-surface soils, though the depth is unknown. The presence of shell in the vicinity of the Santa Barbara Place Residences Project is consistent with evidence of indigenous subsistence activities; however, in the absence of other associated artifacts it cannot be conclusively stated that this shell has not been deposited by natural processes or historic-era dredging. While it is very unlikely that cultural deposits could remain beneath the building on the parcel, the nature and character of past disturbances to the parking area may have been relatively shallow. Additionally, although tribal correspondence yielded no results, the NAHC SLF search indicated that cultural resources are in the project area. Construction of the Santa Barbara Place Residences Project would require grading of the entire project site at an approximate cut depth of 1 foot. As the character of the soils are unknown for the majority of the project site, there is some possibility of encountering unknown subsurface cultural deposits or uncovering human remains within the Santa Barbara Place Residences Project site.

Combined Project Analysis

The combination of the Mission Beach Residences Project and Santa Barbara Place Residences Project would not result in new areas to be developed beyond what has been defined above for each separate project. As such, the two projects combined would not increase the area in which construction activities would potentially encounter unknown subsurface cultural deposits or uncover human remains; the potential of encountering unknown resources or human remains would remain the same as the two projects analyzed separately.

5.5.8 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

As discussed earlier, there is some possibility of encountering subsurface cultural deposits within the Mission Beach Residences Project site. As archaeological sites that have not been previously

evaluated for local or CRHR listing are considered to be significant resources under local and CEQA Guidelines, in the event that archaeological or grave sites are encountered during project construction, impacts would be considered potentially significant. However, with proper implementation of an appropriate cultural resources monitoring program, as provided by mitigation measure MB-CUL-1, impacts would fall to a level below significance.

Santa Barbara Place Residences Project

As discussed earlier, there is some possibility of encountering subsurface cultural deposits within the Santa Barbara Place Residences Project site. As archaeological sites that have not been previously evaluated for local or CRHR listing are considered to be significant resources under local and CEQA Guidelines, in the event that archaeological or grave sites are encountered during project construction, impacts would be considered potentially significant. However, with proper implementation of an appropriate cultural resources monitoring program, as provided by mitigation measure SBP-CUL-1, impacts would fall to a level below significance.

Combined Project Analysis

As discussed earlier, separately the two projects would result in potentially significant impacts to unknown archeological resources or human remains. No new potentially significant or significant impacts, beyond what has been identified for each individual project, would result from the combination of the Mission Beach Residences Project and the Santa Barbara Place Residences Project. The two projects would separately and adequately mitigate for their respective potentially significant impacts.

5.5.9 MITIGATION, MONITORING, AND REPORTING

Mission Beach Residences Project

The following mitigation measure would reduce potentially significant impacts to unknown subsurface cultural resources and human remains to a less-than-significant level:

MB-CUL-1 The following shall be implemented to protect unknown archaeological resources and/or grave sites that may be identified during project construction phases. The following City of San Diego mitigation measure is current through October 2011.

I. Prior to Permit Issuance

A. Entitlements Plan Check

1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building

Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the applicable construction documents through the plan check process.

B. Letters of Qualification have been submitted to ADD

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

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

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

II. Prior to Start of Construction

A. Verification of Records Search

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

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

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

B. PI Shall Attend Precon Meetings

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

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

2. Identify Areas to be Monitored

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

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

3. When Monitoring Will Occur

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

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

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

III. During Construction

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

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

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

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

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

B. Discovery Notification Process

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

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

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

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

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

C. Determination of Significance

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

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

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

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

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the

provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:

A. Notification

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

B. Isolate discovery site

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

C. If Human Remains ARE determined to be Native American

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

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

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

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

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

        i. Record the site with the NAHC;

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

        iii. Record a document with the County.

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

D. If Human Remains are NOT Native American

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

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

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

consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man.

V. Night and/or Weekend Work

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

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

2. The following procedures shall be followed.

a. No Discoveries

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

b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.

c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed.

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

B. If night and/or weekend work becomes necessary during the course of construction

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

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

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

VI. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix C/D) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. **It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.**

    a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.

    b. Recording Sites with State of California Department of Parks and Recreation

    The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.

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

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

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

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

B. Handling of Artifacts

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

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

3. The cost for curation is the responsibility of the property owner.

C. Curation of artifacts: Accession Agreement and Acceptance Verification

1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.

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

3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5.

D. Final Monitoring Report(s)

1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.

2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

Santa Barbara Place Residences Project

The following mitigation measure would reduce potentially significant impacts to unknown subsurface cultural resources and human remains to a less-than-significant level:

SBP-CUL-1 The following shall be implemented to protect unknown archaeological resources and/or grave sites that may be identified during project construction phases. The following City of San Diego mitigation measure is current through October 2011.

I. Prior to Permit Issuance

A. Entitlements Plan Check

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

B. Letters of Qualification have been submitted to ADD

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

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

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

II. Prior to Start of Construction

A. Verification of Records Search

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

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

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

B. PI Shall Attend Precon Meetings

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

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

2. Identify Areas to be Monitored

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

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

3. When Monitoring Will Occur

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

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

III. During Construction

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

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

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

3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when

native soils are encountered that may reduce or increase the potential for resources to be present.

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

B. Discovery Notification Process

1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to digging, trenching, excavating or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate.

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

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

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

C. Determination of Significance

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

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

b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) which has been reviewed by the Native American consultant/monitor, and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be

allowed to resume. **Note: If a unique archaeological site is also an historical resource as defined in CEQA, then the limits on the amount(s) that a project applicant may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.**

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

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:

A. Notification

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

B. Isolate discovery site

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

C. If Human Remains **ARE** determined to be Native American

1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, ONLY the Medical Examiner can make this call.
2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.
3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health & Safety Codes.
4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.
5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and, if:
    a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR;
    b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, THEN,
    c. In order to protect these sites, the Landowner shall do one or more of the following:
        i. Record the site with the NAHC;
        ii. Record an open space or conservation easement on the site;
        iii. Record a document with the County.
    d. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties

are unable to agree on the appropriate treatment measures the human remains and items associated and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.

D. If Human Remains are NOT Native American

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

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

3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man.

V. Night and/or Weekend Work

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

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

2. The following procedures shall be followed.

a. No Discoveries

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

b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.

c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed.

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

B. If night and/or weekend work becomes necessary during the course of construction

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

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

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

VI. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix C/D) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. **It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.**

a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.

b. Recording Sites with State of California Department of Parks and Recreation

The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.

2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.
3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
4. MMC shall provide written verification to the PI of the approved report.
5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Artifacts

1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued.
2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.
3. The cost for curation is the responsibility of the property owner.

C. Curation of artifacts: Accession Agreement and Acceptance Verification

1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.
2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.
3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5.

D. Final Monitoring Report(s)

1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if

negative), within 90 days after notification from MMC that the draft report has been approved.

2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

Combined Project Analysis

No new potentially significant or significant impacts are identified when combining the two separate projects. Individual mitigation measures, MB-CUL-1 and SBP-CUL-1, identified above would adequately reduce all potentially significant impacts of the Mission Beach Residences Project and the Santa Barbara Place Residences Project to a level below significance.

CHAPTER 6 CUMULATIVE IMPACTS

In many cases, the impact of a single project may not be significant, but the cumulative impact may be significant when combined with other projects. Section 15355 of the California Environmental Quality Act (CEQA) Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." CEQA Guidelines Section 15130(b) states that "the discussion [of cumulative impacts] need not provide as great detail as is provided for the effects attributable to the project alone." Section 15130(b) further states that a cumulative impacts discussion "should be guided by standards of practicality and reasonableness."

Cumulative impacts can occur from the interactive effects of a single project. For example, the combination of noise and dust generated during construction activities can be additive and can have a greater impact than either noise or dust alone. However, substantial cumulative impacts more often result from the combined effect of past, present, and future projects located in proximity to the project under review. Therefore, it is important for a cumulative impacts analysis to be viewed over time and in conjunction with other related past, present, and reasonably foreseeable future developments, the impacts of which might compound or interrelate with those of the project under review.

For the analysis of cumulative impacts associated with the Mission Beach Residences Project and Santa Barbara Residences Project, the subject area is the Mission Beach Precise Plan planning area. CEQA Guidelines Section 15130(b)(1)(A) allows for the preparation of a "list of past, present, and probable future projects" as a viable method of determining cumulative impacts. However, in preparation of this section, coordination with the City of San Diego (City) regarding any past, present, and probable future projects in the Mission Beach Precise Plan area was conducted, and no applicable projects within the Precise Plan area were reported. The City did not provide any past, present, or probable future projects within the Mission Beach Precise Plan study area that would be applicable for cumulative analysis. In addition, there are no unincorporated County of San Diego islands or any other cities within San Diego County in the general vicinity of the project sites.

Additionally, coordination with the Department of Transportation (Caltrans) and San Diego Metropolitan Transit System was conducted. Two projects were listed in the City: the Interstate 5 and Interstate 8 Connector Project, and the Mid-Coast Corridor Transit Project. Although both projects are within the City, neither project is within the cumulative study area of the Mission Beach Precise Plan area, and each are at least 3 miles away from the Mission Beach Residences Project and Santa Barbara Place Residences Project. Since the Interstate 5 and Interstate 8 Connector Project, and the Mid-Coast Corridor Transit Project are not in the vicinity of the

projects, and neither project's potential impacts would be related to Mission Beach Residences Project impacts or the Santa Barbara Place Residences Project impacts, these two projects are not included within this analysis.

Due to the lack of past, present, or probable future projects within the projects' study area, the list approach is not an applicable way to analyze potential cumulative impacts associated with implementation of both projects. Once the list approach was deemed insufficient for analyzing cumulative impacts, a growth factor method was deemed more appropriate to ensure potential impacts associated with cumulative growth could be analyzed. As outlined in detail within the Traffic Impact Analysis prepared by Urban Systems Associates (included as *Appendix F*), a 4% growth factor was analyzed to cover any unforeseen future projects that may contribute to potential cumulative transportation impacts in the next 3 years. This 4% growth factor was determined by analyzing the growth per year as the ratio of existing average daily traffic (ADT) volume and the Horizon Year 2030 ADT volumes from the adjacent Mission Boulevard. This growth per year, 1.2%, was multiplied by 3 years to factor until 2017.

The cumulative analysis within this section uses this 4% growth factor to acknowledge any additional cumulative impacts that may arise under this growth model. The growth factor also takes into consideration both the growth associated with both the Mission Beach Residences Project and Santa Barbara Place Residences Project. The 4% growth model was also used to assess potential impacts to transportation/circulation as outlined in detail within *Section 5.4* of this EIR. This growth factor is also used to assess impacts to the following resource areas: parking, land use, air quality, noise, and historical resources.

6.1 CUMULATIVE EFFECTS FOUND TO BE SIGNIFICANT

6.1.1 TRANSPORTATION/CIRCULATION AND PARKING

As indicated in *Section 5.4.4*, a cumulative traffic analysis was conducted using a 4% growth factor to address planned future growth in the Mission Beach study area. All intersections are projected to operate at a level of service (LOS) D or better in the Horizon Year 2030 Without and With Project conditions, with the exception of the intersection of Mission Boulevard and Santa Barbara Place. This intersection would operate at an LOS E in the evening peak hour under the without and with combined project scenario. Although the intersection during the evening peak hour in the Horizon Year 2030 would operate at an LOS E without the project, both the Mission Beach Residences Project and the Santa Barbara Residences Project would add additional delays. Based on the City's significance criteria for impacting an already deficient intersection, (City of San Diego 2011), adding a delay of more than 2.0 seconds, the combined project would add an additional 7.1 seconds of delay. Therefore, the combined project's traffic

impact at the intersection of Mission Boulevard and Santa Barbara Place under the Horizon Year 2030 With Combined Project scenario would be significant, and mitigation is required.

As outlined in detail in *Section 5.4.5*, mitigation measure CP-TRA-1 would provide a traffic signal to be installed at the intersection of Mission Boulevard and Santa Barbara Place. Due to the nature of the significant impact from the cumulative impact of both projects, both the Mission Beach Residences Project and the Santa Barbara Place Residences Project would be responsible for mitigating their pro rata portion of the traffic delay to the intersection. Fair share contributions are based on the percentage of daily traffic generated by each project divided by the combined daily traffic generated by both projects. The Mission Beach Residences Project proposes an additional 318 ADT, while the Santa Barbara Place Residences Project proposes an additional 72 ADT. Therefore, the project applicant for the Mission Beach Residences project would be responsible for 82% of the cost of mitigation, and the project applicant for the Santa Barbara Place Residences project would be responsible for 18% of the cost of mitigation. With the implementation of the traffic signal, the intersection would operate at LOS B in the morning and evening peak hour in the Horizon Year 2030 With Project scenario. Therefore, impacts would be mitigated to less than significant. For detailed analysis of mitigation's effects on delays and LOS, refer to *Appendix F, Traffic Impact Analysis*, of this Master Environmental Impact Report (MEIR).

6.2 CUMULATIVE EFFECTS NOT FOUND TO BE SIGNIFICANT

The following resource areas would be potentially impacted under the 4% future growth assumption, but as disclosed below, cumulative impacts would be less than significant for each. For the remaining issue areas, such as hydrology and water quality, public utilities, and health and safety, future growth would not result in additional cumulative effects beyond those addressed in the combined project analysis for the resource area. Refer to *Chapter 5* for the combined project analysis for all resource areas.

6.2.1 LAND USE

Both the Mission Beach Residences Project and the Santa Barbara Place Residences Project would be consistent with the 36-dwelling-units-per-acre maximum for the residential zoning defined by the Mission Beach Precise Plan.

As described in *Section 5.1, Land Use*, the Mission Beach Residences Project requires a General Plan Amendment (GPA), Community Plan Amendment (CPA), and Local Coastal Program Amendment (LCPA) to be consistent with the land use designation provided within the City's General Plan, Mission Beach Precise Plan, and Local Coastal Program. However, with the approval of the GPA, CPA, and LCPA, the two projects when analyzed together would be

consistent with all land use goals and recommendations of applicable plans. The combination of the two projects and the 4% future growth assumption have the potential to create secondary impacts associated with the update to the Mission Beach Residences Project site land use designation. The traffic analysis prepared for the projects (*Appendix F*) includes the 4% growth assumption, and this scenario is analyzed in *Sections 5.4* and *6.1.1* of this MEIR. With the implementation of the traffic mitigation identified in *Section 5.4.5* (CP-TRA-1), all indirect and secondary impacts would be reduced to less than significant. Overall, cumulative impacts would not be considerable and no significant cumulative effects would result.

6.2.2 AIR QUALITY

Both Mission Beach Residences Project and the Santa Barbara Place Residences Project would be consistent with the existing zoning designation for the site, and both project sites would be consistent with the planned vehicle trip generation for each site. For these reasons, vehicle trip generation and planned development for each site is considered to be anticipated in the State Implementation Plan (SIP) and Regional Air Quality Strategy (RAQS) and when analyzed in conjunction, would not change the consistency with the SIP and RAQS. Both proposed projects and the 4% future growth factor are anticipated in local air quality plans, and hence would be consistent at a regional level with the underlying growth forecasts in the RAQS and SIP. Cumulative impacts would not be considerable and no significant cumulative effects would result.

6.2.3 NOISE

Construction noise impacts of each project would be significant and unavoidable, as disclosed in *Section 5.2.4*. Potential future growth in the study area would also trigger construction noise impacts, although the timing of that construction is unknown and not expected to occur at the same time as construction of the two projects. It is assumed that reasonably foreseeable projects would also be required to mitigate for construction noise on a project-by-project basis. Construction noise impacts would not be considerable and hence not cumulatively significant.

As both projects propose residential land uses, the main potential for substantial operational noise generated would be indirect noise via additional traffic. The 4 % growth increase would cause an increase in interior noise levels, which would be mitigated for each individual project through mitigation measures MB-NOI-2 and SBP-NOI-2 outlined in *Section 5.2*. With incorporation of mitigation measures on a project-by-project basis, cumulative interior noise impacts would not be considerable and hence less than significant.

6.2.4 HISTORICAL RESOURCES

The growth factor method of cumulative analysis was chosen due to the lack of past, present, and reasonably foreseeable projects within the vicinity of both projects, the location of cumulative projects relative to historical and archaeological resources is not known. However, as discussed in *Section 5.5*, previous records searches have indicated the presence of historical and archaeological resources within 1 mile of both project sites. Additionally, the Native American Heritage Commission's Sacred Lands File search indicated the presence of a Native American traditional cultural place. Therefore, there is potential for projects resulting from growth in the area, especially those that may require excavation at depths that reach intact native soils, to inadvertently discover and adversely affect historical and archaeological resources. With proper implementation of a cultural resources monitoring program, as provided by mitigation measures MB-CUL-1 and SBP-CUL-1, cumulative impacts to archaeological resources would not be considerable. As both projects would not impact historical resources, either directly or indirectly, cumulative impacts to historical resources would not be considerable.

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CHAPTER 7 EFFECTS NOT FOUND TO BE SIGNIFICANT

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) briefly describe potential environmental effects that were determined not to be significant and therefore were not discussed in detail in the EIR. The environmental issues discussed in the following sections are not considered significant, and the reasons for the conclusion of non-significance are described herein.

7.1 AGRICULTURAL RESOURCES

7.1.1 EXISTING CONDITIONS

Mission Beach Residences Project

The Mission Beach Residences Project site is located in the highly urbanized Mission Beach community of the City of San Diego (City). The project site is designated as "Urban Land" by the United States Department of Agriculture Soil Survey, and surrounding land is designated as "Made Land" and "Coastal Beaches" (USDA 2015). As it currently exists, the project site is developed as the former Mission Beach Elementary School, which is no longer in use. There are no active agricultural uses on the site, and the site is not currently or previously zoned for agricultural use. According to the State of California Department of Conservation Farmland Mapping and Monitoring Program map, San Diego County Important Farmland 2010 Sheet 1 of 2, the Mission Beach Residences Project site is classified as "Urban and Built-Up Land" (Department of Conservation 2013a). Additionally, according to the Department of Conservation Division of Land Resource Protection map, San Diego County Williamson Act 2013/2014 Sheet 1 of 2, the Mission Beach Residences Project site is not located on Williamson Act land (Department of Conservation 2013b).

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project site is located adjacent to the Mission Beach Residences Project within the highly urbanized Mission Beach community of the City, and is currently fully developed with facilities associated with the former Mission Beach Elementary School. There are no active agricultural or forestry uses on site, and it is not zoned for agricultural or forestry use. The project site is also classified as "Urban and Built-Up Land," and is not located on Williamson Act land.

7.1.2 REGULATORY SETTING

State

Department of Conservation Farmland Mapping and Monitoring Program

In response to a critical need for assessing the location, quality, and quantity of agricultural lands and conversion of these lands over time, the Department of Conservation established the Farmland Mapping and Monitoring Program (FMMP) in 1982. The goal of the FMMP is to provide consistent and impartial data to decision makers for assessing the suitability of agricultural lands in California. The FMMP classifies land into five mapping categories based on soil and climatic conditions: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. In addition, the FMMP identifies non-agricultural lands as either "Urban and Built-Up Land" or "Other Land." Important Farmland Maps are updated every 2 years.

The FMMP identifies farmlands as follows:

Prime Farmland: Prime Farmland has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agriculture production at some time during the 4 years prior to the mapping date.

Farmland of Statewide Importance: Farmland of Statewide Importance is similar to Prime Farmland, but with minor shortcomings such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.

Unique Farmland: Unique Farmland consists of lesser-quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but it may include non-irrigated orchards or vineyards, as found in some climatic zones in California. Land must have been cropped at some time during the 4 years prior to the mapping date.

Farmland of Local Importance: Land of importance to the local agricultural economy is determined by each county's board of supervisors and a local advisory committee. The following lands are included in the Farmland of Local Importance category:

- All farmable lands within San Diego County that do not meet the definitions of Prime, Statewide Importance, or Unique, but are currently irrigated pasture or non-irrigated crops.

- Non-irrigated land with soils qualifying for Prime Farmland or Farmland of Statewide Importance.
- Lands that would have Prime or Statewide Importance designation and have been improved for irrigation but are now idle.
- Lands with a general plan land use designation for agricultural purposes.
- Lands that are legislated to be used only for agricultural (farmland) purposes.

Grazing Land: Land on which the existing vegetation is suited to the grazing of livestock. The minimum mapping unit for Grazing Land is 40 acres.

Williamson Act

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based on farming and open space uses as opposed to full market value. The goal of the Williamson Act is to encourage the preservation of California's agricultural land and to prevent its premature conversion to urban uses.

California Public Resources Code

The California Public Resources Code (PRC) defines "forest land" and "timberland" as follows:

PRC Section 12220(g): "Forest land" is land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits (PRC Section 12200 et seq.).

PRC Section 4526: "Timberland" is land, other than land owned by the federal government and land designated as "experimental forest land," that is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species are determined by the board on a district basis after consultation with the district committees and others (PRC Section 4521 et seq.).

California Government Code

The California Government Code (GC) defines "timberland" zoned "timberland production" as follows:

GC Section 51104(g): "Timberland production zone" is an area that has been zoned pursuant to GC Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h). With respect to the general plans of cities and counties, "timberland preserve zone" means "timberland production zone" (GC Section 51100 et seq.).

Local

City of San Diego General Plan

The City of San Diego General Plan Conservation Element contains the following policies related to agricultural resources relevant to the Mission Beach Residences Project and the Santa Barbara Place Residences Project:

CE-L.3: Encourage agricultural operations such as community farms and gardens (especially on City-leased lands) to provide for educational experiences which demonstrate the history, importance, and value of agricultural operations, and to provide more healthy, sustainable, local food options.

CE-L.8: Foster an urban agriculture system that is environmentally and economically sustainable.

CE-L.9: Increase opportunities for urban agriculture.

7.1.3 IMPACTS

Issue 1: Would the proposal result in conversion of a substantial amount of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Issue 2: Would the proposal result in conflict with existing zoning for agricultural use, or Williamson Act contract?

Issue 3: Would the proposal involve other changes in the existing environment which due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

Mission Beach Residences Project

The Mission Beach Residences Project is located in the highly urbanized Mission Beach community of the City. As it currently exists, the project site is developed as the former Mission Beach Elementary School, which is no longer in use. There are no active agricultural uses on the site. According to the State of California Department of Conservation Farmland Mapping and Monitoring Program map, San Diego County Important Farmland 2010 Sheet 1 of 2, the Mission Beach Residences Project site is classified as "Urban and Built-Up Land" (Department of Conservation 2013a). The project would not convert land to non-agricultural use.

According to the Department of Conservation Division of Land Resource Protection map, San Diego County Williamson Act 2013/2014 Sheet 1 of 2, the Mission Beach Residences Project site is not located on Williamson Act land (Department of Conservation 2013b).

The Mission Beach Residences Project is on and surrounded by "built-up land," and is not zoned for agricultural use. Additionally, the project site is currently fully developed with urban developed uses, does not act as a source of agricultural resources, and is not zoned for agricultural uses.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project is located adjacent to the Mission Beach Residences Project within the highly urbanized Mission Beach community of the City, and is currently fully developed as facilities associated with the former Mission Beach Elementary School. There are no active agricultural uses on site. The Santa Barbara Place Residences Project site is classified as "Urban and Built-Up Land." The project would not convert land to non-agricultural use.

According to the Department of Conservation Division of Land Resource Protection map, San Diego County Williamson Act 2013/2014 Sheet 1 of 2, the Santa Barbara Place Residences Project site is not located on Williamson Act land (Department of Conservation 2013b).

The Santa Barbara Place Residences Project is on and surrounded by "built-up land," and is not zoned for agricultural use. Additionally, the project site is currently fully developed with urban developed uses, does not act as a source of agricultural resources, and is not zoned for agricultural uses.

Combined Project Analysis

The Mission Beach Residences Project and the Santa Barbara Place Residences Project would not separately result in the loss or conversion of agricultural resources, and, therefore, would not combine to result in the loss or conversion of such resources.

7.1.4 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The Mission Beach Residences Project is on and surrounded by "built-up land," and is not zoned for agricultural use. Additionally, the project site is currently fully developed with urban developed uses, does not act as a source of agricultural resources, and is not zoned for agricultural uses. Therefore, impacts to agricultural resources would be less than significant.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project is on and surrounded by "built-up land" and is not zoned for agricultural use. Additionally, the project site is currently fully developed with urban developed uses, does not act as a source of agricultural resources, and is not zoned for agricultural uses. Therefore, impacts to agricultural resources would be less than significant.

Combined Project Analysis

The Mission Beach Residences Project and the Santa Barbara Place Residences Project would not separately result in the loss or conversion of agricultural resources, and, therefore, would not combine to result in the loss or conversion of such resources. Therefore, impacts to agricultural resources would be less than significant.

7.2 AIR QUALITY AND ODOR

7.2.1 INTRODUCTION

The purpose of this section is to estimate and evaluate the potential air quality impacts associated with implementation of the Mission Beach Residences Project and Santa Barbara Place Residences Project relative to the City of San Diego's *California Environmental Quality Act (CEQA) Significance Determination Thresholds* (City of San Diego 2011). This section is based on the *Air Quality Technical Report for the Mission Beach Residences Project* prepared by Dudek (*Appendix H1*) and air emission calculations prepared for the Santa Barbara Place Residences Project (*Appendix H2*).

7.2.2 EXISTING CONDITIONS

Climate and Topography

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

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

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

Air Pollution Climatology

The project sites are located within the San Diego Air Basin (SDAB) and are subject to the San Diego Air Pollution Control District (SDAPCD) guidelines and regulations. The SDAB is one of 15 air basins that geographically divide the State of California. The SDAB is currently classified as a federal nonattainment area for ozone (O_3) and a state nonattainment area for particulate matter less than 10 microns (PM_{10}), particulate matter less than 2.5 microns ($PM_{2.5}$), and O_3.

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

The SDAB experiences frequent temperature inversions. Subsidence inversions occur during the warmer months as descending air associated with the Pacific High Pressure Zone meets cool marine air. The boundary between the two layers of air creates a temperature inversion that traps pollutants.

The other type of inversion, a radiation inversion, develops on winter nights when air near the ground cools by heat radiation and air aloft remains warm. The shallow inversion layer formed between these two air masses also can trap pollutants. As the pollutants become more concentrated in the atmosphere, photochemical reactions occur that produce O_3, commonly known as smog.

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

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

Air Quality Characteristics

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

Pollutants and Effects

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public

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

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

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

Carbon Monoxide. CO is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, such as the projects' location, automobile exhaust accounts for the majority of CO emissions. CO is a nonreactive air pollutant that dissipates relatively quickly; therefore, ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions; primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature

[1] The following descriptions of health effects for each of the criteria air pollutants associated with project construction and operations are based on the U.S. Environmental Protection Agency (EPA) *Six Common Air Pollutants* (EPA 2012) and the California Air Resources Board (CARB) *Glossary of Air Pollutant Terms* (CARB 2014a) published information.

inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. The highest levels of CO typically occur during the colder months of the year when inversion conditions are more frequent. In terms of health, CO competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can be dizziness, fatigue, and impairment of central nervous system functions.

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

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

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

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

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

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

Local Air Quality

San Diego Air Basin Attainment Designation

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

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

The portion of the SDAB where the project sites are located is designated by the EPA as an attainment area for the 1997 8-hour NAAQS for O_3 and as a marginal nonattainment area

for the 2008 8-hour NAAQS for O_3.The SDAB is designated in attainment for all other criteria pollutants under the NAAQS with the exception of PM_{10}, which was determined to be unclassifiable.

The SDAB is currently designated nonattainment for O_3 and particulate matter, PM_{10} and $PM_{2.5}$, under the CAAQS. It is designated attainment for the CAAQS for CO, NO_2, SO_2, lead, and sulfates.

Table 7.2-1, San Diego Air Basin Attainment Classification, summarizes SDAB's federal and state attainment designations for each of the criteria pollutants.

Table 7.2-1
San Diego Air Basin Attainment Classification

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

Sources:
[a] EPA 2014; [b] CARB 2014b.

Notes:
1 The federal 1-hour standard of 0.12 ppm was in effect from 1979 through June 15, 2005. The revoked standard is referenced here because it was employed for such a long period and because this benchmark is addressed in State Implementation Plans.
2 The western and central portions of the SDAB are designated attainment, while the eastern portion is designated unclassifiable/attainment.
3 At the time of designation, if the available data does not support a designation of attainment or nonattainment, the area is designated as unclassifiable.

Air Quality Monitoring Data

The SDAPCD operates a network of ambient air monitoring stations throughout San Diego County, which measure ambient concentrations of pollutants and determine whether the ambient air quality meets the CAAQS and the NAAQS. The SDAPCD monitors air quality conditions at 10 locations throughout the basin. Due to its proximity to the site and location in an area that is less congested than downtown San Diego, the Overland Avenue monitoring station concentrations for all pollutants, except CO and SO_2, are considered most representative of the project sites. The downtown San Diego monitoring stations are the nearest locations to the

project sites where CO and SO_2 concentrations are monitored. Ambient concentrations of pollutants from 2010 through 2013 are presented in *Table 7.2-2, Ambient Air Quality Data*. The number of days exceeding the ozone AAQS is shown in *Table 7.2-3, Frequency of Air Quality Standard Violations*; no AAQS for other pollutants were reported during the monitoring period. The state 8-hour and 1-hour O_3 standards were exceeded in 2010 and 2011, while the federal 8-hour O_3 standard was exceeded in 2011. Air quality within the projects' region was in compliance with both CAAQS and NAAQS for NO_2, CO, PM_{10}, $PM_{2.5}$, and SO_2 during this monitoring period.

Table 7.2-2
Ambient Air Quality Data (ppm unless otherwise indicated)

Pollutant	Averaging Time	2010	2011	2012	2013	Most Stringent Ambient Air Quality Standard	Monitoring Station
O_3	8-hour	0.074	0.087	0.047	0.053*	0.070	Overland Avenue
	1-hour	0.100	0.097	0.050	0.063*	0.090	
PM_{10}	Annual	18.7 µg/m³	20.3 µg/m³	—	—	20 µg/m³	Overland Avenue
	24-hour	32.0 µg/m³	47.0 µg/m³	22.0 µg/m³	36.0 µg/m³*	50 µg/m³	
$PM_{2.5}$	Annual*	8.7 µg/m³	8.9 µg/m³	11.1 µg/m³	10.4 µg/m³*	12 µg/m³	Overland Avenue
	24-hour	18.7 µg/m³	29.9 µg/m³	20.0 µg/m³	37.4 µg/m³*	35 µg/m³	
NO_2	Annual	0.013	0.012	—	—	0.030	Overland Avenue
	1-hour	0.073	0.073	0.055	0.072*	0.180	
CO	8-hour	2.17	2.44	1.81	2.10*	9.0	Beardsley Street
	1-hour*	2.8	2.8	2.6	3.0*	20	
SO_2	Annual	0.000	—	—	—	0.030	Beardsley Street
	24-hour	0.002	0.003	—	—	0.040	

µg/m³ = micrograms per cubic meter ppm = parts per million
Sources: CARB 2013b; EPA 2013.
Notes: Data represent maximum values.
* Data were taken from EPA 2013. Select data taken from Beardsley St. station when Overland Ave. data not available.

Table 7.2-3
Frequency of Air Quality Standard Violations

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

Source: CARB 2013b.

Regulatory Setting

Federal

Clean Air Act

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

NAAQS are established by the EPA for "criteria pollutants" under the CAA, which are O_3, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM_{10} and $PM_{2.5}$), and lead (Pb).

The NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The CAA requires the EPA to reassess the NAAQS at least every 5 years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare a State Implementation Plan (SIP) that demonstrates how those areas will attain the standards within mandated time frames.

State

California Clean Air Act

The California Clean Air Act (CCAA) was adopted in 1988 and establishes the State's air quality goals, planning mechanisms, regulatory strategies, and standards of progress.

Under the Clean Air Act, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts (AQMDs) and air pollution control districts (APCDs) at the regional and county levels. CARB is responsible for ensuring implementation of the CCAA, responding to the federal CAA, and regulating emissions from motor vehicles and consumer products. Pursuant to the authority granted to it, CARB has established CAAQS, which are generally more restrictive than the NAAQS.

The NAAQS and CAAQS are presented in *Table 7.2-4, Ambient Air Quality Standards*.

Table 7.2-4
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]	National Standards[2]	
		Concentration[3]	*Primary*[3,4]	*Secondary*[3,5]
O_3	1-hour	0.09 ppm (180 μg/m^3)	—	Same as Primary Standard
	8-hour	0.070 ppm (137 μg/m^3)	0.075 ppm (147 μg/m^3)	
CO	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	—
	8-hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	
NO_2[6]	1-hour	0.18 ppm (339 μg/m^3)	0.100 ppm (188 μg/m^3)	Same as Primary Standard
	Annual Arithmetic Mean	0.030 ppm (57 μg/m^3)	0.053 ppm (100 μg/m^3)	
SO_2[7]	1-hour	0.25 ppm (655 μg/m^3)	0.75 ppm (196 μg/m^3)	—
	3-hour	—	—	0.5 ppm (1300 μg/m^3)
	24-hour	0.04 ppm (105 μg/m^3)	0.14 ppm (for certain areas)[7]	
	Annual Arithmetic Mean	—	0.030 ppm (for certain areas)[7]	—
PM_{10}[8]	24-hour	50 μg/m^3	150 μg/m^3	Same as Primary Standard
	Annual Arithmetic Mean	20 μg/m^3	—	
$PM_{2.5}$[8]	24-hour	—	35 μg/m^3	Same as Primary Standard
	Annual Arithmetic Mean	12 μg/m^3	12.0 μg/m^3	15.0 μg/m^3
Lead[9,10]	30-day Average	1.5 μg/m^3	—	—
	Calendar Quarter	—	1.5 μg/m^3 (for certain areas)[10]	Same as Primary Standard
	Rolling 3-Month Average	—	0.15 μg/m^3	
Hydrogen sulfide	1 hour	0.03 ppm (42 μg/m^3)	—	—
Vinyl chloride[9]	24 hour	0.01 ppm (26 μg/m^3)	—	—
Sulfates	24 hour	25 μg/m3	—	—
Visibility reducing particles[11]	8 hour (10:00 a.m. to 6:00 p.m. PST)	See footnote 11	—	—

ppm= parts per million by volume μg/m^3 = micrograms per cubic meter mg/m^3= milligrams per cubic meter

Source: CARB 2013a.

Notes:

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

2 National standards (other than O_3, NO_2, SO_2, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration in a year, averaged

over 3 years, is equal to or less than the standard. For NO_2 and SO_2, the standard is attained when the 3-year average of the 98th and 99th percentile, respectively, of the daily maximum 1-hour average at each monitor within an area does not exceed the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

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

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

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

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

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

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

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

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

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

Toxic Air Contaminants

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

Under the Air Toxics "Hot Spots" Act, existing facilities that emit air pollutants above specified levels were required to (1) prepare a TAC emission inventory plan and report, (2)

prepare a risk assessment if TAC emissions were significant, (3) notify the public of significant risk levels, and (4) if health impacts were above specified levels, prepare and implement risk reduction measures.

California Health and Safety Code Section 41700

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

Local

San Diego Air Pollution Control District

While CARB is responsible for the regulation of mobile emission sources within the state, local AQMDs and APCDs are responsible for enforcing standards and regulating stationary sources. The project sites are located within the SDAB and are subject to the guidelines and regulations of the SDAPCD.

In San Diego County, O_3 and particulate matter are the pollutants of main concern, since exceedances of state ambient air quality standards for those pollutants are experienced here in most years. For this reason, the SDAB has been designated as a nonattainment area for the state PM_{10}, $PM_{2.5}$, and O_3 standards. The SDAB is also a federal O_3 attainment (maintenance) area for 1997 8-hour O_3 standard, an O_3 nonattainment area for the 2008 8-hour O_3 standard, and a CO maintenance area (western and central part of the SDAB only). The projects' area is in the CO maintenance area.

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

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

In December 2005, SDAPCD prepared a report titled *Measures to Reduce Particulate Matter in San Diego County* to address implementation of Senate Bill (SB) 656 in San Diego County (SB 656 required additional controls to reduce ambient concentrations of PM_{10} and $PM_{2.5}$) (SDAPCD 2005). In the report, SDAPCD evaluated the implementation of source-control measures that would reduce particulate matter emissions associated with residential wood combustion; various construction activities including earthmoving, demolition, and grading; bulk material storage and handling; carryout and track out removal and cleanup methods; inactive disturbed land; disturbed open areas; unpaved parking lots/staging areas; unpaved roads; and windblown dust.

As stated above, the SDAPCD is responsible for planning, implementing, and enforcing federal and state ambient standards in the SDAB. The following rules and regulations apply to all sources in the jurisdiction of SDAPCD:

- **SDAPCD Regulation IV: Prohibitions; Rule 51: Nuisance.** Prohibits the discharge, from any source, of such quantities of air contaminants or other materials that cause or have a tendency to cause injury, detriment, nuisance, annoyance to people and/or the public, or damage to any business or property (SDAPCD 1969).
- **SDAPCD Regulation IV: Prohibitions; Rule 55: Fugitive Dust.** Regulates fugitive dust emissions from any commercial construction or demolition activity capable of generating fugitive dust emissions, including active operations, open storage piles, and inactive disturbed areas, as well as track-out and carry-out onto paved roads beyond a project site (SDAPCD 2009b).

- **SDAPCD Regulation IV: Prohibitions; Rule 67.0: Architectural Coatings.** Requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories (SDAPCD 2001).

7.2.3 THRESHOLDS OF SIGNIFICANCE

The State of California has developed guidelines to address the significance of air quality impacts based on Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.), which provides guidance that a project would have a significant environmental impact if it would:

1. Conflict with or obstruct the implementation of the applicable air quality plan;
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for O_3 precursors);
4. Expose sensitive receptors to substantial pollutant concentrations; or
5. Create objectionable odors affecting a substantial number of people.

SDAPCD

As part of its air quality permitting process, the SDAPCD has established thresholds in Rule 20.2 requiring the preparation of Air Quality Impact Assessments for permitted stationary sources. The SDAPCD sets forth quantitative emission thresholds below which a stationary source would not have a significant impact on ambient air quality. Project-related air quality impacts estimated in this environmental analysis would be considered significant if any of the applicable significance thresholds presented *in Table 7.2-5, San Diego Air Pollution Control District Air Quality Significance Thresholds*, are exceeded.

For CEQA purposes, these screening criteria can be used as numeric methods to demonstrate that a project's total emissions would not result in a significant impact to air quality.

Table 7.2-5
San Diego Air Pollution Control District Air Quality Significance Thresholds

Construction Emissions			
Pollutant	*Total Emissions (Pounds per Day)*		
Respirable Particulate Matter (PM_{10})	100		
Fine Particulate Matter ($PM_{2.5}$)	55		
Oxides of Nitrogen (NO_x)	250		
Oxides of Sulfur (SO_x)	250		
Carbon Monoxide (CO)	550		
Volatile Organic Compounds (VOC)	137*		
Operational Emissions			
Pollutant	*Total Emissions*		
	Pounds per Hour	*Pounds per Day*	*Tons per Year*
Respirable Particulate Matter (PM_{10})	—	100	15
Fine Particulate Matter ($PM_{2.5}$)	—	55	10
Oxides of Nitrogen (NO_x)	25	250	40
Sulfur Oxides (SO_x)	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	—	3.2	0.6
Volatile Organic Compounds (VOC)	—	137*	13.7

Sources: City of San Diego 2011; SDAPCD 1998.
Note:
* VOC threshold based on the significance thresholds recommended by the Monterey Bay Unified Air Pollution Control District for the North Central Coast Air Basin, which has similar federal and state attainment status as the SDAB for O_3.

The thresholds listed in *Table 7.2-5* represent screening-level thresholds that can be used to evaluate whether project-related emissions could cause a significant impact on air quality. Emissions below the screening-level thresholds would not cause a significant impact. In the event that emissions exceed these thresholds, modeling would be required to demonstrate that the project's total air quality impacts result in ground-level concentrations that are below the CAAQS and NAAQS, including appropriate background levels. For nonattainment pollutants, if emissions exceed the thresholds shown in *Table 7.2-5*, the projects could have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on the ambient air quality.

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

City of San Diego

In order to determine the significance of the projects' emissions, the City's *California Environmental Quality Act Significance Determination Thresholds* (City of San Diego 2011) were used. With respect to air quality, the CEQA Significance Determination Thresholds recommend the use of the thresholds established in Appendix G of the CEQA Guidelines (indicated above), as well as the following additional threshold:

- Would the project's construction activities exceed 100 pounds per day of particulate matter (dust)?

Additionally, the City of San Diego's Significance Determination Thresholds recommend the use of the thresholds shown in shown in *Table 7.2-5* to determine significance.

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

7.2.4 IMPACTS

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

Mission Beach Residences Project

As discussed previously, the SDAPCD and SANDAG are responsible for developing and implementing the clean air plans for attainment and maintenance of the ambient air quality standards in the SDAB; specifically, the SIP and RAQS.[2] The federal O_3 maintenance plan, which is part of the SIP, was adopted in 2012. The SIP includes a demonstration that current strategies and tactics will maintain acceptable air quality in the SDAB based on the NAAQS. The RAQS was initially adopted in 1991 and is updated on a triennial basis (most recently in 2009). The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for O_3. The SIP and RAQS rely on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in San Diego County and the cities in the county, to project future emissions and then determine

[2] For the purpose of this discussion, the relevant federal air quality plan is the ozone maintenance plan (SDAPCD 2012). The RAQS is the applicable plan for purposes of state air quality planning. Both plans reflect growth projections in the SDAB.

from that the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by San Diego County and the cities in the county as part of the development of their general plans.

If a project proposes development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project might be in conflict with the SIP and RAQS and may contribute to a potentially significant cumulative impact on air quality. The site and surrounding area is zoned as Mission Beach Planned District-Residential Subdistrict-Southern (MBPD-R-S). The City of San Diego General Plan land use designation for the site is "Institutional & Public and Semi-Public Facilities". The Mission Beach Precise Plan designates the site as "School". The Mission Beach Residences Project would be consistent with the existing zoning designation for the site; however, the project would be inconsistent with the existing City of San Diego General Plan land use designation. The Mission Beach Residences Project would include a General Plan Amendment and Community Plan Amendment to bring the project into consistency with the General Plan.

Despite the fact that the Mission Beach Residences Project does not comply with the current General Plan designation, educational and institutional facilities generally result in greater trip generation than residential uses. According to the San Diego Municipal Code – Land Development Code Trip Generation Manual, an Elementary School land use would result in 39 trips per 1,000 square feet (City of San Diego 2003). The existing school facility is approximately 21,350 square feet (Leppert Engineering 2014); therefore, the existing school facility would have the equivalent of 833 planned trips per day compared to the Mission Beach Residences Project, which would result in 318 average daily trips (*Appendix H1*). Additionally, the Mission Beach Residences Project would be consistent with the existing zoning designation for the site which allows for a density of 36 dwelling units per acre.

For these reasons, vehicle trip generation and planned development for the site is considered to be anticipated in the SIP and RAQS. Because the proposed land uses and associated vehicle trips are considered anticipated in local air quality plans, the Mission Beach Residences Project would be consistent at a regional level with the underlying growth forecasts in the RAQS. Impacts would be less than significant.

Additionally, although the RAQS is primarily focused on long-term regional air quality planning, the emissions inventories and projections in the RAQS address all potential pollutant sources, including those under the authority of CARB and the EPA related to anticipated construction associated with planned growth in the region. Incentive programs for reduction of emissions from heavy-duty diesel vehicles and off-road equipment are also established in the RAQS.

Therefore, proposed construction activity and associated construction trips are considered accounted for in, and consistent with, the RAQS.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would be consistent with the City of San Diego General Plan land use designation and Mission Beach Precise Plan land use designation for the site. Additionally, the project would be consistent with the existing zoning designation for the site which allows for a density of 36 dwelling units per acre. For these reasons, vehicle trip generation, which is an estimated 72 average daily trips, and planned development for the site is consistent with the SIP and RAQS. Because the proposed land uses and associated vehicle trips are consistent with local air quality plans, the Santa Barbara Place Residences Project would be consistent at a regional level with the underlying growth forecasts in the RAQS. Impacts would be less than significant.

Additionally, although the RAQS is primarily focused on long-term regional air quality planning, the emissions inventories and projections in the RAQS address all potential pollutant sources, including those under the authority of CARB and the EPA related to anticipated construction associated with planned growth in the region. Incentive programs for reduction of emissions from heavy-duty diesel vehicles and off-road equipment are also established in the RAQS. Therefore, proposed construction activity and associated construction trips are considered accounted for in, and consistent with, the RAQS.

Combined Project Analysis

Both projects would be consistent with the existing zoning designation for the site and both project sites would be consistent with the planned vehicle trip generation for each site as anticipated in the RAQS. The combined average daily trips for both projects would be 390 average daily trips. For these reasons, vehicle trip generation and planned development for each site is considered to be anticipated in the SIP and RAQS and when analyzed in conjunction, would be considered consistent with the SIP and RAQS. Because the proposed land uses and associated vehicle trips are considered anticipated in local air quality plans, the combined project would be consistent at a regional level with the underlying growth forecasts in the RAQS. Impacts would be less than significant.

Additionally, although the RAQS is primarily focused on long-term regional air quality planning, the emissions inventories and projections in the RAQS address all potential pollutant sources, including those under the authority of CARB and the EPA related to anticipated construction associated with planned growth in the region. Incentive programs for reduction of emissions from heavy-duty diesel vehicles and off-road equipment are also established in the RAQS.

Therefore, proposed construction activity and associated construction trips are considered accounted for in, and consistent with, the RAQS.

7.2.5 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The Mission Beach Residences Project is considered consistent with the RAQS and SIP; therefore, impacts would be less than significant.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project is considered consistent with the RAQS and SIP; therefore, impacts would be less than significant.

Combined Project Analysis

The Mission Beach Residences Project combined with the Santa Barbara Place Residences Project would not change impact conclusions reached for each site individually. Each project site would be individually consistent with the RAQS and SIP; therefore, when analyzed together, they would be consistent with local air quality plans. Impacts would be less than significant.

7.2.6 IMPACTS

Issue 2: Would the proposal result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?

Issue 3: Would the proposal exceed 100 pounds per day of Particulate Matter (PM) (dust)?

Mission Beach Residences Project

Construction

Construction of the Mission Beach Residences Project would result in a temporary addition of pollutants to the local airshed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. Fugitive dust (PM_{10} and $PM_{2.5}$) emissions would primarily result from grading and site preparation activities. NO_x and CO emissions would primarily result from the use of construction equipment and motor vehicles.

Emissions from the construction phase of the Mission Beach Residences Project were estimated using the CalEEMod Version 2013.2.2, available online (www.caleemod.com). For the purposes of modeling, it was assumed that construction would occur intermittently over an approximately 18-month period and consist of the following phases:

- Demolition of existing school facility (4 weeks)
- Mass grading, including soil export (8 weeks)
- Fine site grading (2 weeks)
- Site utilities (3 weeks)
- Building construction (12 months)
- Paving (1 month)
- Architectural coatings (1 month)

A detailed depiction of the construction schedule—including information regarding subphases, demolition, and equipment used during each subphase—is included in *Appendix H1* of this report. The information contained in *Appendix H1* was used as CalEEMod model inputs.

Model defaults were used for construction equipment specifications, and the equipment mix is meant to represent a reasonably conservative estimate of construction activity. For the analysis, it was generally assumed that heavy construction equipment would be operating at the site for approximately 8 hours per day, 5 days per week (22 days per month), during Mission Beach Residences Project construction. Additionally, CalEEMod model assumptions were used for worker trips and vendor trips during building construction subphases.

The Mission Beach Residences Project is subject to SDAPCD Rule 55 – Fugitive Dust Control. This rule, which applies to any project that would generate fugitive dust, requires that the project take steps to restrict visible emissions of fugitive dust beyond the property line. Compliance with Rule 55 would limit fugitive dust (PM_{10} and $PM_{2.5}$) that may be generated during grading and construction activities. To account for dust control measures in the calculations, it was assumed that the active sites would be watered at least two times daily (as required by SDAPCD Rule 55), resulting in an approximately 55% reduction of particulate matter. The Mission Beach Residences Project is also subject to SDAPCD Rule 67.0 – Architectural Coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories. VOC content restrictions, which include 150 grams per liter for exterior coatings and 100 grams per liter for interior coatings, are reflected in the emissions estimates.

Table 7.2-6, Estimated Maximum Daily Construction Emissions-Mission Beach Residences Project, shows the estimated maximum mitigated daily construction emissions associated with the construction phases of the project in each year. The values shown are the maximum summer or winter daily emissions results from CalEEMod. Complete details of the emissions calculations are provided in *Appendix J1* of this document.

Table 7.2-6
Estimated Maximum Daily Construction
Emissions (pounds/day mitigated) Mission Beach Residences Project

	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
2015	3.82	30.11	22.99	0.03	3.90	2.67
2016	3.49	21.20	17.02	0.03	1.70	1.41
2017	47.94	2.21	2.15	0.00	0.23	0.19
Maximum Daily Emissions	*47.94*	*30.11*	*22.99*	*0.03*	*3.90*	*2.67*
Emission Threshold	*137*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2013.2.2. See *Appendix H1* for complete results.
The values shown are the maximum summer or winter daily emissions results from CalEEMod.
VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter

As shown, daily construction emissions for the Mission Beach Residences Project would not exceed the City's significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$; therefore, impacts during construction would be less than significant. Additionally, construction-related PM_{10} emissions would be below 100 pounds per day; therefore, PM_{10} impacts would be less than significant.

Operation

Following the completion of construction activities, the Mission Beach Residences Project would generate VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions from mobile and stationary sources, including vehicular traffic and area sources (space heating, water heating, landscaping).

Vehicular Traffic

The Mission Beach Residences Project would impact air quality through the vehicular traffic generated by the project. According to the project's traffic report prepared by Urban Systems 2014, the Mission Beach Residences Project would result in a total of 318 trips. See *Appendix F* for detailed trip generation information.

The CalEEMod Version 2013.2.2 model was used to estimate daily emissions from proposed vehicular sources (refer to *Appendix H1*). CalEEMod Version 2013.2.2 default data, including

temperature, trip characteristics, variable start information, emissions factors, and trip distances, were conservatively used for the model inputs.

Project-related traffic was assumed to include a mixture of vehicles in accordance with the model outputs for traffic. Emission factors representing the vehicle mix and emissions for 2017 were used to estimate emissions associated with full buildout of the project.

Area Sources

In addition to estimating mobile source emissions, the CalEEMod Version 2013.2.2 model was also used to estimate emissions from the project's area sources, which include other natural gas combustion, landscaping (which would not produce winter emissions), and architectural coatings for maintenance. Refer to *Appendix H1* for additional information.

Table 7.2-7, Estimated Daily Maximum Operational Emissions-Mission Beach Residences Project, presents the maximum mitigated daily emissions associated with the operation of the Mission Beach Residences Project after all phases of construction have been completed. The values shown for motor vehicles and area sources are the maximum summer or winter daily emissions results from CalEEMod Version 2013.2.2. Complete details of the emissions calculations are provided in *Appendix H1* of this document.

Table 7.2-7
Estimated Daily Maximum Operational
Emissions (pounds/day mitigated) Mission Beach Residences Project

Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer						
Area Sources	1.98	0.05	4.26	0.00	0.09	0.09
Energy	0.03	0.27	0.11	0.00	0.02	0.02
Mobile Sources	1.13	2.57	11.85	0.03	1.96	0.54
Total	**3.14**	**2.89**	**16.22**	**0.03**	**2.07**	**0.65**
Winter						
Area Sources	1.98	0.05	4.26	0.00	0.09	0.09
Energy	0.03	0.27	0.11	0.00	0.02	0.02
Mobile Sources	1.21	2.73	12.40	0.03	1.96	0.54
Total	**3.22**	**3.05**	**16.77**	**0.03**	**2.07**	**0.65**
Emission Threshold	*137*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: See *Appendix H1* for complete results.
Emissions represent maximum of summer and winter. "Summer" emissions are representative of the conditions that may occur during the ozone season (May 1 to October 31), and "winter" emissions are representative of the conditions that may occur during the balance of the year (November 1 to April 30).

As shown, the daily operational emissions would not exceed the City's significance threshold for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$. Operational emissions would, therefore, be less than significant. Additionally, operational-related PM_{10} emissions would be below 100 pounds per day; therefore, PM_{10} impacts would be less than significant.

Santa Barbara Place Residences Project

Construction

Construction of the Santa Barbara Place Residences Project would result in a temporary addition of pollutants to the local airshed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. Fugitive dust (PM_{10} and $PM_{2.5}$) emissions would primarily result from grading and site preparation activities. NO_x and CO emissions would primarily result from the use of construction equipment and motor vehicles.

Similar to the Mission Beach Residences Project, emissions from the construction phase of the Santa Barbara Place Residences Project were estimated using the CalEEMod Version 2013.2.2. For the purposes of modeling, it was assumed that construction would occur intermittently over an approximately 10-month to 12-month period and consist of the following phases:

- Demolition of existing building (5 weeks)
- Site preparation (2 weeks)
- Mass grading, including soil export (2 weeks)
- Site utilities (4 weeks)
- Building construction (6 months)
- Paving (4 weeks)
- Architectural coatings (4 weeks)

A detailed depiction of the construction schedule—including information regarding subphases, demolition, and equipment used during each subphase—is included in *Appendix H2* of this report. The information contained in *Appendix H2* was used as CalEEMod model inputs.

Table 7.2-8, Estimated Maximum Daily Construction Emissions-Santa Barbara Place Residences Project, shows the estimated maximum daily construction emissions associated with the construction phases of the project. The values shown are the maximum summer or winter

daily emissions results from CalEEMod. Complete details of the emissions calculations are provided in *Appendix H2* of this document.

Table 7.2-8
Estimated Maximum Daily Construction
Emissions (pounds/day) Santa Barbara Place Residences Project

	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
2015	1.51	14.54	9.94	0.01	1.74	1.28
2016	10.96	13.84	8.75	0.01	1.02	0.89
Maximum Daily Emissions	*10.96*	*14.54*	*9.94*	*0.01*	*1.74*	*1.28*
Emission Threshold	*137*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2013.2.2. See Appendix H2 for complete results.
The values shown are the maximum summer or winter daily emissions results from CalEEMod.
VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter

As shown, daily construction emissions for the Santa Barbara Place Residences Project would not exceed the City's significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$; therefore, impacts during construction would be less than significant. Additionally, construction-related PM_{10} emissions would be below 100 pounds per day; therefore, PM_{10} impacts would be less than significant.

Operation

Similar to the Mission Beach Residences Project, following the completion of construction activities, the Santa Barbara Place Residences Project would generate VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions from mobile and stationary sources, including vehicular traffic and area sources (space heating, water heating, landscaping).

Vehicular Traffic

According to the project's traffic report prepared by Urban Systems 2014, the Santa Barbara Place Residences Project would result in a total of 72 trips (*Appendix F*). See *Appendix F* for detailed trip generation information.

The CalEEMod Version 2013.2.2 model was used to estimate daily emissions from proposed vehicular sources (refer to *Appendix J2*).

Emission factors representing the vehicle mix and emissions for 2016 were used to estimate emissions associated with full buildout of the Santa Barbara Place Residences Project.

Area Sources

CalEEMod Version 2013.2.2 model was also used to estimate emissions from the Santa Barbara Place Residences Project's area sources, which include other natural gas combustion, landscaping (which would not produce winter emissions), and architectural coatings for maintenance. Refer to *Appendix H2* for additional information.

Table 7.2-9, Estimated Daily Maximum Operational Emissions-Santa Barbara Place Residences Project, presents the maximum daily emissions associated with the operation of the Santa Barbara Place Residences Project after all phases of construction have been completed. The values shown for motor vehicles and area sources are the maximum summer or winter daily emissions results from CalEEMod Version 2013.2.2. Complete details of the emissions calculations are provided in *Appendix H2* of this document.

Table 7.2-9
Estimated Daily Maximum Operational
Emissions (pounds/day) Santa Barbara Place Residences Project

Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer						
Area Sources	0.53	0.01	1.01	0.00	0.02	0.02
Energy	0.00	0.06	0.03	0.00	0.00	0.00
Mobile Sources	0.28	0.63	2.91	0.00	0.44	0.12
Total	**0.81**	**0.70**	**3.95**	**0.00**	**0.46**	**0.14**
Winter						
Area Sources	0.53	0.01	1.01	0.00	0.02	0.02
Energy	0.00	0.06	0.03	0.00	0.00	0.00
Mobile Sources	0.29	0.67	3.04	0.00	0.44	0.12
Total	**0.82**	**0.74**	**4.08**	**0.00**	**0.46**	**0.14**
Emission Threshold	*137*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: See Appendix H2 for complete results.
Emissions represent maximum of summer and winter. "Summer" emissions are representative of the conditions that may occur during the ozone season (May 1 to October 31), and "winter" emissions are representative of the conditions that may occur during the balance of the year (November 1 to April 30).

As shown, the daily operational emissions would not exceed the City's significance threshold for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$. Operational emissions would, therefore, be less than significant. Additionally, operational-related PM_{10} emissions would be below 100 pounds per day; therefore, PM_{10} impacts would be less than significant.

Combined Project Analysis

Construction

Construction of the Mission Beach Residences Project and Santa Barbara Place Residences Project would occur simultaneously; therefore, construction emissions would be additive. *Table 7.2-10, Estimated Maximum Daily Construction Emissions-Mission Beach Residences Project and Santa Barbara Place Residences Project*, shows the estimated maximum daily construction emissions associated with the construction phases of both projects combined. Emissions include those associated with truck trips for soil export. For the purposes of a conservative analysis, the maximum daily emissions for both projects were added together to estimate a worst-case construction scenario.

Table 7.2-10
Estimated Maximum Daily Construction Emissions (pounds/day)
Mission Beach Residences Project and Santa Barbara Place Residences Project

	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions						
Mission Beach Residences Project	47.94	30.11	22.99	0.03	3.90	2.67
Santa Barbara Place Residences Project	10.96	14.54	9.94	0.01	1.74	1.28
Total Maximum Daily Emissions	*58.90*	*44.65*	*32.93*	*0.04*	*5.64*	*3.95*
Emission Threshold	*137*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2013.2.2. See Appendix H1 and Appendix H2 for complete results.

As shown, additive daily construction emissions for both projects combined would not exceed the City's significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$; therefore, impacts during construction would be less than significant. Additionally, construction-related PM_{10} emissions would be below 100 pounds per day; therefore, PM_{10} impacts would be less than significant.

Operation

When analyzed together, both projects' operational emissions, including vehicular emissions and area sources, would be additive. *Table 7.2-11, Estimated Daily Maximum Operational Emissions-Mission Beach Residences Project and Santa Barbara Place Residences Project*, presents the maximum daily emissions associated with the operation of both projects combined after all phases of construction have been completed.

Table 7.2-11
Estimated Daily Maximum Operational Emissions (pounds/day)
Mission Beach Residences Project and Santa Barbara Place Residences Project

Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer						
Mission Beach Residences Project	3.14	2.89	16.22	0.03	2.07	0.65
Santa Barbara Place Residences Project	0.81	0.70	3.95	0.00	0.46	0.14
Total Maximum Daily Emissions	*3.95*	*3.59*	*20.17*	*0.03*	*2.53*	*0.79*
Winter						
Mission Beach Residences Project	3.22	3.05	16.77	0.03	2.07	0.65
Santa Barbara Place Residences Project	0.82	0.74	4.08	0.00	0.46	0.14
Total Maximum Daily Emissions	*4.04*	*3.79*	*20.85*	*0.03*	*2.53*	*0.79*
Emission Threshold	*137*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: See Appendix H1 and Appendix H2 for complete results.
Emissions represent maximum of summer and winter. "Summer" emissions are representative of the conditions that may occur during the ozone season (May 1 to October 31), and "winter" emissions are representative of the conditions that may occur during the balance of the year (November 1 to April 30).

As shown, the daily operational emissions resulting from both projects combined would not exceed the City's significance threshold for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$. Operational emissions would be less than significant. Additionally, operational-related PM_{10} emissions would be below 100 pounds per day; therefore, PM_{10} impacts would be less than significant.

7.2.7 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

Construction and operational emissions for the Mission Beach Residences Project would not exceed the City's significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$; therefore, impacts would be less than significant. Additionally, construction- and operational-related PM_{10} emissions would be below 100 pounds per day; therefore, PM_{10} impacts would be less than significant.

Santa Barbara Place Residences Project

Construction and operational emissions for the Santa Barbara Place Residences Project would not exceed the City's significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$; therefore, impacts would be less than significant. Additionally, construction- and operational-related PM_{10} emissions would be below 100 pounds per day; therefore, PM_{10} impacts would be less than significant

Combined Project Analysis

Construction and operational emissions for both projects combined would not exceed the City's significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$; therefore, impacts would be less than significant. Additionally, construction- and operational-related PM_{10} emissions for both projects combined would be below 100 pounds per day; therefore, PM_{10} impacts would be less than significant.

7.2.8 IMPACTS

Issue 4: Would the proposal expose sensitive receptors to substantial pollutant concentrations?

Mission Beach Residences Project

Project-Related TACs

In addition to impacts from criteria pollutants, Mission Beach Residences Project impacts may include emissions of pollutants identified by the state and federal government as TACs or hazardous air pollutants (HAPs). State law has established the framework for California's TAC identification and control program, which is generally more stringent than the federal program and is aimed at TACs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal HAPs, and is adopting appropriate control measures for sources of these TACs.

The greatest potential for TAC emissions during construction would be diesel particulate emissions from heavy equipment operations and heavy-duty trucks and the associated health impacts to sensitive receptors. The closest sensitive receptors are residences located adjacent to the Mission Beach Residences Project site.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SDAPCD recommends an incremental cancer risk threshold of 10 in a million. "Incremental cancer risk" is the likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 70-year lifetime will contract cancer based on the use of standard risk-assessment methodology. The Mission Beach Residences Project would only require approximately 18 months of construction including demolition and grading activities (approximately 12 weeks total) during which time diesel truck traffic would be the greatest when compared to other phases of construction. Therefore, because construction activities would be short-term, the project would not require the extensive use of heavy-duty construction equipment, which is subject to a CARB ATCM for in-use diesel construction equipment to reduce diesel particulate emissions. Similarly, the Mission Beach Residences Project would not

involve extensive use of diesel trucks, which are also subject to an ATCM. Total construction of the project would last approximately 18 months, after which project-related TAC emissions would cease. Thus, the project would not result in a long-term (i.e., 70-year) source of TAC emissions. No residual TAC emissions and corresponding cancer risk are anticipated after construction, nor are any long-term sources of TAC emissions anticipated during operation of the Mission Beach Residences Project. As such, the exposure of Mission Beach Residences Project -related TAC emission impacts to sensitive receptors would be less than significant.

CO Hotspots

Mobile-source impacts occur basically on two scales of motion. Regionally, Mission Beach Residences Project -related travel will add to regional trip generation and increase the vehicle miles traveled within the local airshed and the SDAB. Locally, Mission Beach Residences Project traffic would be added to the roadway system in the vicinity of the project. If such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles "cold-started" and operating at pollution-inefficient speeds, and is operating on roadways already crowded with non-project traffic, there is a potential for the formation of microscale CO "hotspots" in the area immediately around points of congested traffic. Because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SDAB is steadily decreasing.

Carbon monoxide transport is extremely limited and disperses rapidly with distance from the source. Under certain extreme meteorological conditions, however, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors such as residents, school children, hospital patients, and the elderly. Typically, high CO concentrations are associated with roadways or intersections operating at an unacceptable level of service (LOS). Projects contributing to adverse traffic impacts may result in the formation of CO hotspots. The Mission Beach Residences Project's traffic impact analysis (*Appendix F*) evaluated whether there would be a decrease in the LOS (e.g., congestion) at the intersections affected by the project. As indicated in the City of San Diego's *Significance Determination Thresholds* (City of San Diego 2011), a site-specific CO hotspots analysis should be performed if a proposed development would cause a four- or six-lane road to deteriorate to LOS E or worse.

The Mission Beach Residences Project's traffic report evaluated five intersections in the project vicinity to assess potential impacts resulting from the project. The results of the existing conditions (2014) show that all study intersections are currently operating at acceptable levels of service (LOS D or better). Existing, Near-Term, and Future (Horizon Year 2030) conditions were evaluated without and with the project. Based on the City of San Diego significance

criteria, no direct significant impacts were determined. As such, a quantitative CO hotspots analysis is not required. Impacts would be less than significant.

Santa Barbara Place Residences Project

Project-Related TACs

The Santa Barbara Place Residences Project would only require approximately 10-12 months of construction; therefore, because construction activities would be short-term, the project would not require the extensive use of heavy-duty construction equipment, which is subject to a CARB ATCM for in-use diesel construction equipment to reduce diesel particulate emissions. Similarly, the Santa Barbara Place Residences Project would not involve extensive use of diesel trucks, which are also subject to an ATCM. Total construction of the project would last approximately 10-12 months including demolition activities and grading activities (approximately seven weeks total) during which time diesel truck traffic would be the greatest when compared to other phases of construction. Following completion of construction activities project-related TAC emissions would cease. Thus, the Santa Barbara Place Residences Project would not result in a long-term (i.e., 70-year) source of TAC emissions. No residual TAC emissions and corresponding cancer risk are anticipated after construction, nor are any long-term sources of TAC emissions anticipated during operation of the Santa Barbara Place Residences Project. As such, the exposure of Santa Barbara Place Residences Project -related TAC emission impacts to sensitive receptors would be less than significant.

CO Hotspots

Regarding CO Hotspots, the Santa Barbara Place Residences Project's traffic report (Urban Systems 2014) evaluated five intersections in the project vicinity to assess potential impacts resulting from the project. The results of the existing conditions (2014) show that all study intersections are currently operating at acceptable levels of service (LOS D or better). Existing, Near-Term, and Future (Horizon Year 2030) conditions were evaluated without and with the project. Based on the City of San Diego significance criteria, no direct significant impacts were determined. As such, a quantitative CO hotspots analysis is not required. Impacts would be less than significant.

Combined Project Analysis

Project-Related TACs

Under the combined project analysis, the combined project construction activities would not result in a long-term (i.e., 70-year) source of TAC emissions. Total construction of the projects

combined would last approximately 18 months including demolition activities and grading activities during which time diesel truck traffic would be the greatest when compared to other phases of construction. The potential exists for demolition and/or grading phases to occur concurrently, during which time diesel truck use would be greatest. Should demolition and/or grading phases overlap, this overlap would occur for a maximum of seven weeks, which represents a worst-case scenario for project-related TACs; however, it is anticipated that these phases would not occur concurrently. Even if this worst-case scenario of seven week overlap occurs, the combined project would not result in substantial concentrations of project-related TACs. Following completion of construction activities project-related TAC emissions would cease. No residual TAC emissions and corresponding cancer risk are anticipated after construction, nor are any long-term sources of TAC emissions anticipated during operation of the projects. As such, the exposure of project-related TAC emission impacts to sensitive receptors would be less than significant.

CO Hotspots

Regarding CO Hotspots, one significant impact was identified in the project's traffic impact study (*Appendix F*) under the Horizon Year 2030 scenario at the Mission Boulevard and Santa Barbara Place intersection. Mission Boulevard is a 2-lane and 3-lane collector and therefore would not qualify as a roadway requiring quantitative CO hotspot analysis under the City of San Diego guidance. Although impacts at the Mission Boulevard and Santa Barbara Place intersection would reduce service to LOS E or worse, mitigation is provided that would reduce impacts to a less-than-significant level. As such, a quantitative CO Hotspots analysis is not required. Impacts would be less than significant.

7.2.9 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The Mission Beach Residences Project would not expose sensitive receptors to substantial pollutant concentrations, and the project would not result in a long-term source of TACs. Additionally, no CO hotspots would occur as a result of implementation of the project. Impacts would be less than significant.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would not expose sensitive receptors to substantial pollutant concentrations, and the project would not result in a long-term source of TACs. Additionally, no CO hotspots would occur as a result of implementation of the project. Impacts would be less than significant.

Combined Project Analysis

The two projects combined would not expose sensitive receptors to substantial pollutant concentrations, and the projects would not result in a long-term source of TACs. Additionally, no CO hotspots would occur as a result of implementation of the two projects. Impacts would be less than significant.

7.2.10 IMPACTS

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

Mission Beach Residences Project

Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the Mission Beach Residences Project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and architectural coatings. While such odors can be a nuisance, they are temporary and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be considered less than significant.

Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Mission Beach Residences Project involves residential construction and would not result in the creation of a land use that is commonly associated with odors. Therefore, odor impacts related to Mission Beach Residences Project operations would be considered less than significant.

Santa Barbara Place Residences Project

Similar to the Mission Beach Residences Project, the Santa Barbara Place Residences Project would generate short-term odors from vehicles and/or equipment exhaust emissions during construction of the project. Following completion of construction, construction-related odors would cease. Additionally, the Santa Barbara Place Residences Project involves residential construction and would not result in the creation of a land use that is commonly associated with odors. Therefore, odor impacts related to Santa Barbara Place Residences Project operations would be considered less than significant.

Combined Project Analysis

Similar to the Mission Beach Residences Project and the Santa Barbara Place Residences Project, combined project odors would result from vehicles and/or equipment exhaust emissions during

construction of the two projects. Because construction-related odors would be minimal and short-term, impacts during construction would be less than significant. Additionally, because the combined project would not result in the creation of a land use that is commonly associated with odors, odor impacts related to combined project operations would be considered less than significant.

7.2.11 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The Mission Beach Residences Project would not result in substantial odor-generating activities or uses during construction or operation; therefore, impacts would be less than significant**.**

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would not result in substantial odor-generating activities or uses during construction or operation; therefore, impacts would be less than significant.

Combined Project Analysis

The two projects combined would not result in substantial odor-generating activities or uses during construction or operation; therefore, impacts would be less than significant**.**

7.2.12 IMPACT

Issue 6: Would the proposal result in substantial alteration of air movement in the area of the project?

Mission Beach Residences Project

The existing built environment that characterizes the site and surrounding land uses is generally consistent in terms of scale, density, and mass of structures. The majority of parcels located in the vicinity of the Mission Beach Residences Project site are entirely built out and contain structures between one and three stories in height. The addition of three-story, multi-family residential units would replace the large, bulk structure of the former elementary school, and would introduce a physically consistent development to the area in terms of height and mass when compared to structures and development patterns in the immediate vicinity. The Mission Beach Residences Project would create higher density development than the existing structures on-site, which would alter air flow patterns in the project vicinity. In order to off-set the potential hazard of restricting airflow through the proposed higher-density structures, the architectural design of the project would ensure adequate air flow between structures. In addition, the pocket park on-site would allow for greater air flow along Mission Boulevard

because this portion of the site would be improved as an open space park and would not include any structures at this location. Moreover, the extension of Jersey Court to Bayside Lane would introduce a new linear passageway providing visual and physical access to Mission Bay which would increase air flow through the project site. Furthermore, because the use and scale of the project would not differ from that of existing nearby land uses, and the open, urban character of the surrounding street grid and built environment would be maintained following project implementation, the overall existing physical layout and urban character of the area would not be significantly altered following project implementation. Therefore, the Mission Beach Residences Project would not create substantial changes in air movement in and around the project site and impacts would be less than significant.

Santa Barbara Place Residences Project

The addition of three-story, multi-family residential units would replace the large, bulk structure of the former educational building associated with the elementary school, and would introduce a physically consistent development to the area in terms of height and mass when compared to structures and development patterns in the immediate vicinity. The Santa Barbara Place Residences Project would, however, introduce a higher density development configuration than that of the existing structural arrangement of the educational building, which would alter air flow patterns in and around the project site. In order to off-set the potential hazard of restricting airflow due to the proposed higher-density structures, architectural design of the project would ensure adequate air flow would be maintained between structures. In addition, the provision of a landscape feature on site would increase green space, which would assist in maintaining proper air flow along Mission Boulevard, because a structure would not be located on this portion of the project site. The use and scale of the project would not differ from that of existing nearby land uses, and the open, low-density urban character of the surrounding street grid and built environment would be maintained following project implementation; therefore, because the overall existing physical layout and urban character of the area would not be significantly altered, the Santa Barbara Place Residences Project would not create substantial changes in air movement in and around the project site. Impacts would be less than significant.

Combined Project Analysis

The projects, when considered together, would introduce a higher density development configuration than that of the existing structural arrangement of the school which would alter air flow patterns in and around the project sites. In order to off-set the potential hazard of restricting airflow due to the proposed higher structures, architectural design of the projects would ensure adequate air flow would be maintained between structures. In addition, the pocket park on the Mission Beach Residences Project site would increase passive open space, which would allow

for air flow along Mission Boulevard because this portion of the site would be improved as an open space park and would not include any structures at this location. Additionally, the extension of Jersey Court to Bayside Lane would introduce a new linear passageway providing visual and physical access to Mission Bay which would increase air flow through the Mission Beach Residences Project site.

Moreover, the use and scale of the two projects combined would not differ from that of existing nearby land uses, and the open, urban character of the surrounding street grid and built environment would be maintained following the projects' implementation. As such, because the overall existing physical layout and urban character of the area would not be significantly altered, the projects would not create substantial changes in air movement in and around the project sites. Impacts would be less than significant.

7.2.13 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The Mission Beach Residences Project would not create substantial changes in air movement in and around the project site; therefore, impacts would be less than significant.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would not create substantial changes in air movement in and around the project site; therefore, impacts would be less than significant.

Combined Project Analysis

The two projects combined would not create substantial changes in air movement in and around the project sites; therefore, impacts would be less than significant.

7.3 ENERGY

7.3.1 EXISTING CONDITIONS

Mission Beach Residences Project

The Mission Beach Residences Project site would be served by San Diego Gas & Electric (SDG&E). The SDG&E service area covers 4,100 square miles within San Diego County and southern Orange County. Energy is provided to approximately 3.4 million people. This service area includes approximately 1.4 million electricity meters and 860,000 natural gas meters (SDG&E 2014). Forecasting future energy consumption demand is performed on a continual

basis by SDG&E, including the need for installation of transmission and distribution lines. In situations where projects with large power loads are planned, other loads in the project vicinity are considered in conjunction with the planned project, and electrical substations are upgraded as needed. An existing overhead electrical line runs along Bayside Lane, to the east of the Mission Beach Residences Project site.

Santa Barbara Place Residences Project

Similar to the Mission Beach Residences Project, the Santa Barbara Place Project site would be served by SDG&E. An existing overhead electrical line runs in the existing alley to the south of the Santa Barbara Place Residences Project site and connects to the existing overhead electrical line that runs along Bayside Lane to the east.

7.3.2 IMPACTS

Issue 1: Would construction and operation of the proposal result in the use of excessive amounts of electrical power?

Issue 2: Would the proposal result in the use of excessive amounts of fuel or other forms of energy (including natural gas, oil, etc.)?

Mission Beach Residences Project

SDG&E currently provides electricity and natural gas to the Mission Beach community and would provide services to the Mission Beach Residences Project. The Mission Beach Residences Project is estimated to have an electricity demand of approximately 346,800 kilowatt hours per year (Robert Hidey Architects 2015).

The project would be required to comply with Title 24, Part 6 of the California Code of Regulations, also known as California's Building Energy Efficiency Standards. The most recent iteration, the 2013 Building Energy Efficiency Standards, went into effect on July 1, 2014; these standards are updated on a triennial basis to account for technological improvements in energy efficiency building technology (California Energy Commission 2012). In addition to the building code requirements, the Mission Beach Residences Project would achieve LEED Silver certification and include a photovoltaic (PV) system which would reduce and minimize energy consumption. LEED measures to reduce energy consumption would include the following:

- Roof-mounted PV solar panels to generate electricity on-site, and reduce demand from public utility
- Energy-efficient lighting and occupant sensors
- Energy-efficient appliances and systems

- Natural daylighting
- Ventilation strategies
- Heat island reduction:
  - Cool roof materials
  - Shade hardscape and covered parking
- Third-party testing and enhanced systems commissioning
- Other measures as needed to achieve LEED Silver Certification

Cool roof materials would contribute to a lower ambient building temperature, reducing the need to use electricity to cool internal temperatures. Systems commissioning would include testing and maintaining the efficiency of the installed energy systems of the Mission Beach Residences Project. Overall, achieving a LEED Silver Certification and including a PV system would substantially minimize energy consumption throughout the entire project compared to a similar project without such certification. Therefore, the Mission Beach Residences Project would not require or result in the consumption of excessive amounts of energy.

Santa Barbara Place Residences Project

SDG&E would provide electricity and natural gas services to the Santa Barbara Place Residences Project. The Santa Barbara Place Residences Project is estimated to have an electricity demand of approximately 81,600 kilowatt hours per year (Robert Hidey Architects 2015).

The Santa Barbara Place Residences Project would be required to comply with the 2013 California Building Energy Efficiency Standards. Similar to the Mission Beach Residences Project, the Santa Barbara Place Residences Project would achieve LEED Silver certification and include a PV system which would reduce and minimize energy consumption. LEED measures to reduce energy consumption would include the following:

- Roof-mounted PV solar panels to generate electricity on-site, and reduce demand from public utility
- Energy-efficient lighting and occupant sensors
- Energy-efficient appliances and systems
- Natural daylighting
- Ventilation strategies
- Heat island reduction:

  - Cool roof materials
  - Shade hardscape and covered parking
- Third-party testing and enhanced systems commissioning
- Other measures as needed to achieve LEED Silver Certification

For similar reasons described for the Mission Beach Residences Project, the Santa Barbara Place Residences Project would reduce energy consumption beyond the required 2013 California Building Energy Efficiency Standards. Therefore, the Santa Barbara Place Residences Project would not require or result in the consumption of excessive amounts of energy.

Combined Project Analysis

The Mission Beach Residences Project and the Santa Barbara Place Residences Project would implement similar measures intended to reduce energy consumption. Specifically, each project would be designed to meet LEED Silver Certification and include a PV system. To obtain such a certification, substantial energy reduction features must be incorporated into project design, construction, and operation. As both projects individually would not result in excessive energy consumption as a result of their respective achievement of LEED Silver certification and include a PV system, it is unlikely that the combination of these projects would result in excessive energy consumption. The combination of the two individual projects would not result in any greater or new impacts beyond each project individually, as described above.

7.3.3 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The 15% reduction in energy consumption would be beyond the required 2013 California Building Energy Efficiency Standards. Overall, achieving a LEED Silver Certification and including a PV system would substantially minimize energy consumption throughout the entire project compared to a similar project without such certification. Therefore, the Mission Beach Residences Project would not require or result in the consumption of excessive amounts of energy, and impacts would be less than significant.

Santa Barbara Place Residences Project

For similar reasons described for the Mission Beach Residences Project, the Santa Barbara Place Residences Project's design features would reduce energy consumption beyond the required 2013 California Building Energy Efficiency Standards. Therefore, the Santa Barbara Place

Residences Project would not require or result in the consumption of excessive amounts of energy, and impacts would be less than significant.

Combined Project Analysis

Both the Mission Beach Residences Project and the Santa Barbara Place Residences Project would implement measures intended to reduce energy consumption. Specifically, each project would be designed to meet LEED Silver Certification and include a PV system. The combination of the two individual projects would not result in any greater or new impacts beyond each project individually, and impacts would be less than significant.

7.4 GEOLOGIC CONDITIONS

The following discussion is based on two reports: (1) the *Preliminary Geotechnical and Geologic Reconnaissance Report: Proposed Mission Beach Residences* (Mission Beach Geologic Report) that was prepared by Taylor Group Inc. (TGI) for the Mission Beach Residences Project (TGI 2014a) (*Appendix I1*), and (2) the *Preliminary Geotechnical and Geologic Reconnaissance Report: Proposed Santa Barbara Place Residences* (Santa Barbara Place Geologic Report) that was prepared by TGI for the Santa Barbara Place Residences Project (TGI 2014b) (*Appendix I2*).

7.4.1 EXISTING CONDITIONS

Site Description

Mission Beach Residences Project

The Mission Beach Residences Project site gently slopes down from south to north at approximately 1%, with surface elevations ranging from 4 to 6 feet above mean sea level (amsl). There are some mounded areas of landscaping north of the school building that are approximately 2 to 3 feet higher in elevation than the nominal grade. The existing building is at approximately 6 feet amsl, about 0.5 foot higher than the ground surface.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project site is relatively flat, ranging from approximately 5.3 feet amsl to 6 feet amsl, with the ground surface sloping down in all directions, away from the existing building at approximately 1% to 5%. The existing building is approximately 0.5 foot higher in elevation than the perimeter of the Santa Barbara Place Residences Project site.

Soil and Geologic Conditions

Regional Geologic Setting

Both the Mission Beach Residences Project site and the Santa Barbara Place Residences Project site lie within the same regional geologic setting, due to their proximity to each other.

Peninsular Ranges Geomorphic Province

Both project sites are located between the Pacific Ocean and Mission Bay, in the western San Diego County portion of the Peninsular Ranges Geomorphic Province. This geomorphic province extends approximately 900 miles from the east-west-trending Transverse Ranges in the Los Angeles Basin area, south to the southern tip of Baja California. The western portion of the province in San Diego County, which includes both project sites, is underlain by Quaternary-age surficial deposits. The Quaternary-age surficial deposits are underlain by sedimentary rocks of Late Cretaceous, Eocene, Pliocene, Pleistocene, and Holocene age. The Tertiary and Quaternary sedimentary rocks were deposited on upper Cretaceous sedimentary rocks in a basin known as the San Diego embayment. The most abundant rocks in the embayment are gently folded and faulted Eocene marine, lagoonal, and nonmarine rocks.

Bay Point Formation

The Bay Point Formation, consisting of Pleistocene rocks, directly underlie both the Mission Beach Residences Project site and the Santa Barbara Place Residences Project site. These rocks consist mainly of marine and nonmarine, poorly consolidated, fine- and medium-grained sandstone. They represent episodes of deposition in offshore bar and near-shore marine abrasion. The Bay Point Formation was re-named, and the sediments reclassified, as Paralic deposits. The rocks underlying both project sites are mapped as Old Paralic deposits, unit 6 (Qop6), representing deposition during late to middle Pleistocene on an emergent wave cut abrasion platform preserved by regional uplift. Differently numbered Qop deposits designate different ages and elevations of abrasion platforms. In general, the Paralic deposits underlying the site are poorly sorted and moderately permeable, and may include interfingered siltstone, sandstone, and conglomerates.

Site Subsurface Conditions

Mission Beach Residences Project

The Mission Beach Residences Project site is expected to contain near-surface deposits consisting of topsoil, engineered fill, and Pleistocene-age Old Paralic deposits. Both the topsoil and fill are expected to be approximately 1 to 3 feet thick and to include native silty to clayey

sands and unknown imported fill. The deposits underlying the site are composed of rocks formed from sediments deposited on a wave-cut platform that was later uplifted to become a marine terrace and consist mostly of marine and nonmarine, poorly consolidated fine- to medium-grained sandstone. Previous geologic borings performed within the vicinity of the project site were reviewed by TGI as part of the Mission Beach Geologic Report. These borings suggest that the formation deposits that underlie topsoil and engineered fill beneath the Mission Beach Residences Project site can be expected to consist of medium dense, fine- to medium-grained clayey sand; medium dense, medium- to coarse-grained silty sand; and medium dense to dense, poorly graded fine- to medium-grained sand.

Santa Barbara Place Residences Project

Due to the adjacent location of the Santa Barbara Place Residences Project site relative to the Mission Beach Residences Project site, it is expected that site subsurface conditions are similar to that described above.

Geologic Hazards

Faulting and Seismicity

Both the Mission Beach Residences Project site and the Santa Barbara Place Residences Project site are located in seismically active Southern California. San Diego's tectonic setting includes north and northwest striking fault zones, the most prominent and active of which is the Rose Canyon Fault Zone. Other fault zones lie in eastern and northern San Diego County.

Mission Beach Residences Project

The Mission Beach Residences Project site is not within an earthquake fault zone, and no active faults run through the site. The nearest known active fault is the Rose Canyon Fault, located approximately 2.8 miles east of the Mission Beach Residences Project site. Other active faults located within approximately 30 miles of the project site include the Coronado Bank Fault Zone, Newport–Inglewood Fault, San Diego Trough Fault, and Elsinore Fault. The Mission Beach Residences Project site would likely be subject to strong ground shaking due to regional proximity to several active faults, as with the rest of the San Diego region. The most significant ground shaking hazards are likely to occur from the Rose Canyon and Newport–Inglewood Faults, both of which are considered capable of producing an earthquake of magnitude 6.9.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project site is not within an earthquake fault zone, and no active faults run through the site. Due to the proximate location of the Santa Barbara Place

Residences Project site relative to the Mission Beach Residences Project site, the Rose Canyon Fault is the nearest known active fault, located approximately 2.8 miles east of the Santa Barbara Place Residences Project site. Similar to the Mission Beach Residences Project, the Santa Barbara Place Residences Project would be subject to significant ground shaking hazards resulting from earthquakes from both the Rose Canyon and Newport–Inglewood Faults.

Liquefaction

When shaken strongly, unconsolidated sandy deposits that are saturated with water can liquefy and form a slurry as a result of an increase in pore pressure and a reduction in stress. This process is called "liquefaction." Slurries have little ability to support the weight of built structures or to resist flowing downslope, even on nearly flat ground. Liquefaction may result in sinking, tilt, distortion, or destruction of buildings and bridges; rupture of underground pipes; and cracking and spreading of the ground surface.

Mission Beach Residences Project

As stated in the Mission Beach Geologic Report, the project site is underlain by sedimentary deposits that exhibit density and particle size characteristics that indicate negligible risk of liquefaction.

Santa Barbara Place Residences Project

As stated in the Santa Barbara Place Geologic Report, the project site is underlain by dense sedimentary deposits that exhibit density and particle size characteristics that indicate negligible risk of liquefaction.

Expansive Soils

Expansive soil and rock are characterized by clayey material that shrinks and swells as it dries or becomes wet, respectively. Trees and shrubs placed closely to a structure can lead to soil drying and subsequent shrinkage. The volume changes associated with shrinkage and swelling of expansive soils can cause a number of problems, including movement and cracking of foundations; structural distress such cracking of walls, misalignment of doors and windows, and heaving and cracking of floor slabs, patio slabs, sidewalks, and roads; and damage to buried pipelines.

Mission Beach Residences Project

The Bay Point Formation deposits that underlie the Mission Beach Residences Project site are predominately granular, but would likely contain silt and clay-sized particles. The clay potion of the Bay Point Formation could include expansive clay minerals that are expected to have low to moderate expansion potential. During the project site reconnaissance, TGI did not observe any

obvious signs of distress to the existing structures on the Mission Beach Residences Project site that appear to be related to soil expansion, shrinking, upheaval, or settlement. As indicated in the Mission Beach Geologic Report, the underlying soils do not present substantial expansion potential or geologic hazard.

Santa Barbara Place Residences Project

As the Santa Barbara Place Residences Project site is also underlain by the Bay Point Formation, similar soil characteristics and expansion potential to the Mission Beach Residences Project site are expected to exist at the Santa Barbara Place Residences Project site. TGI also performed a site reconnaissance at the Santa Barbara Place Residences Project site, and did not observed any obvious signs of distress to the existing structures that appear to be related to soil expansion, shrinking, upheaval, or settlement. As indicated in the Santa Barbara Place Geologic Report, the underlying soils do not present substantial expansion potential or geologic hazard.

Collapsible Soils

Collapsible soils consist of loose, dry, low-density materials that collapse and compact under the addition of water or excessive loading. These soils are distributed throughout the southwestern United States, specifically in areas of young alluvial fans, debris flow sediments, and loess (windblown sediment) deposits. Soil collapse occurs when the land surface is saturated at depths greater than those reached by typical rain events in a process sometimes referred to as "hydrocompression" or "hydrocollapse." This saturation eliminates the bonds holding the soil grains together. Similar to expansive soils, collapsible soils result in structural damage such as cracking of the foundation, floors, and walls in response to settlement.

Mission Beach Residences Project

The Bay Point Formation, topsoil, and fill soils that underlie the Mission Beach Residences Project site are not expected to have significant collapse potential, as indicated in the Mission Beach Geologic Report.

Santa Barbara Place Residences Project

The Bay Point Formation, topsoil, and fill soils that underlie the Santa Barbara Place Residences Project site are not expected to have significant collapse potential, as indicated in the Santa Barbara Place Geologic Report.

Landslides/Slop Stability

Landslides or slope failures are an abrupt movement of soil and/or bedrock downhill in response to gravity. Slope failures generally occur when the driving force induced by the weight of the earth materials within a slope exceeds the strength of those materials. Unstable slope conditions can arise from a number of natural and human-created causes, including increased moisture content, earthquakes, over steepening of the slope angle, and loading at the top of the slope. Slope failure can result in damage to property, injury, or loss of life.

Mission Beach Residences Project

As stated in the Mission Beach Geologic Report, no known active or ancient landslides underlie the Mission Beach Residences Project site; the topography is generally flat, only fluctuating by approximately 2 feet in elevation over the entire project site.

Santa Barbara Place Residences Project

As stated in the Santa Barbara Place Geologic Report, no known active or ancient landslides underlie the Santa Barbara Place Residences Project site; the topography is generally flat, only fluctuating by less than 1 foot in elevation over the entire project site.

Tsunami and Seiche

Tsunamis are seismic sea waves with a long wavelength (long compared to the ocean depth) generated by sudden movements of the ocean floor during submarine earthquakes, landslides, or volcanic activity. These events displace sea water and impulsively generate wave trains. The size and intensity of a tsunami relates to the magnitude and depth of the earthquake; volume, shape, and magnitude of any sea floor displacement; and water depth or the amount of water displaced.

A seiche is a wave generated in an enclosed, standing body of water by an earthquake or landslide. Mission Bay constitutes a closed body of water bordered by an active fault in proximity to both the Mission Beach Residences Project site and the Santa Barbara Place Residences Project site.

Mission Beach Residences Project

As indicated in the Mission Beach Geologic Report, California tsunami inundation maps show the Mission Beach Residencies Project site, along with the vast majority of Mission Beach and Mission Bay, within a tsunami inundation zone. However, Mission Bay is considered to have relatively low potential for significant seiche and tsunami hazards to occur as a result of seismic activity or landslides.

Santa Barbara Place Residences Project

Due to its adjacent location of the Santa Barbara Place Residences Project site relative to the Mission Beach Residences Project site, it is expected that the Santa Barbara Place Residences Project site would be subject to similar, relatively low potential for tsunami and seiche hazards.

Groundwater

Mission Beach Residences Project

Groundwater elevations at the site are estimated to be approximately 4 to 5 feet below the ground surface. The groundwater depth at the Mission Beach Residences Project site is likely to be influenced by tidal fluctuations due to the proximity of Mission Bay and the Pacific Ocean.

Santa Barbara Place Residences Project

Groundwater at the Santa Barbara Place Residences Project site is expected to be at a similar depth as the Mission Beach Residences Project site, 4 to 5 feet below the ground surface.

7.4.2 REGULATORY SETTING

Federal

International Building Code

The International Building Code (IBC) is a model building code developed by the International Code Council that provides the basis for the California Building Code. The purpose of the IBC is to provide minimum standards for building construction to ensure public safety, health, and welfare. Prior to the creation of the IBC, several different building codes were used; by 2000, the IBC had replaced these previous codes. The IBC is updated every 3 years.

State

California Building Code

The 2010 California Building Code is based on the 2009 IBC, which is a model building code that sets rules specifying the minimum acceptable level of safety for constructed objects in the United States. The California Building Code contains amendments based on the American Society of Civil Engineers (ASCE) Minimum Design Standards 7-05. ASCE 7-05 provides requirements for general structural design, and includes means for determining earthquake and other types of loads (flood, snow, wind, etc.) for inclusion in building codes. The provisions of the California Building Code apply to the construction, alteration, movement, replacement, and

demolition of every building or structure or any appurtenances connected or attached to such buildings or structures in California.

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning (AP) Act (California Public Resources Code (PRC) Sections 2621–2630) was passed into law following the destructive February 9, 1970, Mw 6.6 San Fernando Earthquake. The AP Act provides a mechanism for reducing losses from surface fault rupture. The intent of the AP Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep (California Department of Conservation 2013a). The law requires the state geologist to establish regulatory earthquake fault zones and distribute maps to all affected cities, counties, and state agencies. Local agencies must regulate most development projects within the zones. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that the proposed buildings will not be constructed on an active fault (California Department of Conservation 2013b).

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (PRC Sections 2690–2699.6) addresses earthquake hazards from non-surface-fault rupture, including liquefaction, landslides, strong ground shaking, and other earthquake and geologic hazards. The Seismic Hazards Mapping Act also specifies that the lead agency for a project may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils.

7.4.3 IMPACTS

Issue 1: Would the proposal be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Issue 3: Would the proposal expose people or structures to geologic hazards, such as earthquakes, landslides, mudslides, ground failure, or similar hazards?

Mission Beach Residences Project

The Mission Beach Residences Project site is expected to contain near-surface deposits consisting of topsoil, engineered fill, and Pleistocene-age Old Paralic deposits. Both the topsoil and fill are expected to be approximately 1 to 3 feet thick and include native silty to clayey sands and unknown imported fill. Previous geologic borings performed within the vicinity of the

project site were reviewed by TGI as part of the Mission Beach Geologic Report. These borings within the surrounding area suggest that the formation deposits that underlie topsoil and engineered fill beneath the Mission Beach Residences Project site can be expected to consist of medium-dense, fine- to medium-grained clayey sand; medium-dense, medium- to coarse-grained silty sand; and medium-dense to dense, poorly graded, fine- to medium-grained sand.

As discussed in the Mission Beach Geologic Report, adverse effects resulting from geologic hazards such as faulting, liquefaction, lateral spreading, expansive soils, collapsible soils, landslides, and seiches would be minimal. As stated in the Mission Beach Geologic Report, the City's Seismic Safety Study maps indicate that the Mission Beach Residences Project site has low risk for unsafe geologic conditions.

As noted in the Mission Beach Geologic Report, since only minor tsunamis have been recorded within San Diego Bay, it is unlikely for a substantial seismically induced tsunami hazard to affect the project. However, the Mission Beach Residences Project site is located within a tsunami inundation zone, along with the majority of the Mission Beach community and Mission Bay. The proposed structures would be built to the most recent geologic safety standards. However, as noted in the Mission Beach Geologic Report, U.S. Building Codes do not currently address building design within tsunami zones; additionally, the Federal Emergency Management Agency's (FEMA) Coastal Construction Manual concludes that it is generally not feasible to design normal structures to withstand tsunami hazards. Although the project would place habitable structures within a tsunami inundation zone, it would not be subject to any greater risk of tsunami hazard than the existing on-site development and the existing surrounding residential development.

The Mission Beach Residences Project site is located in a seismically active area and may be subject to ground shaking due to earthquake activities in the region. To ensure impacts related to ground failure or earthquake-related ground shaking remain below a level of significance, a comprehensive geologic investigation will be conducted prior to final design of the Mission Beach Residences Project and recommendations provided by the comprehensive geologic investigation will be implemented.

Santa Barbara Place Residences Project

As the Santa Barbara Place Residences Project site is adjacent to the Mission Beach Residences Project site, it is expected that specific site subsurface conditions would be similar. Topsoil and engineered fill are anticipated to be approximately 1 to 3 feet thick and directly underlain by formational deposits.

The Santa Barbara Place Residences Project would be exposed to similar risk of geologic hazards as the Mission Beach Residences Project. Adverse effects resulting from geologic hazards such as faulting, liquefaction, lateral spreading, expansive soils, collapsible soils, landslides, and seiches would be minimal. The City's Seismic Safety Study maps indicate that the project site has low risk for exposure to unsafe geologic conditions.

As noted in the Santa Barbara Place Geologic Report, since only minor tsunamis have been recorded within San Diego Bay, it is unlikely for a substantial seismically induced tsunami hazard to affect the project. However, the Santa Barbara Place Residences Project site is located within a tsunami inundation zone, along with the majority of the Mission Beach community and Mission Bay. The proposed structures would be built to the most recent geologic safety standards. However, as noted in the Santa Barbara Place Geologic Report, U.S. Building Codes do not currently address building design within tsunami zones. Additionally, FEMA's Coastal Construction Manual concludes that it is generally not feasible to design normal structures to withstand tsunami hazards. Although the project would place habitable structures within the tsunami inundation zone, it would not be subject to any greater risk of tsunami hazard than the existing on-site development and the existing surrounding residential development.

The Santa Barbara Places Residences Project site is also located in a seismically active area and may be subject to ground shaking due to earthquake activities in the region. To ensure impacts related to ground failure or earthquake-related ground shaking remain below a level of significance, a comprehensive geologic investigation will be conducted prior to final design of the Santa Barbara Place Residences Project and recommendations provided by the comprehensive geologic investigation would be implemented.

Combined Project Analysis

Geologic hazards are site specific and must be analyzed on a project-by-project basis. Because the Mission Beach Residences Project and the Santa Barbara Place Residences Project are adjacent, they are underlain by the same or similar soils, including the Bay Point Formation. As discussed, each project would have similar impacts regarding geologic hazards.

7.4.4 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The conclusions of the Mission Beach Geologic Report indicate that the project site would not be subject to substantial geologic hazards that would preclude conceptual development, provided that a comprehensive geotechnical investigation is performed. Adherence to the most recent California Building Code requirements for geologic and earthquake safety would ensure that

impacts related to earthquakes and ground shaking would remain below a level of significance. Impacts relating to geologic hazards such as faulting, liquefaction, lateral spreading, expansive soils, collapsible soils, landslides, tsunamis, and seiches would be less than significant.

Santa Barbara Place Residences Project

The conclusions of the Santa Barbara Place Geologic Report indicate that the project site would not be subject to significant geologic hazards that would preclude conceptual development, provided that a comprehensive geotechnical investigation is performed. Adherence to the most recent California Building Code requirements for geologic and earthquake safety would ensure that impacts related to earthquakes and ground shaking would remain below a level of significance. Impacts relating to geologic hazards such as faulting, liquefaction, lateral spreading, expansive soils, collapsible soils, landslides, tsunamis, and seiches would be less than significant.

Combined Project Analysis

Each individual project would have less-than-significant impacts related to geologic hazards. When both projects are analyzed together for combined effects, impacts would also be less than significant.

7.4.5 IMPACT

Issue 2: Would the proposal result in a substantial increase in wind or water erosion of soils, either on or off site?

Mission Beach Residences Project

Construction activities such as demolition and grading would expose and disturb soils and, therefore, increase the potential of soil erosion on the Mission Beach Residences Project site. The entire project site would be graded, requiring approximately 2,630 cubic yards of soil cut. Potential erosion impacts during construction activities would be avoided with adherence to the erosion control standards established by the City's grading ordinance. As discussed in *Section 7.6, Hydrology and Water Quality*, the Mission Beach Residences Project would prepare a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to be implemented during project construction to prevent pollutants from contacting stormwater and to control erosion and sedimentation, in conformance with the National Pollutant Discharge Elimination System (NPDES) permit. The SWPPP would be prepared and submitted to the Regional Water Quality Control Board (RWQCB) for review and approval prior to the start of construction. Upon completion of construction, soil erosion would be minimized by the proposed development and landscaping. Impacts related to erosion would be less than significant.

Santa Barbara Place Residences Project

Construction activities such as demolition and grading would expose and disturb soils and, therefore, increase the potential of soil erosion on the Santa Barbara Place Residences Project site. The entire project site would be graded, requiring approximately 150 cubic yards of soil cut. Potential erosion impacts during construction activities would be avoided with adherence to the erosion control standards established by the City's grading. As discussed in *Section 7.6, Hydrology and Water Quality*, the Santa Barbara Place Residences Project would prepare a SWPPP that specifies BMPs to be implemented during project construction to prevent pollutants from contacting stormwater and to control erosion and sedimentation, in conformance with the NPDES permit. The SWPPP would be prepared and submitted to the RWQCB for review and approval prior to the start of construction. Upon completion of construction, soil erosion would be minimized by the proposed development and landscaping.

Combined Project Analysis

The two projects would be under construction at the same time; therefore, erosion potential would be increased beyond that occurring for individual projects. However, both projects would be required to comply with the City's grading ordinance and to employ BMPs to ensure that substantial erosion does not occur on each project site.

7.4.6 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

Implementation of erosion control as required by the City's grading ordinance and the measures outlined in the SWPPP would ensure that impacts related to erosion would be less than significant.

Santa Barbara Place Residences Project

Implementation of erosion control as required by the City's grading ordinance and the measures outlined in the SWPPP would ensure that impacts related to erosion would be less than significant.

Combined Project Analysis

As both projects would be required to comply with the City's grading ordinance and to employ BMPs to ensure that substantial erosion does not occur on each project site, impacts from both projects together would be less than significant.

7.5 GREENHOUSE GAS EMISSIONS

7.5.1 INTRODUCTION

The purpose of this section is to estimate and evaluate the potential greenhouse gas (GHG) impacts associated with implementation of the Mission Beach Residences Project and Santa Barbara Place Residences Project relative to the City of San Diego's Interim Guidance Addressing Greenhouse Gas Emissions from Projects Subject to CEQA (City of San Diego 2010). This section is based on the *Greenhouse Gas Analysis for the Mission Beach Residences Project* (*Appendix J1*) and greenhouse gas emissions calculations for the Santa Barbara Place Residences Project (*Appendix J2*).

7.5.2 EXISTING CONDITIONS

Background

The Greenhouse Gas Effect and Greenhouse Gases

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind, lasting for an extended period (decades or longer).

Gases that trap heat in the atmosphere are often called "greenhouse gases" (GHGs). The greenhouse effect traps heat in the troposphere through a threefold process as follows: Short-wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long-wave radiation; and GHGs in the upper atmosphere absorb this long-wave radiation and emit it into space and toward the Earth. This "trapping" of the long-wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect. Principal GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone (O_3), and water vapor (H_2O). Some GHGs, such as CO_2, CH_4, and N_2O, occur naturally and are emitted to the atmosphere through natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely byproducts of fossil fuel combustion, whereas CH_4 results mostly from off-gassing associated with agricultural practices and landfills. Man-made GHGs, which have a much greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3), which are associated with certain industrial products and processes (CAT 2006).

The greenhouse effect is a natural process that contributes to regulating the Earth's temperature. Without it, the temperature of the Earth would be about 0° Fahrenheit (°F)

(−18° Celsius (°C)) instead of its present 57°F (14°C). Global climate change concerns are focused on whether human activities are leading to an enhancement of the greenhouse effect (National Climatic Data Center 2009).

The effect each GHG has on climate change is measured as a combination of the mass of its emissions and the potential of a gas or aerosol to trap heat in the atmosphere, known as its "global warming potential" (GWP). GWP varies between GHGs; for example, the GWP of CH_4 is 21, and the GWP of N_2O is 310. Total GHG emissions are expressed as a function of how much warming would be caused by the same mass of CO_2. Thus, GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalent" (CO_2E).[3]

Contributions to Greenhouse Gas Emissions

In 2012, the United States produced 6,525 million metric tons (MMT) of CO_2E (EPA 2014). The primary GHG emitted by human activities in the United States was CO_2, representing approximately 82.5% of total GHG emissions. The largest source of CO_2, and of overall GHG emissions, was fossil-fuel combustion, which accounted for approximately 94.2% of the CO_2 emissions.

According to the 2011 GHG inventory data compiled by CARB for the California Greenhouse Gas Inventory for 2000–2011, California emitted 448 MMT CO_2E of GHGs, including emissions resulting from out-of-state electrical generation (CARB 2013). The primary contributors to GHG emissions in California are transportation, industry, electric power production from both in-state and out-of-state sources, agriculture, and other sources, including commercial and residential activities. These primary contributors to California's GHG emissions, and their relative contributions in 2011 are presented in *Table 7.5-1, GHG Sources in California*.

Table 7.5-1
GHG Sources in California

Source Category	Annual GHG Emissions (MMT CO_2E)	% of Total[a]
Agriculture	32.24	7.2%
Commercial uses	14.87	3.3%
Electricity generation	86.57[b]	19.3%
Industrial uses	93.24	20.8%
Recycling and waste	7.00	1.6%
Residential uses	29.85	6.7%

[3] The CO_2 equivalent for a gas is derived by multiplying the mass of the gas by the associated GWP, such that MT CO_2E = (metric tons of a GHG) × (GWP of the GHG). For example, the GWP for CH_4 is 21. This means that emissions of 1 metric ton of methane are equivalent to emissions of 21 metric tons of CO_2.

Table 7.5-1
GHG Sources in California

Source Category	Annual GHG Emissions (MMT CO_2E)	% of Total[a]
Transportation	168.42	37.6%
High GWP substances	15.17	3.4%
Totals	**448.11**	**100%**

Source: CARB 2013.
Notes:
[a] Percentage of total has been rounded.
[b] Includes emissions associated with imported electricity, which account for 46.86 MMT CO_2E annually.
[c] Totals may not sum due to rounding.

Potential Effects of Human Activity on Climate Change

According to CARB, some of the potential impacts in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high O_3 days, more large forest fires, and more drought years (CARB 2006). Several recent studies have attempted to explore the possible negative consequences that climate change, left unchecked, could have in California. These reports acknowledge that climate scientists' understanding of the complex global climate system, and the interplay of the various internal and external factors that affect climate change, remains too limited to yield scientifically valid conclusions on such a localized scale. Substantial work has been done at the international and national level to evaluate climatic impacts, but far less information is available on regional and local impacts.

The primary effect of global climate change has been a rise in average global tropospheric temperature of 0.2°C per decade, determined from meteorological measurements worldwide between 1990 and 2005.

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. Climate change is already affecting California: Average temperatures have increased, leading to more extreme hot days and fewer cold nights; shifts in the water cycle have been observed, with less winter precipitation falling in the form of snow, and both snowmelt and rainwater running off earlier in the year; sea levels have risen; and wildland fires are becoming more frequent and intense due to dry seasons that start earlier and end later (CAT 2010a). Climate change modeling using 2000 emission rates shows that further warming would occur, which would induce further changes in the global climate system during the current century. Changes to the global climate system and ecosystems and to California would include, but would not be limited to:

- The loss of sea ice and mountain snowpack resulting in higher sea levels and higher sea surface evaporation rates with a corresponding increase in tropospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures (IPCC 2007).

- A rise in global average sea level primarily due to thermal expansion and melting of glaciers and ice caps and the Greenland and Antarctic ice sheets (IPCC 2007).
- Changes in weather that includes widespread changes in precipitation, ocean salinity, and wind patterns, and more energetic aspects of extreme weather including droughts, heavy precipitation, heat waves, extreme cold, and the intensity of tropical cyclones (IPCC 2007).
- A decline of Sierra snowpack, which accounts for approximately half of the surface water storage in California, by 70% to as much as 90% over the next 100 years (CAT 2006).
- An increase in the number of days conducive to O_3 formation by 25% to 85% (depending on the future temperature scenario) in high O_3 areas of Los Angeles and the San Joaquin Valley by the end of the twenty-first century (CAT 2006).
- High potential for erosion of California's coastlines and sea water intrusion into the Delta and levee systems due to the rise in sea level (CAT 2006).

Regulatory Setting

Federal

Massachusetts vs. EPA. On April 2, 2007, in *Massachusetts v. EPA*, the Supreme Court directed the U.S. Environmental Protection Agency (EPA) Administrator to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the EPA Administrator is required to follow the language of Section 202(a) of the Clean Air Act (CAA). On December 7, 2009, the EPA Administrator signed a final rule with two distinct findings regarding GHGs under Section 202(a) of the CAA:

- The EPA Administrator found that elevated concentrations of GHGs—CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6—in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the "endangerment finding."
- The EPA Administrator further found the combined emissions of GHGs—CO_2, CH_4, N_2O, and HFCs—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the "cause or contribute finding."

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the CAA.

Energy Independence and Security Act. On December 19, 2007, President Bush signed the Energy Independence and Security Act of 2007. Among other key measures, the act would do the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by model year 2020 and directs National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

EPA and NHTSA Joint Final Rule for Vehicle Standards. On April 1, 2010, the EPA and NHTSA announced a joint final rule to establish a national program consisting of new standards for light-duty vehicles model years 2012 through 2016. The joint rule is intended to reduce GHG emissions and improve fuel economy. The EPA is finalizing the first-ever national GHG emissions standards under the CAA, and NHTSA is finalizing Corporate Average Fuel Economy (CAFE) standards under the Energy Policy and Conservation Act (EPA 2010). This final rule follows the EPA and Department of Transportation's joint proposal of September 15, 2009, and is the result of the President Obama's May 2009 announcement of a national program to reduce GHGs and improve fuel economy (EPA 2011). The final rule became effective on July 6, 2010 (EPA and NHTSA 2010).

The EPA GHG standards require new passenger cars, light-duty trucks, and medium-duty passenger vehicles to meet an estimated combined average emissions level of 250 grams of CO_2 per mile in model year 2016, equivalent to 35.5 mpg if the automotive industry were to meet this CO_2 level through fuel economy improvements alone. The CAFE standards for passenger cars and light trucks will be phased in between 2012 and 2016, with the final standards equivalent to 37.8 mpg for passenger cars and 28.8 mpg for light trucks, resulting in an estimated combined average of 34.1 mpg. Together, these standards will cut GHG emissions by an estimated 960 MMT and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program. The rules will simultaneously reduce GHG emissions, improve energy security, increase fuel savings, and provide clarity and predictability for manufacturers (EPA 2011).

In August 2012, the EPA and NHTSA approved a second round of GHG and CAFE standards for model years 2017 and beyond (EPA and NHTSA 2012). These standards will reduce motor

vehicle GHG emissions to 163 grams of CO_2 per mile, which is equivalent to 54.5 mpg if this level were achieved solely through improvements in fuel efficiency, for cars and light-duty trucks by model year 2025. A portion of these improvements, however, will likely be made through improvements in air conditioning leakage and through use of alternative refrigerants, which would not contribute to fuel economy. The first phase of the CAFE standards, for model year 2017 to 2021, are projected to require, on an average industry fleet-wide basis, a range from 40.3 to 41.0 mpg in model year 2021. The second phase of the CAFE program, for model years 2022 to 2025, are projected to require, on an average industry fleet-wide basis, a range from 48.7 to 49.7 mpg in model year 2025. The second phase of standards have not been finalized due to the statutory requirement that NHTSA set average fuel economy standards not more than five model years at a time. The regulations also include targeted incentives to encourage early adoption and introduction into the marketplace of advanced technologies to dramatically improve vehicle performance, including:

- Incentives for electric vehicles, plug-in hybrid electric vehicles, and fuel cells vehicles;
- Incentives for hybrid technologies for large pickups and for other technologies that achieve high fuel economy levels on large pickups;
- Incentives for natural gas vehicles; and
- Credits for technologies with potential to achieve real-world GHG reductions and fuel economy improvements that are not captured by the standards test procedures.

State

Title 24. Title 24 of the California Code of Regulations was established in 1978, and serves to enhance and regulate California's building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically establishes energy efficiency standards for residential and nonresidential buildings constructed in the State of California in order to reduce energy demand and consumption. Part 6 is updated periodically to incorporate and consider new energy efficiency technologies and methodologies. The most recent amendments, referred to as the 2013 standards, will become effective on July 1, 2014. Building constructed in accordance with the 2013 standards will use 25% less energy for lighting, heating, cooling, ventilation, and water heating than the 2008 standards. Additionally, the standards will save 200 million gallons of water per year and avoid 170,500 tons of GHG emissions per year (CEC 2014).

Title 24 also includes Part 11, known as California's Green Building Standards (CALGreen). The CALGreen standards took effect in January 2011, and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-

rise residential and state-owned buildings, as well as schools and hospitals. The mandatory standards require:

- A 20% mandatory reduction in indoor water use.
- 50% of construction and demolition waste to be diverted from landfills.
- Mandatory inspections of energy systems to ensure optimal working efficiency.
- Low-pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring, and particle boards.

The CALGreen standards also include voluntary efficiency measures that are provided at two separate tiers and implemented per the discretion of local agencies and applicants. CALGreen's Tier 1 standards call for a 15% improvement in energy requirements, more strict water conservation, 65% diversion of construction and demolition waste, 10% recycled content in building materials, 20% permeable paving; 20% cement reduction, and cool/solar reflective roofs. CALGreen's more rigorous Tier 2 standards call for a 30% improvement in energy requirements, more strict water conservation, 75% diversion of construction and demolition waste, 15% recycled content in building materials, 30% permeable paving, 30% cement reduction, and cool/solar reflective roofs.

Assembly Bill (AB) 1493. In a response to the transportation sector accounting for more than half of California's CO_2 emissions, AB 1493 (Pavley) was enacted on July 22, 2002. AB 1493 required the California Air Resources Board (CARB) to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by the state board to be vehicles whose primary use is noncommercial personal transportation in the state. The bill required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004. When fully phased in, the near-term (2009–2012) standards will result in a reduction of about 22% in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term (2013–2016) standards will result in a reduction of about 30%.

Before these regulations could go into effect, the EPA had to grant California a waiver under the federal CAA, which ordinarily preempts state regulation of motor vehicle emission standards. The waiver was granted by Lisa Jackson, the EPA Administrator, on June 30, 2009. On March 29, 2010, the CARB Executive Officer approved revisions to the motor vehicle GHG standards to harmonize the state program with the national program for 2012–2016 model years (see the earlier discussion under "EPA and NHTSA Joint Final Rule for Vehicle Standards"). The revised regulations became effective on April 1, 2010.

Executive Order S-3-05. In June 2005, Governor Schwarzenegger established California's GHG emissions reduction targets in Executive Order S-3-05. The Executive Order established the following goals: GHG emissions should be reduced to 2000 levels by 2010; GHG emissions should be reduced to 1990 levels by 2020; and GHG emissions should be reduced to 80% below 1990 levels by 2050. The California EPA secretary is required to coordinate efforts of various agencies to collectively and efficiently reduce GHGs. The Climate Action Team is responsible for implementing global warming emissions reduction programs. Representatives from several state agencies comprise the Climate Action Team. The Climate Action Team fulfilled its report requirements through the March 2006 Climate Action Team Report to the governor and the legislature (CAT 2006).

The 2009 *Climate Action Team Biennial Report* (CAT 2010b), published in April 2010, expands on the policy outlined in the 2006 assessment. The 2009 report provides new information and scientific findings regarding the development of new climate and sea level projections using new information and tools that have recently become available and evaluates climate change within the context of broader social changes, such as land use changes and demographics. The 2009 report also identifies the need for additional research in several different aspects that affect climate change in order to support effective climate change strategies. The aspects of climate change determined to require future research include vehicle and fuel technologies, land use and smart growth, electricity and natural gas, energy efficiency, renewable energy and reduced carbon energy sources, low GHG technologies for other sectors, carbon sequestration, terrestrial sequestration, geologic sequestration, economic impacts and considerations, social science, and environmental justice.

Subsequently, the 2010 *Climate Action Team Report to Governor Schwarzenegger and the California Legislature* (CAT 2010a) reviews past climate action milestones including voluntary reporting programs, GHG standards for passenger vehicles, the Low Carbon Fuel Standard (LCFS), a statewide renewable energy standard, and the cap-and-trade program. Additionally, the 2010 report includes a cataloguing of recent research and ongoing projects; mitigation and adaptation strategies identified by sector (e.g., agriculture, biodiversity, electricity, and natural gas); actions that can be taken at the regional, national, and international levels to mitigate the adverse effects of climate change; and today's outlook on future conditions.

AB 32. In furtherance of the goals established in Executive Order S-3-05, the legislature enacted AB 32 (Núñez and Pavley), the California Global Warming Solutions Act of 2006, which Governor Schwarzenegger signed on September 27, 2006. The GHG emissions limit is equivalent to the 1990 levels, which are to be achieved by 2020.

CARB has been assigned to carry out and develop the programs and requirements necessary to achieve the goals of AB 32. Under AB 32, CARB must adopt regulations requiring the reporting and verification of statewide GHG emissions. This program will be used to monitor and enforce compliance with the established standards. CARB is also required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 allows CARB to adopt market-based compliance mechanisms to meet the specified requirements. Finally, CARB is ultimately responsible for monitoring compliance and enforcing any rule, regulation, order, emission limitation, emission reduction measure, or market-based compliance mechanism adopted.

The first action under AB 32 resulted in the adoption of a report listing early action GHG emission reduction measures on June 21, 2007. The early actions include three specific GHG control rules. On October 25, 2007, CARB approved an additional six early action GHG reduction measures under AB 32. The three original early-action regulations meeting the narrow legal definition of "discrete early action GHG reduction measures" include:

- A low-carbon fuel standard to reduce the "carbon intensity" of California fuels.
- Reduction of refrigerant losses from motor vehicle air conditioning system maintenance to restrict the sale of "do-it-yourself" automotive refrigerants.
- Increased methane capture from landfills to require broader use of state-of-the-art methane capture technologies.

The additional six early-action regulations, which were also considered "discrete early action GHG reduction measures," consist of:

- Reduction of aerodynamic drag, and thereby fuel consumption, from existing trucks and trailers through retrofit technology.
- Reduction of auxiliary engine emissions of docked ships by requiring port electrification.
- Reduction of PFCs from the semiconductor industry.
- Reduction of propellants in consumer products (e.g., aerosols, tire inflators, and dust removal products).
- Requirements that all tune-up, smog check, and oil change mechanics ensure proper tire inflation as part of overall service in order to maintain fuel efficiency.
- Restriction on the use of SF_6 from non-electricity sectors if viable alternatives are available.

As required under AB 32, on December 6, 2007, CARB approved the 1990 GHG emissions inventory, thereby establishing the emissions limit for 2020. The 2020 emissions limit was set at

427 MMT CO_2E. In addition to the 1990 emissions inventory, CARB also adopted regulations requiring mandatory reporting of GHGs for large facilities that account for 94% of GHG emissions from industrial and commercial stationary sources in California. About 800 separate sources fall under the new reporting rules and include electricity-generating facilities, electricity retail providers and power marketers, oil refineries, hydrogen plants, cement plants, cogeneration facilities, and other industrial sources that emit CO_2 in excess of specified thresholds.

On December 11, 2008, CARB approved the *Climate Change Proposed Scoping Plan: A Framework for Change* (Scoping Plan; CARB 2008) to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. The Scoping Plan evaluates opportunities for sector-specific reductions, integrates all CARB and Climate Action Team early actions and additional GHG reduction measures by both entities, identifies additional measures to be pursued as regulations, and outlines the role of a cap-and-trade program.

The key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33%.
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85% of California's GHG emissions.
- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets.
- Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the LCFS.
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.

CARB is required to update its Scoping Plan at least once every 5 years (Health and Safety Code, Section 38561(h). The First Update to the Climate Change Scoping Plan (Scoping Plan Update; CARB 2014) was approved by the CARB Board on May 22, 2014. The Scoping Plan Update builds upon the initial Scoping Plan with new strategies and recommendations. The update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. The update adjusts California's target GHG emissions for 2020 at 431 MMT CO2E based on use of GWP factors in

the Intergovernmental Panel on Climate Change's (IPCC's) Fourth Assessment Report, which was published in 2007. The update defines CARB's climate change priorities for the next 5years and sets the groundwork to reach California's long-term climate goals set forth in Executive Orders S-3-05 and B-16-2012. The update highlights California's progress toward meeting the near-term 2020 GHG emission reduction goals defined in the initial Scoping Plan and finds that California is on track to meet the near-term 2020. These efforts were pursued to achieve the near-term 2020 goal and have created a framework for ongoing climate action that can be built upon to maintain and continue economic sector-specific reductions beyond 2020, as required by AB 32. The document recommends efforts to reduce so-called short-lived climate pollutants (black carbon, methane, and hydrofluorocarbons). These pollutants remain in the atmosphere for shorter periods of time and have much larger GWPs compared to CO2. The Scoping Plan Update identifies key focus areas or sectors (energy, transportation, agriculture, water, waste management, and natural and working lands), along with short-lived climate pollutants, green buildings, and the cap-and-trade program. The update also recommends that a statewide mid-term target and mid-term and long-term sector targets be established toward meeting the 2050 goal established by Executive Order S-3-05 to reduce California's GHG emissions to 80% below 1990 levels, although no specific recommendations are made.

SB 1368. In September 2006, Governor Schwarzenegger signed SB 1368, which requires the California Energy Commission (CEC) to develop and adopt regulations for GHG emissions performance standards for the long-term procurement of electricity by local publicly owned utilities. These standards must be consistent with the standards adopted by the California Public Utilities Commission (CPUC). This effort will help protect energy customers from financial risks associated with investments in carbon-intensive generation by allowing new capital investments in power plants whose GHG emissions are as low or lower than new combined-cycle natural gas plants, by requiring imported electricity to meet GHG performance standards in California, and by requiring that the standards be developed and adopted in a public process.

SB 375. In August 2008, the legislature passed and on September 30, 2008, Governor Schwarzenegger signed SB 375 (Steinberg), which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see Executive Order S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations (MPOs) will be responsible for preparing a Sustainable Communities Strategy within their Regional Transportation Plan. The goal of the Sustainable Communities Strategy is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If a Sustainable

Communities Strategy is unable to achieve the GHG reduction target, an MPO must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for "transit priority projects," as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the Sustainable Communities Strategy or Alternative Planning Strategy. On September 23, 2010, CARB adopted the SB 375 targets for the regional MPOs. The targets for the San Diego Association of Governments are a 7% reduction in emissions per capita by 2020 and a 13% reduction by 2035. Achieving these goals through adoption of a Sustainable Communities Strategy will be the responsibility of the MPOs.

SB X1 2. On April 12, 2011, Governor Jerry Brown signed SB X1 2 in the First Extraordinary Session, which would expand the Renewable Portfolio Standard (RPS) by establishing a goal of 20% of the total electricity sold to retail customers in California per year, by December 31, 2013, and 33% by December 31, 2020, and in subsequent years. Under the bill, a renewable electrical generation facility is one that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation of 30 megawatts or less, digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current and that meets other specified requirements with respect to its location. In addition to the retail sellers covered by SB 107, SB X1 2 adds local publicly owned electric utilities to the RPS. CPUC was required by January 1, 2012, to establish the quantity of electricity products from eligible renewable energy resources to be procured by retail sellers in order to achieve targets of 20% by December 31, 2013; 25% by December 31, 2016; and 33% by December 31, 2020. The statute also requires that the governing boards for local publicly owned electric utilities establish the same targets, and stipulates that the governing boards would be responsible for ensuring compliance with these targets. CPUC will be responsible for enforcement of the RPS for retail sellers, while the CEC and CARB will enforce the requirements for local publicly owned electric utilities.

California Air Pollution Control Officers Association. The California Air Pollution Control Officers Association (CAPCOA) is the association of air pollution control officers representing all 35 air quality agencies throughout California. CAPCOA is not a regulatory body, but has been an active organization in providing guidance in addressing the CEQA significance of GHG emissions and climate change as well as other air quality issues.

Local

San Diego Sustainable Community Program. The City of San Diego has taken steps to address climate change impacts at a local level. In 2002, the City Council adopted the San Diego Sustainable Community Program. This program established the partnership with the Cities for Climate Protection Campaign, which is a program administered by the International Council for Local Environmental Initiatives. The campaign is based on a performance framework structured around five milestones that local governments commit to undertake. Local governments identify the source of GHG emissions, calculate the volume contributed from energy use, transportation, and waste management, and then develop an action plan to reduce those emissions.

Sustainable Building Policy. In 2010, the City of San Diego adopted the Sustainable Building Policy (Policy 900-14), which applies to new construction or major renovations to buildings that the City owns, occupies, or leases. The policy recognizes projects that are designed, constructed, and operated using cost-effective innovative strategies and technologies that reduce environmental impacts.

City of San Diego General Plan. The Conservation Element of the City of San Diego General Plan (City of San Diego 2008) includes various policies related to climate change, with the overall goal of reducing the City's overall GHG footprint by improving energy efficiency, increasing the use of alternative modes of transportation, employing sustainable planning and design techniques, and providing environmentally sound waste management. The policies to achieve these goals are outlined in Table CE-1 of the General Plan's Conservation Element.

2050 Regional Transportation Plan. On October 28, 2011, the SANDAG Board of Directors adopted the 2050 Regional Transportation Plan (RTP) and Sustainable Communities Strategy, which articulates future plans for San Diego's regional transportation system over the next 40 years. The Sustainable Communities Strategy, which is included as part of the RTP, details the regional strategy for reducing GHG emissions to state-mandated levels over time as required by SB- 375, including measures encouraging infill development. The San Diego region is the first in California to produce an RTP with a Sustainable Communities Strategy. As part of the 2050 RTP and Sustainable Communities Strategy approval process, SANDAG Board of Directors also approved a strategy for evaluating alternative land use scenarios as part of the Regional Comprehensive Plan update, which would aid in addressing reduction of GHG emissions between the years 2035 and 2050.

7.5.3 THRESHOLDS OF SIGNIFICANCE

The California Natural Resources Agency, through its December 2009 amendments to the CEQA Guidelines (14 CCR 15000 et seq.), and the City of San Diego, through its interim guidance for

assessment of GHG emissions, provide a framework for the evaluation of the GHG emissions associated with projects. The state's and City's guidance are discussed in the following sections.

State of California

The State of California has developed guidelines to address the significance of climate change impacts, which are identified in Appendix G of the CEQA Guidelines. The guidelines state that a project would have a significant environmental impact if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Neither the State of California nor the San Diego Air Pollution Control District has adopted emission-based thresholds for GHG emissions under CEQA. The California Governor's Office of Planning and Research's Technical Advisory titled *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review* states that "public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact" (OPR 2008). Furthermore, the advisory document indicates (in the third bullet item on page 6) that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice."

City of San Diego

As the City of San Diego has not established official thresholds of significance for GHG emissions, the City has adopted a screening threshold of 900 MT CO_2E per year based on the approach outlined in the CAPCOA report *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act* (CAPCOA 2008). Under this interim guidance, any project exceeding 900 MT CO_2E per year would be required to demonstrate a 28.3% reduction in emissions from the "business as usual" scenario consistent with the goal of AB 32 to achieve 1990 statewide GHG emission levels by 2020. CAPCOA recommends that construction emissions be amortized over a 30-year "project life" to account for the contribution of construction emissions. These emissions are then added to the operational emissions to determine a project's total GHG emissions.

7.5.4 IMPACTS

Issue 1: Would the proposal generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Mission Beach Residences Project

While the Mission Beach Residences Project site has existing land uses, the existing building is unoccupied and not in use. Because the existing site is unoccupied and does not support an active use, it is reasonable to assume that the project site currently does not emit GHG emissions.

Construction Impacts

GHG emissions would be associated with the construction phase of the Mission Beach Residences Project through use of construction equipment and vehicle trips. Emissions of CO_2 were estimated using the CalEEMod, Version 2013.2.2, available online (www.caleemod.com). For the purposes of modeling, it was assumed that construction would occur intermittently over an approximately 18-month period and consist of the following phases:

- Demolition of existing school facility (4 weeks)
- Mass grading (8 weeks)
- Fine site grading (2 weeks)
- Site utilities (3 weeks)
- Building construction (12 months)
- Paving (1 month)
- Architectural coatings (1 month)

A detailed depiction of the construction schedule—including information regarding subphases, demolition, and equipment used during each subphase—is included in *Appendix J1* of this document. The information contained in *Appendix J1* was used as CalEEMod inputs.

Model defaults were used for construction equipment specifications, and the equipment mix is meant to represent a reasonably conservative estimate of construction activity. For the analysis, it was generally assumed that heavy construction equipment would be operating at the site for approximately 8 hours per day, 5 days per week (22 days per month), during Mission Beach Residences Project construction. Additionally, CalEEMod assumptions were used for worker trips and vendor trips during building construction subphases.

Table 7.5-2, Estimated Construction GHG Emissions-Mission Beach Residences Project, shows the estimated annual GHG construction emissions associated with the project, as well as the annualized construction emissions over a 30-year "project life."

Table 7.5-2
Estimated Construction GHG Emissions: Mission Beach Residences Project

Construction Year	GHG Emissions (MT CO_2E/year)
2015	119
2016	283
2017	3
Total Construction Emissions	**405**
Annualized Construction Emissions	**14**

Source: CalEEMod Version 2013.2.2. See *Appendix J1* for complete results.

Operational Impacts

Operation of the Mission Beach Residences Project would result in GHG emissions from vehicular traffic, area sources (natural gas combustion, landscaping), electrical generation, water supply, and solid waste.

Transportation – Vehicular Traffic

The Mission Beach Residences Project would impact air quality through the vehicular traffic generated by the project. According to the project's traffic report (see *Appendix F*) the project would result in a total of 318 trips per day.

Annual CO_2 emissions from motor vehicle trips for full project buildout were quantified using CalEEMod Version 2013.2.2 (refer to *Appendix J1* for additional details and model assumptions).

Area Sources

In addition to estimating mobile source emissions, CalEEMod Version 2013.2.2 was used to estimate emissions from the Mission Beach Residences Project's area sources, which include natural gas combustion and landscape maintenance (which would not produce winter emissions).

Electricity

The generation of electricity through combustion of fossil fuels typically results in emissions of CO_2 and, to a smaller extent, CH_4 and N_2O. The Mission Beach Residences Project is estimated to have an electricity demand of approximately 346,800 kilowatt hours per year (Robert Hidey Architects 2015).

Water Supply

Water supplied to the Mission Beach Residences Project requires the use of electricity. Accordingly, the supply, conveyance, treatment, and distribution of water would indirectly result in GHG emissions through use of electricity. The Mission Beach Residences Project is estimated to have a potable water demand of approximately 14,459 gallons per day (*Appendix O*). Associated electricity consumption from water use was estimated using CalEEMod Version 2013.2.2.

Solid Waste

The Mission Beach Residences Project would generate solid waste, and would therefore result in CO_2E emissions associated with landfill off-gassing. Solid waste generation was derived from the Conceptual Waste Management Plan for the Mission Beach Residences (see *Appendix M*). The project would generate approximately 61 tons of solid waste per year. Emission estimates associated with solid waste were estimated using CalEEMod Version 2013.2.2.

Summary of GHG Emissions

As shown in *Table 7.5-3, Estimated GHG Emissions-Mission Beach Residences Project*, the estimated GHG emissions from the project would be 660 MT CO_2E per year. This estimate does not include reductions from state and federal standards to reduce GHG emissions, or GHG reduction features included as part of the project's design to meet Leadership in Energy and Environmental Design (LEED) Silver certification and include a PV system.

Table 7.5-3
Estimated GHG Emissions: Mission Beach Residences Project

Source	GHG Emissions (MT CO_2E/year)
Motor vehicles	381
Area sources	41
Energy	171
Water supply	25
Solid waste	28
Annualized construction emissions	14
Total	**660**

Source: See *Appendix J1* for complete results.

Emissions from the Mission Beach Residences Project would be below the City's 900 MT CO_2E screening threshold. As such, impacts would be less than significant.

Santa Barbara Place Residences Project

While the Santa Barbara Place Residences Project site has existing land uses, the existing building is unoccupied and not in use. Because the existing site is unoccupied and does not support an active use, it is reasonable to assume that the Santa Barbara Place Residences Project site currently does not emit GHG emissions.

Construction Impacts

See analysis for the Mission Beach Residences Project regarding emissions estimates methodology and equipment fleet assumptions. Similar to the Mission Beach Residences Project, emissions from the construction phase of the Santa Barbara Place Residences Project were estimated using the CalEEMod Version 2013.2.2. For the purposes of modeling, it was assumed that construction would occur intermittently over an approximately 10-month to 12-month period and consist of the following phases:

- Demolition of existing school facility (5 weeks)
- Site preparation (2 weeks)
- Mass grading (2 weeks)
- Site utilities (4 weeks)
- Building construction (6 months)
- Paving (4 weeks)
- Architectural coatings (4 weeks)

A detailed depiction of the construction schedule—including information regarding subphases, demolition, and equipment used during each subphase—is included in *Appendix J2* of this report. The information contained in *Appendix J2* was used as CalEEMod model inputs.

Table 7.5-4, Estimated Construction GHG Emissions-Santa Barbara Place Residences Project, shows the estimated annual GHG construction emissions associated with the project, as well as the annualized construction emissions over a 30-year "project life."

Table 7.5-4
Estimated Construction GHG Emissions Santa Barbara Place Residences Project

Construction Year	GHG Emissions (MT CO_2E/year)
2015	91
2016	40
Total Construction Emissions	**131**
Annualized Construction Emissions	**4**

Source: CalEEMod Version 2013.2.2. See *Appendix J2* for complete results.

Operational Impacts

Operation of the Santa Barbara Place Residences Project would result in GHG emissions from vehicular traffic, area sources (natural gas combustion, landscaping), electrical generation, water supply, and solid waste.

Transportation – Vehicular Traffic

According to the Santa Barbara Place Residences Project's traffic report prepared by Urban Systems 2014, the project would result in a total of 120 trips (see *Appendix F*). Annual CO_2 emissions from motor vehicle trips for full project buildout were quantified using CalEEMod Version 2013.2.2 (refer to *Appendix J2* for additional details and model assumptions).

Area Sources

In addition to estimating mobile source emissions, CalEEMod Version 2013.2.2 was used to estimate emissions from the Santa Barbara Place Residences Project's area sources, which include natural gas combustion and landscape maintenance (which would not produce winter emissions).

Electricity

The generation of electricity through combustion of fossil fuels typically results in emissions of CO_2 and, to a smaller extent, CH_4 and N_2O. The Santa Barbara Place Residences Project is estimated to have an electricity demand of approximately 81,600 kilowatt hours per year (Robert Hidey Architects 2015).

Water Supply

Water supplied to the Santa Barbara Place Residences Project requires the use of electricity. Accordingly, the supply, conveyance, treatment, and distribution of water would indirectly result in GHG emissions through use of electricity. The Santa Barbara Place Residences Project is estimated to have a potable water demand of approximately 3,402 gallons per day (*Appendix O*). Associated electricity consumption from water use was estimated using CalEEMod Version 2013.2.2.

Solid Waste

The Santa Barbara Place Residences Project would generate solid waste, and would therefore result in CO_2E emissions associated with landfill off-gassing. The project would generate approximately 14 tons of solid waste per year. Emission estimates associated with solid waste were estimated using CalEEMod Version 2013.2.2.

Summary of GHG Emissions

As shown in *Table 7.5-5, Estimated GHG Emissions- Santa Barbara Place Residences Project*, the estimated GHG emissions from the project would be 206 MT CO_2E per year. This estimate does not include reductions from state and federal standards to reduce GHG emissions, or GHG reduction features included as part of the project's design to meet LEED Silver certification and include a PV system.

Table 7.5-5
Project Estimated GHG Emissions: Santa Barbara Place Residences Project

Source	GHG Emissions (MT CO_2E/year)
Motor vehicles	89
Area sources	10
Natural gas combustion	13
Electrical generation	40
Water supply	6
Solid waste	7
Annualized construction emissions	4
Total	**169**

Source: See *Appendix J2* for complete results.

Emissions from the Santa Barbara Place Residences Project would be below the City's 900 MT CO_2E screening threshold. As such, impacts would be less than significant.

Combined Project Analysis

Construction Impacts

Table 7.5-6, Estimated Construction GHG Emissions-Combined Project Analysis, shows the estimated annual GHG construction emissions associated with the combined project, as well as the annualized construction emissions over a 30-year "project life."

Table 7.5-6
Estimated Construction GHG Emissions: Combined Project Analysis

Project	GHG Emissions (metric tons CO2E/year)
Mission Beach Residences	405
Santa Barbara Place Residences	131
Total Construction Emissions	**536**
Annualized Construction Emissions	**18**

Source: CalEEMod Version 2013.2.2. See *Appendix J1* and *Appendix J2* for complete results.

Operational Impacts

The CalEEMod Version 2013.2.2 model was used to estimate GHG emissions from these various combined project components (refer to *Appendix J1* and *Appendix J2*). Operational estimates by sector for the Mission Beach Residences Project and Santa Barbara Place Residences Project were added together under the combined project analysis.

Additionally, according to the projects' traffic report prepared by Urban Systems 2014, the two projects combined would result in a total of 390 trips (refer to *Appendix F*).

Summary of GHG Emissions

As shown in *Table 7.5-7, Estimated GHG Emissions*, the estimated GHG emissions from both projects combined would be 829 MT CO_2E per year. This estimate does not include reductions from state and federal standards to reduce GHG emissions, or GHG reduction features included as part of each project's design to meet LEED Silver certification and include a PV system.

Table 7.5-7
Project Estimated GHG Emissions: Combined Project Analysis

Project Component	GHG Emissions (metric tons CO_2E/year)
Mission Beach Residences Project	
Amortized Construction Emissions	14
Operational Emissions	646
Santa Barbara Place Residences Project	
Amortized Construction Emissions	4
Operational Emissions	165
Total	**829**

Source: See *Appendix J1* and *Appendix J2* for complete results.

Emissions from both projects combined would be below the City's 900 MT CO_2E screening threshold. As such, impacts would be less than significant.

7.5.5 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

Emissions from the Mission Beach Residences Project would be below the City's 900 MT CO_2E screening threshold. As such, impacts would be less than significant.

Santa Barbara Place Residences Project

Emissions from the Santa Barbara Place Residences Project would be below the City's 900 MT CO_2E screening threshold. As such, impacts would be less than significant.

Combined Project Analysis

Emissions from both projects combined would be below the City's 900 MT CO_2E screening threshold. As such, impacts would be less than significant.

7.5.6 IMPACTS

Issue 2: Would the proposal conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

Mission Beach Residences Project

Consistent with policies included in Table CE-1 of the General Plan related to Land Use and Community Planning, and Mobility, the Mission Beach Residences Project would be constructed as an infill development project located on a previously built-up parcel; thus, development of the project would not require greenfield development, substantial infrastructure expansions or additional land resources. Additionally, as an infill project located within the Mission Beach community, the project would promote walkability and use of bicycle facilities currently provided by the City of San Diego to local venues, shops and the beach, reducing the need for automobile use by future residents of the project. Due to these project characteristics, the Mission Beach Residences Project would be consistent with the City-implemented San Diego Sustainable Community Program, and applicable policies of the General Plan. Impacts would be less than significant.

Santa Barbara Place Residences Project

Similar to the Mission Beach Residences Project, compliance with the City's General Plan policies regarding GHG emissions, the Santa Barbara Place Residences Project would not conflict with the goals of AB 32, the City's Sustainable Community Program, or the City's General Plan. Impacts would be less than significant.

Combined Project Analysis

Similar to the Mission Beach Residences Project and Santa Barbara Place Residences Project as analyzed individually, the combined project scenario would reduce GHG emissions, the City's General Plan policies regarding GHG emissions Therefore, the two projects combined would not

conflict with the goals of AB 32, the City's Sustainable Community Program, or the City's General Plan. Impacts would be less than significant.

7.5.7 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The Mission Beach Residences Project would not conflict with the goals of AB 32, the City's Sustainable Community Program, or the General Plan. Impacts would be less than significant.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would not conflict with the goals of AB 32, the City's Sustainable Community Program, or the General Plan. Impacts would be less than significant.

Combined Project Analysis

The two projects combined would not conflict with the goals of AB 32, the City's Sustainable Community Program, or the General Plan. Impacts would be less than significant.

7.6 HYDROLOGY AND WATER QUALITY

This section provides a summary of existing water quality conditions, plans, and guidelines regulating water quality of individual and combined impacts to water resources from the Mission Beach Residences Project and the Santa Barbara Place Residences Project. Information presented in this section was obtained from the following reports prepared by Leppert Engineering:

- *Water Quality Technical Report for Mission Beach Residences*, February 2015 (*Appendix K1*)
- *Drainage Study for Mission Beach Residences*, February 2015 (*Appendix L1*)
- *Water Quality Technical Report for Santa Barbara Place Residences*, April 2014 (*Appendix K2*)
- *Drainage Study for Santa Barbara Place Residences*, May 2014 (*Appendix L2*)

7.6.1 EXISTING CONDITIONS

Water Resources

Mission Beach Residences Project

The approximately 1.89-acre Mission Beach Residences Project site is approximately 385 feet east of the Pacific Ocean, and approximately 100 feet west of Mission Bay. Pursuant to the *Water Quality Control Plan for the San Diego Basin* (Basin Plan), the project site is situated in the Peñasquitos Hydrologic Unit and the Scripps Hydrologic Area (906.30) (RWQCB 1994). The Scripps subwatershed is unique in that it has two separate drainage ways. The eastern portion of the Mission Beach community drains into Mission Bay. The remaining portion of the Scripps subwatershed drains into the Pacific Ocean and two current Areas of Special Biological Significance, which encompass a large portion of the La Jolla Shores marine environment. Stormwater generated on the project site is discharged directly to Santa Barbara Cove in Mission Bay through hardened conveyance.

Santa Barbara Place Residences Project

The approximately 0.34-acre Santa Barbara Place Residences Project site is approximately 480 feet east of the Pacific Ocean and approximately 200 feet west of Mission Bay. Pursuant to the Basin Plan, the project site is situated in the Peñasquitos Hydrologic Unit and the Scripps Hydrologic Area (906.30) (RWQCB 1994). Similar to the Mission Beach Residences Project, stormwater generated on the project site is discharged directly to Mission Bay's Santa Barbara Cove through hardened conveyance.

Surface Water

Mission Beach Residences Project

The San Diego region has 13 principal stream systems originating in the western highlands that flow to the Pacific Ocean. Most of the streams of the San Diego region are interrupted in character, having both perennial and ephemeral components due to the rainfall pattern and the development of surface water impoundments. Many of the major surface water impoundments in the region are a mixture of natural runoff and imported water (RWQCB 1994). The Mission Beach Residences Project site is located approximately 100 feet west of Mission Bay, and 385 feet east of the Pacific Ocean.

The Mission Beach Residences Project site is located within the Peñasquitos Hydrologic Unit of the San Diego region, as defined in the Basin Plan. The Peñasquitos Hydrologic Unit is a triangular-shaped area of about 170 square miles extending westward from Poway to La Jolla. The unit is

generally bordered to the north by the San Dieguito River watershed and to the south by the San Diego River watershed. Development within the hydrologic unit consists of a variety of land uses, including open space and parks, residential, freeway and transportation, and industrial/ commercial areas. The unit is relatively dry, with annual precipitation levels ranging from approximately 8 inches along the coast to over 18 inches at the inland reaches (RWQCB 1994).

There are no major streams in this unit, although there are numerous creeks, two State Water Resources Control Board-designated Areas of Special Biological Significance, the Los Peñasquitos coastal lagoon, and the Mission Bay coastal water area. Mission Bay, approximately 0.3 mile east of the Mission Beach Residences Project site, connects with the San Diego River and forms a 4,000-acre aquatic park. There is no surface water on the Mission Beach Residences Project site.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project is directly south of the Mission Beach Residences Project and has similar surrounding surface water characteristics to the adjacent project, as described in detail above. There is no surface water on the Santa Barbara Place Residences Project site.

Flooding

Mission Beach Residences Project

The Federal Emergency Management Agency (FEMA) provides all floodplain information through the publication of Flood Insurance Rate Maps (FIRMs). All FIRMs delineate the location of 100- and 500-year floodplains. FIRM Panel 1594G of number 060295 delineates the Mission Beach Residences Project site as "Zone X," or areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood (FEMA 2012). Based on this information, the project site is not located in a 100-year floodplain. The project site is located within the 500-year floodplain. See *Section 7.6.4*, Issue 3, and *Section 7.6.5* for details.

Under current conditions, during storm events and extreme high tides, the beach and bay areas experience flooding and the Mission Beach seawall is occasionally overtopped.

Santa Barbara Place Residences Project

On the same FIRM panel (1594G of number 060295), the Santa Barbara Place Residences Project site is also delineated as "Zone X," as defined previously for the Mission Beach Residences Project (FEMA 2012). Based on this information, the Santa Barbara Place Residences Project site is not located in a 100-year floodplain. The project site is located within the 500-year floodplain. See *Section 7.6.4*, Issue 3, and *Section 7.6.5* for details.

Under current conditions, during storm events and extreme high tides, the beach and bay areas experience flooding and the Mission Beach seawall is occasionally overtopped.

Groundwater

Mission Beach Residences Project

Groundwater is defined as subsurface water that occurs beneath the water table in soils and geologic formations that are fully saturated. Aquifers are defined as groundwater-bearing formations sufficiently permeable to transmit and yield significant quantities of water (RWQCB 1994). A significant portion of the San Diego region is underlain by impermeable geologic formations such as marine sediments near the coast and granitic rock further inland that cannot accept, transmit, or yield appreciable quantities of groundwater.

As noted, the project site is located in the Los Peñasquitos Hydrologic Unit of the San Diego Basin. The Basin Plan does not identify any beneficial uses for groundwater within the Scripps Hydrologic Area of the Los Peñasquitos Hydrologic Unit. On-site groundwater elevations are anticipated approximately 4 to 5 feet below the ground surface. The groundwater depth may be influenced by tidal fluctuations from Mission Bay and the Pacific Ocean (Taylor Group Inc. 2014a).

Santa Barbara Place Residences Project

Similarly to the Mission Beach Residences Project, the Santa Barbara Place Residences Project site is located in the Scripps Hydrologic Area. On-site groundwater elevations are anticipated approximately 4 to 5 feet below the ground surface. The groundwater depth may also be influenced by tidal fluctuations from Mission Bay and the Pacific Ocean (Taylor Group Inc. 2014b).

Water Quality

Mission Beach Residences Project

Water quality in receiving waters adjacent to urbanized areas can be impacted by pollutants in stormwater runoff. Pollutants generated from human activities settle on impervious surfaces until precipitation events wash them into the municipal separate storm sewer system (MS4). Common pollutants found in urban runoff include metals, pesticides, fertilizers, bacteria, litter, and sediment. Stormwater runoff picks up and transports these pollutants, non-native vegetation, and other components and then discharges them to waterways via the MS4. MS4 discharges are regulated under a suite of NPDES permits.

Under Section 303(d) of the Clean Water Act (CWA), the State Water Resources Control Board (SWRCB) is required to develop a list of water quality limited segments for jurisdictional waters of the United States. The waters on the list do not meet water quality standards, and therefore the Regional Water Quality Control Board (RWQCB) is required to establish priority rankings and develop total maximum daily loads to improve water quality. The U.S. Environmental Protection Agency (EPA) approved the San Diego RWQCB's 2008–2010 303(d) list of water quality limited segments in November 2010. The list includes pollutants causing impairment to receiving waters or, in some cases, the condition leading to impairment. Mission Bay at Santa Barbara Cove, the direct receiving water from the Mission Beach Residences Project, was assessed for impairments of copper and toxicity in the most recent list of CWA Section 303(d) impaired water bodies. Mission Bay at Santa Barbara Cove was not found to be impaired for these pollutants (SWRCB 2010).

Santa Barbara Place Residences

Mission Bay at Santa Barbara Cove, the direct receiving water from the Santa Barbara Place Residences Project, was assessed for impairments of copper and toxicity in the most recent list of CWA Section 303(d) impaired water bodies. Mission Bay at Santa Barbara Cove was not found to be impaired for these pollutants.

Regulations

Several federal, state, and local and regulations govern discharges associated with construction and post-construction stormwater runoff to protect the water quality of receiving waters. The following is a summary of the regulatory framework that has been established to protect water resources in the San Diego region.

Federal

Clean Water Act

The CWA was designed to restore and maintain the chemical, physical, and biological integrity of waters in the United States. The CWA also directs state governments to establish water quality standards for all waters of the United States and to review and update such standards on a triennial basis. Other provisions of the CWA related to basin planning include Section 208, which authorizes the preparation of waste treatment management plans, and Section 319, which mandates specific actions for the control of pollution from nonpoint sources. The EPA has delegated responsibility for implementation of portions of the CWA to the SWRCB and the RWQCBs, including water quality control planning and control programs, such as the NPDES program. The NPDES program is a set of permits designed to implement the CWA that apply to various activities that generate pollutants with potential to impact water quality.

Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. Section 304(a) requires the EPA to publish water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. Water quality standards are typically numeric, although narrative criteria based upon biomonitoring methods may be employed where numerical standards cannot be established or where they are needed to supplement numerical standards. Section 303(c)(2)(b) of the CWA requires states to adopt numerical water quality standards for toxic pollutants for which the EPA has published water quality criteria and which reasonably could be expected to interfere with designated uses of a water body.

NPDES Permit Program–Phase I

In November 1990, under Phase I of the urban runoff management strategy, the EPA published NPDES permit application requirements for municipal, industrial, and construction stormwater discharges. The application requirements for municipalities were directed at municipalities that own and operate separate storm-drain systems serving populations of 100,000 or more, or that contribute significant pollutants to waters of the United States, and require such agencies to obtain coverage under municipal stormwater NPDES permits.

Municipalities were required to develop and implement an urban runoff management program to address activities to reduce pollutants in urban runoff and stormwater discharges that were contributing a substantial pollutant load to their systems. Rather than establishing numeric effluent limits, the EPA established narrative effluent limits for urban runoff, including the requirement to implement appropriate BMPs.

NPDES Permit Program–Phase II

The Phase II Final Rule, published in the Federal Register on December 8, 1999, requires NPDES permit coverage for stormwater discharges from:

- Certain regulated small MS4s
- Construction activity disturbing between 1 and 5 acres of land (i.e., small construction activities)

In addition to expanding the NPDES Program, the Phase II Final Rule included minor revisions for certain industrial facilities. As with Phase I, the Phase II Program requires the development and implementation of stormwater management plans to reduce pollutant discharges.

State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act authorizes the SWRCB to adopt, review, and revise policies for all waters of the state (including both surface and groundwater) and directs the RWQCB to develop regional basin plans. Section 13170 of the California Water Code also authorizes the SWRCB to adopt water quality control plans on its own initiative. The Basin Plan is designed to preserve and enhance the quality of water resources in the San Diego Region for the benefit of present and future generations. The purpose of the plan is to designate beneficial uses of the region's surface water and groundwater, designate water quality objectives for the reasonable protection of those uses, and establish an implementation plan to achieve the objectives.

All projects resulting in discharges, whether to land or water, are subject to Section 13263 of the California Water Code and are required to obtain approval of Waste Discharge Requirements (WDRs) from the RWQCBs. Land and groundwater-related WDRs (i.e., non-NPDES WDRs) regulate discharges of process and wash-down wastewater and privately or publicly treated domestic wastewater. WDRs for discharges to surface waters also serve as NPDES permits. These regulations are applicable to the projects.

NPDES Permits

In California, the SWRCB and its RWQCBs administer the NPDES permit program. The NPDES permits cover all construction and subsequent drainage improvements that disturb 1 acre or more, industrial activities, and municipal separate storm drain systems. Construction and industrial activities are typically regulated under statewide general permits that are issued by the SWRCB. The SWRCB also issued a statewide general small MS4 stormwater NPDES permit for public agencies that fall under that Phase II NPDES regulations.

The NPDES permit system was established in the CWA to regulate both point-source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint-source discharges (diffused runoff of water from adjacent land uses) to surface waters of the United States. For point-source discharges, each NPDES permit contains limits on allowable concentrations and mass emission of pollutants contained in the discharge. For nonpoint-source discharges, the NPDES program establishes a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment to the maximum extent practicable. The NPDES program consists of characterizing receiving water quality, identifying harmful constituents, targeting potential sources of pollutants, and implementing a comprehensive stormwater management program.

The reduction of pollutants in urban stormwater discharge to the maximum extent practicable through the use of structural and nonstructural BMPs is one of the primary objectives of the water quality regulations for MS4s. BMPs typically used to manage runoff water quality include controlling roadway and parking lot contaminants by installing filters with oil and grease absorbents at storm drain inlets, cleaning parking lots on a regular basis, incorporating peak-flow reduction and infiltration features (such as grass swales, infiltration trenches, and grass filter strips) into landscaping, and implementing educational programs.

Local

San Diego Basin Plan

The Basin Plan sets forth water quality objectives for constituents that could potentially cause an adverse effect or impact on the beneficial uses of water. Specifically, the San Diego Basin Plan is designed to accomplish the following:

- Designate beneficial uses for surface water and groundwater.
- Set the narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy.
- Describe implementation programs to protect the beneficial uses of all waters within the region.
- Describe surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

The Basin Plan incorporates by reference all applicable SWRCB and RWQCB plans and policies.

Municipal Stormwater Permit

The City of San Diego currently operates under the NPDES Municipal Stormwater Permit issued on January 24, 2007 (Permit Order No. R9-2007-0001) which requires that stormwater best management practices (BMPs) be incorporated into the permanent design of public and private development projects. On May 8, 2013, the San Diego RWQCB approved a regional MS4 permit for San Diego, southern Orange, and southwestern Riverside counties, which became effective on June 27, 2013. The region-wide NPDES permit (commonly referred to as the Regional MS4 Permit) sets the framework for responsible agencies to implement a collaborative watershed-based approach to restore and maintain the health of surface waters. The Regional MS4 Permit requires development of Water Quality Improvement Plans (WQIPs) that will allow watershed stakeholders to prioritize and address pollutants through an appropriate suite of BMPs in each watershed.

The Mission Bay/La Jolla Watershed Management Area WQIP is currently in development, with a regulatory requirement of final submission to the RWQCB in June 2015. When complete, the

Mission Bay/La Jolla Watershed Management Area WQIP will include a suite of municipal nonstructural and structural BMP approaches to address priority pollutants.

The permit requires the development and implementation of BMPs in development planning and construction of private and public development projects. Development projects are also required to include BMPs to reduce pollutant discharges from the project site in the permanent design. BMPs associated with the final design are described in the Model Standard Urban Stormwater Mitigation Plan. In addition, the City of San Diego's (City's) *Storm Water Standards* manual, revised January 2012 applies to any project requiring permit approval (City of San Diego 2012).

San Diego Municipal Code, Section 43.03

The City enacted San Diego Municipal Code Section 43.03 entitled "Stormwater Management and Discharge Control" in 1993 to make it unlawful for any person to discharge non-stormwater into the City's stormwater conveyance system. In 1999, the City Council changed the policy in directing the Stormwater Pollution Prevention Plan to implement an administrative civil penalties and citation process. The City revised the stormwater ordinance in 2001 to be consistent with the current Municipal Stormwater Permit and moved sections of the ordinance pertaining to development into the Land Development Code (grading and drainage regulations).

San Diego Municipal Code, Section 142.0131

The City's grading ordinance requires grading plans to be designed and performed in conformance with applicable City Council policies and the standards established in the Land Development Code. The Land Development Code includes requirements for erosion control, drainage, and landscaping.

7.6.2 IMPACTS

Issue 1: Would the proposal result in a substantial increase in impervious surfaces and associated increased runoff?

Issue 2: Would the proposal result in substantial alteration to on and off-site drainage patterns due to changes in runoff flow rates or volumes?

According to the City's CEQA Significance Determination Thresholds (City of San Diego 2011), significant impacts would result on upstream or downstream properties and to environmental resources if the project would:

- Result in increased flooding on or off site;

- Grade, clear, or grub of more than 1 acre of land, especially on slopes over 25% grade, and would drain into a sensitive water body or stream;
- Result in decreased aquifer recharge (projects creating 1 acre of impermeable hardscape in areas utilizing well water and projects that would install groundwater extraction wells);
- Result in modifications to existing drainage patterns.

Mission Beach Residences Project

The Mission Beach Residences Project site is approximately 64% impervious, with a surface asphalt parking lot, and the former Mission Beach Elementary School facility as shown in *Figure 7.6-1, Mission Beach Residences Project Pervious and Impervious Area On Site In Existing Condition*. This project proposes a 164-square-foot increase in impervious area, with 0.2% increase in impervious area as, shown in *Table 7.6-1, Mission Beach Residences Change in Impervious/Pervious Area*.

Table 7.6-1
Mission Beach Residences Change in Impervious/Pervious Area

Project Site	Existing Conditions		Mission Beach Residences Project Conditions		Increase in Impervious Area	
Impervious Area	52,447 ft^2	64%	52,611 ft^2	64.2%	164 ft^2	0.2%
Pervious Area	29,501 ft^2	36%	29,337 ft^2	35.8%		

Source: See *Appendix L1*.

This increase in impervious area is minimal due to the removal of the surface parking lot and addition of a 0.201-acre park proposed on the northwestern edge of the site adjacent to Mission Boulevard, as shown in *Figure 7.6-2, Mission Beach Residences Project Pervious and Impervious Area On Site Proposed Condition*. Water-efficient, native landscaping is also proposed for each building. Therefore, the Mission Beach Residences Project would not result in a substantial increase in impervious surface area.

In the existing condition, there are four drainage sub-basins on site, as shown in *Figure 7.6-3, Mission Beach Residences Project On-Site Drainage Basins In Existing Condition*. Implementation of the Mission Beach Residences Project would create five sub-basins on site, as shown in *Figure 7.6-4, Mission Beach Residences Project On-Site Drainage Basins Proposed*. All surface runoff would flow northerly in Bayside Lane to a catch basin at the intersection of Bayside Lane and San Luis Obispo Place that discharges directly to Santa Barbara Cove within Mission Bay.

Pre- and post-construction runoff values for each sub-basin on site were calculated and can be found in the Drainage Study for Mission Beach Residences (*Appendix L1*). The total amount of runoff from a 100-year storm event to the existing catch basin in the northeast corner of the Mission Beach Residences Project site at the intersection of San Luis Obispo and Bayside Lane is estimated to be 5.63 cubic feet per second (cfs). In post-construction conditions, the runoff from a 100-year storm event is expected to be 5.71 cfs, which is an increase of 0.08 cfs. Based on the calculations provided in *Appendix L1*, the existing storm drain pipes are adequately sized to accommodate the additional runoff due to the proposed development. Therefore, the existing stormwater conveyance system has the capacity and integrity to transport the anticipated flow rates and volumes from a 100-year frequency storm.

The Mission Beach Residences Project directly discharges through a 12-inch reinforced concrete pipe, a stabilized conveyance, to Santa Barbara Cove within Mission Bay, which is an exempt system. In addition, the stabilized conveyance has the capacity for the increased runoff flow anticipated at project completion. Therefore, as outlined in the completed City of San Diego Hydromodification Management Plan applicability determination flow chart included in *Appendix K1*, the Mission Beach Residences Project is exempt from preparing a Hydromodification Management Plan, and no hydromodification controls are required.

In addition, the Mission Beach Residences Project would potentially result in the discharge of several pollutants of concern, which include sediments, nutrients, trash and debris, oxygen demanding substances (due to existing and proposed on-site landscaping, bacteria and viruses, and pesticides. Included in *Appendix K1* is a list of proposed source control BMPs, low impact development BMPs, and treatment control BMPS. The BMPs, as listed in *Table 7.6-2, Mission Beach Residences Best Management Practices,* would control for and minimize the adverse effects of potential pollutants of concern to substantially affect water quality of receiving waters.

Table 7.6-2
Mission Beach Residences Best Management Practices

Type of BMP	Design Concept	Project Specific Application
Source Control BMP	Outdoor Processing Areas	Where applicable, all stockpiled materials would be covered to prevent storm water contact
	Use Efficient Irrigation Systems and Landscape Design	The Mission Beach Residences Project would use some or all of the following: • Rain Shutoff Devices • Designing Irrigation Systems for individual area requirements • Flow Reducers or Shutoff Valves to control water loss in the event of broken heads or lines
	Design Trash Storage Areas to Reduce Pollution Contribution	The Mission Beach Residences Project would use trash enclosures with impervious surfaces, use lids on all trash containers, and provide a roof to minimize contact with storm water

Table 7.6-2
Mission Beach Residences Best Management Practices

Type of BMP	Design Concept	Project Specific Application
	Design Outdoor Material Storage Areas to Reduce Pollutant Contribution	All material that would need to be stored on-site would be protected via enclosure. If the material is considered hazardous, a secondary containment structure such as berm, dike or curb would be constructed to prevent leaks and spills in the event the enclosure fails
	Employ Integrated Pest Management Principles	• Biological Control: Educational material would be distributed to all new residents regarding relying on natural enemies to eat pests. • Habitat Manipulation: Educational material would be distributed to all new residents regarding physical pest elimination techniques, such as weeding, squashing, trapping, washing or pruning out pests. • Use of Resistant Plant Varieties: The proposed development would use and educational material would be distributed to all new residents regarding use of non-invasive resistant plant varieties. • Proper Use of Pesticides as a last line of defense: Educational material would be distributed to all new residents.
	Manage Fire Sprinkler System Discharges	Fire sprinkler system discharge would be directed to the sanitary sewer system
	Manage Air Conditioning Condensate	The Mission Beach Residences Project would direct condensate into landscaped areas where feasible
	Use Non-Toxic Roofing Materials Where Feasible	The Mission Beach Residences Project would avoid using toxic roofing materials where feasible
	Other Source Control Requirements	The Mission Beach Residences Project would abide by all post-construction soil stabilization practices in conformance with the approved Grading and Landscaping Plans
Low Impact Development BMPs	Optimize the Site Layout	The Mission Beach Residences Project would use the existing topography to minimize grading
	Minimize Impervious Footprint	• The Mission Beach Residences Project would develop multi-story structures to increase building density. • The proposed development would use indoor parking
	Disperse Runoff to Adjacent Landscaping and IMPs	• Where feasible, the Mission Beach Residences Project would drain rooftops into adjacent landscaping • Where feasible, the Mission Beach Residences Project would drain sidewalks, walkways, and patios into adjacent landscaping
	Design and Implementation of Pervious Surfaces	Where feasible, the Mission Beach Residences Project would use pervious surfaces
	Construction Considerations	• Soil Compaction of landscaped areas is~~are~~ not ~~be~~ proposed due to the location of the landscaped areas in relation to the proposed structures. • Soil Amendments are not proposed due to the location of the landscaped areas in relation to the proposed structures.

Table 7.6-2
Mission Beach Residences Best Management Practices

Type of BMP	Design Concept	Project Specific Application
	Additional Considerations	• All disturbed soils, slopes and permanent channel crossings would be vegetated to stabilize the site per the approved Grading and Landscaping plans • Runoff would be directed away from the top of slopes.
Treatment Control BMPs	Cistern Plus Bio-retention	Flow-through planters, and vegetated buffer strips would be used in lieu of a cistern plus bio-retention
	Vault Plus Bio-retention	Flow-through planters, and vegetated buffer strips would be used in lieu of a vault plus bio-retention
	Self-retaining Area	Pervious pavement would be used for the private driveways so that they are self-treating. The pervious pavement would have a gravel base course a minimum of four inches deep, and would not be under-drained. Infiltration rates, pavement stability, and suitability for intended traffic are adequate.
	Vegetated Swale	Flow-through planters, and vegetated buffer strips would be used in lieu of a vegetated swale
	Vegetated Buffer Strip	Where feasible, vegetated buffer strips would be proposed along adjacent streets and walkways. Runoff from proposed walkways would be directed to adjacent vegetated buffer strips.
	Flow-Through Planter Boxes	Where feasible, flow-through planter boxes would be proposed adjacent to buildings and walkways. Per Table 4-3 of the City Stormwater Design Manual, all flow-through planter boxes would have a medium or high efficiency rating for all pollutants of concern
	Vortex Separator or Wet Vault	Flow-through planters, and vegetated buffer strips would be used in lieu of vortex separators or a wet vault
	Media Filters	Flow-through planters, and vegetated buffer strips would be used in lieu of media filter

Source: See *Appendix L1*

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project site is approximately 77% impervious, with a surface asphalt parking lot, and the former San Diego Unified School District educational facility, as shown in *Figure 7.6-5, Santa Barbara Place Residences Project Pervious and Impervious Area On Site in Existing Condition*. This project proposes a 729-square-foot increase in impervious area, with 82% of the proposed site as impervious area, as shown in *Table 7.6-3, Santa Barbara Place Residences Change in Impervious/Pervious Area*.

Table 7.6-3
Santa Barbara Place Residences Change in Impervious/Pervious Area

Project Site	Existing Conditions		Santa Barbara Place Residences Project Conditions		Increase in Impervious Area	
Impervious Area	11,339 ft²	77%	12,068 ft²	82%	729 ft²	5%
Pervious Area	3,416 ft²	23%	2,687 ft²	18%		

ft² = square feet
Source: See Appendix L2.

This increase in impervious area is minimal due to the removal of the surface parking lot and water-efficient, native landscaping proposed for each building, as shown in *Figure 7.6-6, Santa Barbara Place Residences Project Pervious and Impervious Area On Site*. Therefore, the Santa Barbara Place Residences Project would not result in a substantial increase in impervious surface area.

There are three drainage sub-basins on site in the existing and proposed conditions, as shown in *Figure 7.6-7, Santa Barbara Place Residences Project On-Site Drainage Basins In Existing Condition,* and *Figure 7.6-8, Santa Barbara Place Residences Project On-Site Drainage Basins Proposed*. All rainfall from roof and hardscape areas would be directed to vegetated buffer strips or flow through planter boxes for treatment. Wherever feasible, flow through planters would drain to the landscape areas; otherwise, it would drain through sidewalk underdrains to the public drainage system. All other surface flows would drain toward existing gutters leading toward Mission Bay.

Pre- and post-construction runoff values for each sub-basin on site were calculated and can be found in the Drainage Study for Santa Barbara Place Residences (*Appendix L2*). The total amount of runoff from a 100-year storm event flow is estimated to be 1.22 cfs. In post-construction conditions, the runoff from a 100-year storm event is expected to be 1.31 cfs, which is an increase of 0.09 cfs. Drainage in the pre- and post-project conditions would flow through gutters throughout the site to a catch basin located at the Bayside Lane and the alley in south of San Luis Obispo Place. Based on the calculations provided in *Appendix L2*, these existing storm drain pipes are adequately sized to accommodate the additional runoff created by the Santa Barbara Place Residences Project. Therefore, the existing stormwater conveyance system has the capacity and integrity to transport the anticipated flow rates and volumes from a 100-year frequency storm.

The Santa Barbara Place Residences Project directly discharges through a 12-inch reinforced concrete pipe, a stabilized conveyance, to Santa Barbara Cove within Mission Bay, which is an exempt system. In addition, the stabilized conveyance has the capacity for the increased runoff flow anticipated at project completion. Therefore, as outlined in the completed City of San Diego Hydromodification Management Plan applicability determination flow chart included within *Appendix K2*, the Mission Beach Residences Project is exempt from preparing a Hydromodification Management Plan, and no hydromodification controls are required.

In addition, the Santa Barbara Place Residences Project would potentially result in the discharge of several pollutants of concern, which include sediments, nutrients, trash and debris, oxygen demanding substances (due to existing and proposed on-site landscaping, bacteria and viruses, and pesticides. Included in *Appendix K2* is a list of proposed source control BMPs, low impact development BMPs, and treatment control BMPS. The BMPs proposed for the Santa Barbara Place Residences Project, as listed in *Appendix K2*, are listed in in *Table 7.6-4, Santa Barbara Place Residences Best Management Practices*. The proposed BMPs would control for and minimize the adverse effects of potential pollutants of concern to substantially affect water quality of receiving waters.

Table 7.6-4
Santa Barbara Place Residences Best Management Practices

Type of BMP	Design Concept	Project Specific Application
Source Control BMP	Outdoor Processing Areas	Where applicable, all stockpiled materials would be covered to prevent storm water contact
	Use Efficient Irrigation Systems and Landscape Design	The Santa Barbara Place Residences Project would use some or all of the following: • Rain Shutoff Devices • Designing Irrigation Systems for individual area requirements • Flow Reducers or Shutoff Valves to control water loss in the event of broken heads or lines
	Design Trash Storage Areas to Reduce Pollution Contribution	The Santa Barbara Place Residences Project would use trash enclosures with impervious surfaces, use lids on all trash containers, and provide a roof to minimize contact with storm water
	Design Outdoor Material Storage Areas to Reduce Pollutant Contribution	All material that would need to be stored on-site would be protected via enclosure. If the material is considered hazardous, a secondary containment structure such as berm, dike or curb would be constructed to prevent leaks and spills in the event the enclosure fails
	Employ Integrated Pest Management Principles	• Biological Control: Educational material would be distributed to all new residents regarding relying on natural enemies to eat pests. • Habitat Manipulation: Educational material would be distributed to all new residents regarding physical pest elimination techniques, such as weeding, squashing, trapping, washing or pruning out pests. • Use of Resistant Plant Varieties: The proposed development would use and educational material would be distributed to all new residents regarding use of non-invasive resistant plant varieties. • Proper Use of Pesticides as a last line of defense: Educational material would be distributed to all new residents.

Table 7.6-4
Santa Barbara Place Residences Best Management Practices

Type of BMP	Design Concept	Project Specific Application
	Manage Fire Sprinkler System Discharges	Fire sprinkler system discharge would be directed to the sanitary sewer system
	Manage Air Conditioning Condensate	The Santa Barbara Place Residences Project would direct condensate into landscaped areas where feasible
	Use Non-Toxic Roofing Materials Where Feasible	The Santa Barbara Place Residences Project would avoid using toxic roofing materials where feasible
	Other Source Control Requirements	The Santa Barbara Place Residences Project would abide by all post-construction soil stabilization practices in conformance with the approved Grading and Landscaping Plans
Low Impact Development BMPs	Optimize the Site Layout	The Santa Barbara Place Residences Project would use the existing topography to minimize grading
	Minimize Impervious Footprint	• The Santa Barbara Place Residences Project would develop multi-story structures to increase building density. • The proposed development would use indoor parking
	Disperse Runoff to Adjacent Landscaping and IMPs	• Where feasible, the Santa Barbara Place Residences Project would drain rooftops into adjacent landscaping • Where feasible, the Santa Barbara Place Residences Project would drain sidewalks, walkways, and patios into adjacent landscaping
	Design and Implementation of Pervious Surfaces	Where feasible, the Santa Barbara Place Residences Project would use pervious surfaces
	Construction Considerations	• Soil Compaction of landscaped areas is~~are~~ not ~~be~~ proposed due to the location of the landscaped areas in relation to the proposed structures. • Soil Amendments are not proposed due to the location of the landscaped areas in relation to the proposed structures.
	Additional Considerations	• All disturbed soils, slopes and permanent channel crossings would be vegetated to stabilize the site per the approved Grading and Landscaping plans • Runoff would be directed away from the top of slopes.
Treatment Control BMPs	Cistern Plus Bio-retention	Flow-through planters, and vegetated buffer strips would be used in lieu of a cistern plus bio-retention
	Vault Plus Bio-retention	Flow-through planters, and vegetated buffer strips would be used in lieu of a vault plus bio-retention
	Self-retaining Area	Pervious pavement would be used for the private driveways so that they are self-treating. The pervious pavement would have a gravel base course a minimum of four inches deep, and would not be under-drained. Infiltration rates, pavement stability, and suitability for intended traffic are adequate.
	Vegetated Swale	Flow-through planters, and vegetated buffer strips would be used in lieu of a vegetated swale

Table 7.6-4
Santa Barbara Place Residences Best Management Practices

Type of BMP	Design Concept	Project Specific Application
	Vegetated Buffer Strip	Where feasible, vegetated buffer strips would be proposed along adjacent streets and walkways. Runoff from proposed walkways would be directed to adjacent vegetated buffer strips.
	Flow-Through Planter Boxes	Where feasible, flow-through planter boxes would be proposed adjacent to buildings and walkways. Per Table 4-3 of the City Stormwater Design Manual, all flow-through planter boxes would have a medium or high efficiency rating for all pollutants of concern
	Vortex Separator or Wet Vault	Flow-through planters, and vegetated buffer strips would be used in lieu of vortex separators or a wet vault
	Media Filters	Flow-through planters, and vegetated buffer strips would be used in lieu of media filter

Source: See *Appendix L2*

Combined Project Analysis

The purpose of this analysis is to evaluate the direct impacts of both the Mission Beach Residences Project and the Santa Barbara Place Residences Project in comparison to the existing drainage and hydrologic conditions on both sites.

As shown in *Table 7.6-5, Combined Project Change in Impervious/Pervious Area*, in combination, the 51 units associated with the Mission Beach Residences Project and the 12 units associated with the Santa Barbara Place Residences Project would create 893 square feet of additional impervious surfaces on the two separate project sites, an approximately 1% increase over the existing condition.

Table 7.6-5
Combined Project Change in Impervious/Pervious Area

Project Site	Existing Conditions		Combined Project Conditions		Increase in Impervious Area	
Impervious Area	63,786 ft^2	66%	64,679 ft^2	67%	893 ft^2	1%
Pervious Area	32,917 ft^2	34%	32,024 ft^2	33%		

Source: See *Appendix L1* and *Appendix L2.*

In the Mission Beach Residences post-construction conditions, the runoff from a 100-year storm event is estimated to be 5.71 cfs, which is an increase of 0.08 cfs over the existing condition. In the Santa Barbara Place Residences post-construction conditions, the runoff from a 100-year storm event is estimated to be 1.31 cfs, which is an increase of 0.09 cfs over the existing condition. Both are minimal increases over the existing runoff, and calculations provided in

Appendix L1 and *Appendix L2* show that the existing storm drain pipes are adequately sized to accommodate the additional runoff due to the proposed development associated with the Mission Beach Residences Project and the Santa Barbara Place Residences Project.

Neither the Mission Beach Residences Project nor the Santa Barbara Place Residences Project would result in a substantial alteration to on- and off-site drainage patterns. Due to the nature of these impacts, the combination of the two projects would not alter on- and off-site drainage patterns.

Additionally, both the Mission Beach Residences Project and the Santa Barbara Place Residences Project would incorporate similar BMPs to minimize the introduction of pollutants of concern into receiving waters.

7.6.3 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The Mission Beach Residences Project would not result in a substantial increase in impervious surfaces and associated increase in runoff. The project would not result in substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes. The project would employ multiple source control BMPs, low impact development BMPs, and treatment control BMPs to minimize introduction of pollutants into receiving waters. Therefore, impacts would be less than significant.

Santa Barbara Place Residences Project

The Santa Barbara Place Residence project would not result in a substantial increase in impervious surfaces and associated increase in runoff. The project would not result in substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes. The project would employ multiple source control BMPs, low impact development BMPs, and treatment control BMPs to minimize introduction of pollutants into receiving waters. Therefore, impacts would be less than significant.

Combined Project Analysis

The combination of the 51 units proposed as a part of the Mission Beach Residences Project and the 12 units proposed as a part of the Santa Barbara Place Residences Project would not result in a substantial increase in impervious surfaces and associated increase in runoff. The combination of the Mission Beach Residences Project and the Santa Barbara Place Residences Project would not result in substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes. As both projects would individually use BMPs to minimize the

introduction of pollutants into stormwater, the two projects combined would not result in any new or greater adverse effect on water quality. Therefore, impacts would be less than significant.

7.6.4 IMPACTS

Issue 3: Would the proposal develop wholly or partially within the 100-year floodplain identified in the FEMA maps or impose flood hazards on other properties?

According to the City's CEQA Significance Determination Thresholds (City of San Diego 2011), significant impacts would result on upstream or downstream properties and to environmental resources if the project would:

- Result in increased flooding on or off site.

Mission Beach Residences Project

As shown on FIRM Panel 1594G of number 060295, the Mission Beach Residences Project site is delineated as "Zone X," or areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood (FEMA 2012). Based on this information, the project site is not located in a 100-year floodplain. The project site is located within the 500-year floodplain, as shown in *Figure 7.6-9, Floodplain Map*. As such, the site would be subject to nominal flood risk associated with severe rainfall events, which are considered rare in the San Diego region. With respect to tidal flooding, there are reasonably predictable seasonal trends of wave intensity, with high tides greatly accentuating the eroding capability of storm waves. However, storm surge or the increased elevation caused by wind and large waves is approximately less than a foot in San Diego County. In addition, this combination of flooding caused by the combination of excessive rains and high tides has a very low probability of occurrence (City of San Diego 1989). Therefore, flood risk is considered low.

Structural design of the project would consider the potential for flood inundation. According to FEMA flood data, the 100-year flood elevation level at the project site reaches approximately 3.90 feet (Leppert Engineering 2014). The project site plan shows that the ground floor of the proposed structures would consist of garages and in some units, habitable space. Habitable spaces occupying the ground floors of any unit would be at a proposed finished floor elevation between six to seven feet; therefore, flood risk would be considered less than significant.

Based on the calculations provided in *Appendix L1*, the existing storm drain pipes are adequately sized to accommodate the additional 0.08 cfs of runoff due to the Mission Beach Residences

Project. Therefore, the existing stormwater conveyance system has the capacity and integrity to transport the anticipated flow rates and volumes from a 100-year frequency storm, and flooding impacts are considered less than significant.

Santa Barbara Place Residences Project

As shown on FIRM Panel 1594G of number 060295, the Santa Barbara Place Residences Project site is delineated as "Zone X," or areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood (FEMA 2012). Based on this information, the project site is not located in a 100-year floodplain. The project site is located within the 500-year floodplain, as shown in *Figure 7.6-9*. As such, the site would be subject to nominal flood risk associated with severe rainfall events, which are considered rare in the San Diego region. With respect to tidal flooding, there are reasonably predictable seasonal trends of wave intensity, with high tides greatly accentuating the eroding capability of storm waves. However, storm surge or the increased elevation caused by wind and large waves is approximately less than a foot in San Diego County. In addition, this combination of flooding caused by the combination of excessive rains and high tides has a very low probability of occurrence (City of San Diego 1989). Therefore, flood risk is considered low.

Structural design of the Santa Barbara Place Residences Project would consider the potential for flood inundation. According to FEMA flood data, the 100-year flood elevation level at the project site reaches approximately 3.90 feet (Leppert Engineering 2014). The project site plan shows that the ground floor of the proposed structures would consist of garages and in some units, habitable space. Habitable spaces occupying the ground floors of any unit would be at a proposed finished floor elevation of approximately six to seven feet; therefore, flood risk would be considered less than significant.

Based on the calculations provided in *Appendix L2,* the existing storm drain pipes are adequately sized to accommodate the additional 0.09 cfs of runoff due to the Santa Barbara Place Residences Project. Therefore, the existing stormwater conveyance system has the capacity and integrity to transport the anticipated flow rates and volumes from a 100-year frequency storm, and flooding impacts are considered less than significant.

Combined Project Analysis

Neither the Mission Beach Residences Project nor the Santa Barbara Place Residences Project would develop in the 100-year floodplain. In addition, there is capacity and integrity to transport the anticipated flow rates and volumes from a 100-year frequency storm. With the limited

probability of flooding caused by excessive rains and high tides, no flooding impacts are anticipated on site or in relation to adjacent properties.

7.6.5 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The Mission Beach Residences Project would not create development wholly or partially within the 100 year floodplain identified in the FEMA maps or impose flood hazards to other properties. Therefore, impacts would be less than significant.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would not create development wholly or partially within the 100-year floodplain identified in the FEMA maps or impose flood hazards on other properties. Therefore, impacts would be less than significant.

Combined Project Analysis

The combination of the 51 units proposed as a part of the Mission Beach Residences Project and the 12 units proposed as a part of the Santa Barbara Place Residences Project would not create development wholly or partially within the 100-year floodplain identified in the FEMA maps or impose flood hazards on other properties. Therefore, impacts would be less than significant.

7.7 MINERAL RESOURCES

7.7.1 EXISTING CONDITIONS

Mission Beach Residences Project

According to the Department of Conservation, Division of Mines and Geology, Generalized Mineral Land Classification Map of Western San Diego County, California, the Mission Beach Residences Project site is located on land classified as Mineral Resource Zone (MRZ) 3 (Department of Conservation 1996). Additionally, the City's General Plan Conservation Element classifies the Mission Beach Residences Project site as MRZ-3 (City of San Diego 2008). An area classified as MRZ-3 is defined as "areas containing mineral deposits the significance of which cannot be evaluated from available data" (Department of Conservation 1996).

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project is located adjacent to the Mission Beach Residences Project and is also identified as MRZ-3, per the Generalized Mineral Land Classification Map of Western San Diego County, California, and the City's General Plan Conservation Element.

7.7.2 REGULATORY SETTING

Federal

Mining and Mineral Policy Act of 1970

The Mining and Mineral Policy Act establishes that the federal government encourage private enterprise in the development of a sound and stable domestic mineral industry and orderly economic development of mineral resources, research, and reclamation methods.

State

Surface Mining and Reclamation Act of 1975

The Surface Mining and Reclamation Act of 1975 (PRC Section 2710 et seq.) mandated that the state geologist initiate mineral land classification to help identify and protect mineral resources in areas subject to urban expansion or other irreversible land uses that would preclude mineral extraction. The Surface Mining and Reclamation Act also allowed the State Mining and Geology Board, after receiving classification information from the state geologist, to designate lands containing mineral deposits of regional or statewide significance. Mineral lands are mapped according to jurisdictional boundaries (i.e., counties), mapping all mineral commodities in the area at one time using the California Mineral Land Classification System.

Classification into MRZs is done by the state geologist in accordance with the State Mining and Geology Board's priority list. Classification of these areas is based on geologic and economic factors without regard to existing land use and land ownership. The following MRZ categories are used by the state geologist in classifying the state's lands:

MRZ-1: Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.

MRZ-2a: Areas where the available geologic information indicates that there are significant mineral deposits.

MRZ-2b: Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.

MRZ-3a: Areas where the available geologic information indicates that mineral deposits are likely to exist, but the significance of the deposit is undetermined.

MRZ-3b: Areas where the available geologic information indicates that mineral deposits are plausible, but the significance of the deposit is undetermined.

MRZ-4: Areas where there is not enough information available to determine the presence or absence of mineral deposits.

Mining operations and mine reclamation activities are required to be performed in accordance with laws and regulations adopted by the State Mining and Geology Board, as contained in 14 CCR 3500 et seq. The State Department of Conservation's Office of Mine Reclamation oversees reclamation requirements.

Division of Oil, Gas, and Geothermal Resources

The California State Department of Conservation maintains the Division of Oil, Gas, and Geothermal Resources. This division is responsible for monitoring the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells with the intention of environmental protection, public health and safety, and general environmental conservation. The Division of Oil, Gas, and Geothermal Resources is also responsible for collecting groundwater, oil, gas, and geothermal resource data for maintaining a record of all drilled and abandoned well locations.

Division of Mines and Geology

The California Division of Mines and Geology operates within the Department of Conservation. The division is responsible for assisting in the utilization of mineral deposits and the identification of geological hazards.

State Geological Survey

Similar to the California Division of Mines and Geology, the California Geological Survey is responsible for assisting in the identification and proper use of mineral deposits, as well as the identification of fault locations and other geological hazards.

Integrated Waste Management Act

Assembly Bill 939, the Integrated Waste Management Act, mandates that each jurisdiction reduce the amount of waste entering landfills each year. This is beneficial in lengthening the lifespan of available mineral resources by recycling materials from demolished buildings, roadways, and other facilities.

Local

City of San Diego General Plan

The City of San Diego General Plan Conservation Element contains the following policies related to mineral resources:

CE-K.1: Promote the recycling and reclamation of construction materials to provide for the City's current and future growth and development needs.

CE-K.2: Permit new or expanding mining operations within the Multi-Habitat Planning Area in accordance with Multiple Species Conservation Program (MSCP) policies and guidelines.

CE-K.3: Produce sand and gravel with minimal harm and disturbance to adjacent property and communities.

CE-K.4: Plan rehabilitation of depleted mineral areas to facilities reuse consistent with state requirements, the Surface Mining and Reclamation Act, and local planning goals and policies, including the MSCP.

CE-K.5: Consider local evaporative salt production for future economic value, open space use, and for important ecological habitat.

7.7.3 IMPACTS

Issue 1: Would the proposal result in the loss of availability of a significant mineral resource (e.g., sand or gravel) as identified the Open File Report 96-04, Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production – Consumption Region, 1996, Department of Conservation, California Department of Geological Survey (located in the EAS library)?

Mission Beach Residences Project

According to the Department of Conservation, Division of Mines and Geology, Generalized Mineral Land Classification Map of Western San Diego County, California, the Mission Beach

Residences Project site is located on land classified as MRZ-3 (Department of Conservation 1996). Additionally, the City's General Plan Conservation Element classifies the Mission Beach Residences Project site as MRZ-3 (City of San Diego 2008). An area classified as MRZ-3 is defined as "areas containing mineral deposits the significance of which cannot be evaluated from available data" (Department of Conservation 1996). The Mission Beach Residences Project site is not located on land classified as MRZ-2, which is defined as areas of known significant mineral deposits or areas where a high likelihood of significant mineral deposits exist. Also, mineral resource extraction activities would be incompatible with the Mission Beach Residences Project site due to its small size and the immediate surrounding residential land uses.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project is located adjacent to the Mission Beach Residences Project and is identified as MRZ-3, per the Generalized Mineral Land Classification Map of Western San Diego County, California, and the City's General Plan Conservation Element. Similar to the Mission Beach Residences Project, mining operations would be incompatible with surrounding land uses.

Combined Project Analysis

The Mission Beach Residences Project and the Santa Barbara Place Residences Project would not separately result in the loss of important known mineral resources and, therefore, would not combine to result in the loss of such resources.

7.7.4 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The project site does not contain any known important mineral resources. Also, mineral resource extraction activities would be incompatible with the Mission Beach Residences Project site due to its small size and the immediate surrounding residential land uses. Therefore, impacts to mineral resources would be less than significant.

Santa Barbara Place Residences Project

The project site does not contain any known important mineral resources. Similar to the Mission Beach Residences Project, mining operations would be incompatible with surrounding land uses. Therefore, impacts to mineral resources would be less than significant.

Combined Project Analysis

The Mission Beach Residences Project and the Santa Barbara Place Residences Project would not separately result in significant impacts to mineral resources, and, therefore, would not combine to result in the loss of such resources. Impacts would be less than significant.

7.8 PALEONTOLOGICAL RESOURCES

7.8.1 INTRODUCTION

Information in the following discussion includes data from two reports: (1) the *Preliminary Geotechnical and Geologic Reconnaissance Report: Proposed Mission Beach Residences* (Mission Beach Geologic Report) (*Appendix I1*) that was prepared by Taylor Group Inc. (TGI) for the Mission Beach Residences Project (TGI 2014a), and (2) the *Preliminary Geotechnical and Geologic Reconnaissance Report: Proposed Santa Barbara Place Residences* (Santa Barbara Place Geologic Report) (*Appendix I2*) that was prepared by TGI for the Santa Barbara Place Residences Project (TGI 2014b).

7.8.2 EXISTING CONDITIONS

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

Both project sites are located between the Pacific Ocean and Mission Bay, San Diego, in the western San Diego County portion of the Peninsular Ranges Geomorphic Province. This geomorphic province extends approximately 900 miles from the east–west trending Transverse Ranges in the Los Angeles Basin area, south to the southern tip of Baja California. In breadth, the Peninsular Ranges Geomorphic Province varies from approximately 30 to 100 miles. Generally, the easterly portions of the province consist of rugged mountains underlain by Jurassic metavolcanic and metasedimentary rocks, and Cretaceous igneous rocks of the Southern California batholith.

According to the Mission Beach Geologic Report and the Santa Barbara Place Geologic Report, both project sites are underlain by topsoil, artificial fill, and by the Bay Point Formation. Per the City of San Diego (City) California Environmental Quality Act (CEQA) Significance Determination Thresholds, the Bay Point Formation is considered to have a high rating of

resource-bearing potential for paleontological resources (City of San Diego 2011). The topsoil and artificial fill is not expected to include paleontological resources.

7.8.3 IMPACTS

Issue 1: Would the proposal require over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit, or over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?

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

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

The City's Significance Determination Thresholds contains a Paleontological Monitoring Determination Matrix. As noted above, and per the Paleontological Monitoring Determination Matrix, the Bay Point Formation that underlies both project sites is considered to have high sensitivity for paleontological resources. As such, the City's Significance Determination Thresholds state that paleontological monitoring is required of high sensitivity formations when grading would exceed 1,000 cubic yards and would cut to a depth of 10 feet or more.

Mission Beach Residences Project

The Mission Beach Residences Project would require approximately 2,360 cubic yards cut from the site at a maximum approximate depth of 4 feet. Therefore, while the Mission Beach Residences Project would exceed 1,000 cubic yards of grading, it would not exceed a depth of 10 feet and would not require paleontological monitoring.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would require approximately 150 cubic yards cut from the site at a maximum approximate depth of 1 foot. Therefore, the Santa Barbara Place Residences Project would be well below the grading significance thresholds and would not require paleontological monitoring.

Combined Project Analysis

The Mission Beach Residences Project and the Santa Barbara Place Residences Project would not separately exceed the grading significance thresholds for paleontological resources. As the requirements for paleontological monitoring is on a project-by-project basis, the combined effects of both projects on paleontological resources would be the same as for each project individually.

7.8.4 SIGNIFICANCE OF IMPACTS

Mission Beach Residences Project

The Mission Beach Residences Project would not exceed the City's grading thresholds that would require paleontological monitoring. Impacts would be less than significant.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would not exceed the City's grading thresholds that would require paleontological monitoring. Impacts would be less than significant.

Combined Project Analysis

The Mission Beach Residences Project and Santa Barbara Place Residences Project would not exceed the City's grading thresholds that would require paleontological monitoring individually and therefore would not combine to result in any new or greater impacts. Impacts would be less than significant.

7.9 POPULATION AND HOUSING

7.9.1 EXISTING CONDITIONS

Mission Beach Residences Project

The overall project site is approximately 1.88 acres, located in the Mission Beach community in the City of San Diego. The site is generally bound by Mission Boulevard to the west, Bayside Lane to the east, Kennebeck Court to the north, and Santa Barbara Place to the south. The site and surrounding area is zoned as Mission Beach Planned District-Residential Subdistrict–Southern (MBPD-R-S), with a recommended density of 36 dwelling units per acre. The site is currently developed as the former Mission Beach Elementary School. Surrounding land uses are primarily multi-dwelling residential units, with scattered single-dwelling residential units of 36 dwelling units per acre, and public beaches. The Pacific Ocean is approximately 400 feet to the

west, and Mission Bay with associated coves, marinas, and recreational water facilities is located approximately 150 feet directly east.

Santa Barbara Place Residences Project

The overall project site is approximately 0.34 acre located in the Mission Beach community in the City of San Diego. The site is generally bound by Mission Boulevard to the west, Bayside Lane to the east, Santa Barbara Place to the north, and an alleyway to the south. The site and surrounding area is zoned as MBPD-R-S, with a recommended density of 36 dwelling units per acre. The site is currently developed as part of the former Mission Beach Elementary School. Surrounding land uses include primarily multi-family residential units, with scattered single-dwelling residential units of 36 dwelling units per acre, and public beaches. The Pacific Ocean is approximately 400 feet to the west, and Mission Bay with associated coves, marinas, and recreational water facilities is approximately 150 feet to the east.

7.9.2 REGULATORY SETTING

Local

San Diego Association of Governments

SANDAG is a public agency that builds strategic plans guiding the region in land use, growth, economics, and the environment. The SANDAG Regional Comprehensive Plan (RCP) provides a growth management strategy for the region. In accordance with smart growth principles, the overall goal of the RCP is to strengthen the integration of local and regional land use, transportation, and natural resource planning. As stated in the RCP's Regional Housing Element, new housing should be located within already urbanized communities close to jobs and transit "to help conserve open space and rural areas, reinvigorate existing neighborhoods, and lessen long commutes" (SANDAG 2004). In addition to stating the need for applying smart growth strategies in the location and development of new housing, the RCP's Regional Housing Element includes the goal to provide more housing choices in all price ranges. The RCP states that homes need to be affordable to persons of all income levels and accessible to persons of all ages and abilities.

SANDAG estimates future population, housing, land use, and economic growth throughout San Diego County and its comprising cities, including the City of San Diego. In October 2011, SANDAG accepted the 2050 Regional Growth Forecast, to be used for planning purposes. SANDAG growth projections for the region, the City of San Diego, and the Mission Beach community are outlined in *Table 7.9-1*. The 2050 Regional Growth Forecast is not intended to be

an exact formula used to determine growth in the region and comprising jurisdictions; rather, it should be used as a starting point for regional planning.

Table 7.9-1
Forecasted Growth for the San Diego Region,
the City of San Diego, and the Mission Beach Community

Jurisdiction	Year					Change 2008–2050	
	2008	*2020*	*2030*	*2040*	*2050*	*Numeric*	*Percent*
Population							
San Diego Regional	3,131,552	3,535,000	3,870,000	4,163,688	4,384,867	1,253,315	40%
City of San Diego	1,333,617	1,542,324	1,690,232	1,819,810	1,947,184	613,567	47%
Mission Beach Community	5,096	5,715	6,653	7,209	7,502	2,406	47%
Housing							
San Diego Regional	1,140,654	1,262,488	1,369,807	1,457,545	1,529,090	388,436	34%
City of San Diego	508,436	577,416	629,694	675,928	722,718	214,282	42%
Mission Beach Community	3,614	3,798	4,336	4,665	4,866	1,219	34%

Source: SANDAG 2011.

SANDAG is currently updating the 2050 Regional Growth Forecast, which will be incorporated into a regional plan that merges the planning efforts of the RCP and the Regional Transportation Plan/Sustainable Communities Strategy, to be known as San Diego Forward. This planning effort and associated growth forecasts are scheduled to be adopted in July 2015.

City of San Diego Housing Element

In accordance with state law, the Housing Element of a General Plan must be updated on periodic planning cycles. The most recent City Housing Element was adopted in March 2013 for the 2013–2020 planning period. Based on a methodology that weighs a number of factors (i.e., projected population growth, employment, commute patterns, and available sites), SANDAG determined quantifiable needs for housing units in the region according to various income categories, known as the Regional Housing Needs Assessment. The City's regional share goal for the 11-year period, January 1, 2010 through December 31, 2020, was determined by SANDAG to be 88,096 units.

7.9.3 IMPACTS

Issue 1: Induce substantial population growth in an area, (for example, by proposing new homes and commercial or industrial businesses beyond the land use density/intensity envisioned in the community plan)?

Mission Beach Residences Project

The Mission Beach Residences Project would introduce 51 units to the Mission Beach community. The site is not currently designated for residential use within the Mission Beach Precise Plan; rather, it is designated for public facilities/school use. The Mission Beach Residences Project would not expand utility infrastructure beyond what is adequate to serve the project. Additionally, no other project or development would be permitted to connect any of the infrastructure improvements proposed by the project.

According to the SANDAG's 2050 Regional Growth Forecast, the Mission Beach community has approximately 1.89 persons per household (SANDAG 2011). This rate yields 96 people introduced to the area by the project.

SANDAG projects growth estimates county-wide as part of the 2050 Regional Growth Forecast. The City is projected to grow by 613,567 people by 2050 when compared to 2008 actual population numbers (SANDAG 2011). More specifically, the Mission Beach Community Planning Area is projected to grow from 5,096 people in 2008 to 5,715 in 2020 (the first projected year after expected project completion), for an overall growth of 619 people in 12 years (SANDAG 2011). As the project would require a Community Plan Amendment, project development is not currently anticipated in local planning documents, including the City's General Plan and Mission Beach Precise Plan; therefore, the directly induced population resulting from development of the Mission Beach Residences Project is not accounted for in regional growth projections.

According to the City's most recent General Plan Housing Element (2013–2020) (City of San Diego 2013), SANDAG allocated 88,096 housing units to the City for the Regional Housing Needs period of January 1, 2010 through December 31, 2020. This Regional Housing Needs Assessment is distributed county-wide to accommodate for projected growth estimated by SANDAG. As stated in the City's Housing Element, currently zoned residential land would adequately meet this allocation (City of San Diego 2013). Although there are adequate sites currently zoned for residential uses, Housing Element Policies HE-A.2 and HE-A.5 and Program 2, Identification of Locations for Mixed-Use, Urban Infill Development, promote the development of infill projects. The Mission Beach Residences Project site is currently not used by active land uses due to the former Mission Beach Elementary School. Development as

residential land uses would be consistent with City General Plan policies to promote infill development. Additionally, Program 1, Development Monitoring System, of the City's Housing Element allows City planning staff to adjust housing estimates and capacity as development projects are processed. Moreover, as discussed in *Section 5.1, Land Use*, the project would be consistent with the City's General Plan, the Mission Beach Precise Plan, and other applicable planning documents following implementation of the General Plan Amendment, Community Plan Amendment, and Local Coastal Program Amendment. Therefore, the housing and resulting population induced by the Mission Beach Residences Project would not be considered substantially growth inducing.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would introduce 12 multi-family residential units to the Mission Beach community. The project would not require the expansion of public utilities, and all proposed on-site utilities would be private; no other project would be permitted to connect to these private utilities. Per the Mission Beach Precise Plan, the Santa Barbara Place Residences Project site is designated as residential land use. Using the 1.89 persons per dwelling unit rate, the project would introduce approximately 23 people to the area. As discussed previously, the Mission Beach Community Planning Area is expected to grow by 619 people from 2008 to 2020. Unlike the Mission Beach Residences Project, the Santa Barbara Place Residences Project site is designated as residential land use in the Mission Beach Precise Plan. However, as the site has been developed as part of the former Mission Beach Elementary School for several decades, it is possible that the site has not been accounted for in the City's growth projections. Additionally, as indicated in the City's Housing Element inventory, the Santa Barbara Place Residences Project site is not included, despite its land use designation (City of San Diego 2013). However, for similar reasons as described for the Mission Beach Residences Project, the Santa Barbara Place Residences Project would be consistent with City Housing Element policies and programs to promote infill development and redevelopment. Additionally, as discussed in *Section 5.1, Land Use*, the Santa Barbara Place Residences Project would be consistent with the City's General Plan, the Mission Beach Precise Plan, and other applicable planning documents. Therefore, the housing and resulting population induced by the Santa Barbara Place Residences Project would not be considered substantially growth inducing.

Combined Project Analysis

The Mission Beach Residences Project and the Santa Barbara Place Residences Project would not separately result in substantial population and housing growth. Combined, the two projects would introduce 63 multi-family residential units, creating a population growth of approximately

119 people. For similar reasons discussed previously, the two projects would not result in any greater impacts to population and housing as each project would individually.

7.9.4 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The project would result in the introduction of 51 new residential units and an estimated 96 people. Although this growth is not accounted for in regional growth forecasts, the Mission Beach Residences Project site is currently not used by active land uses due to the former Mission Beach Elementary School. Development as residential land uses would be consistent with City General Plan policies to promote infill development. Therefore, the housing and resulting population induced by the Mission Beach Residences Project would not be considered substantially growth inducing, and impacts would be less than significant.

Santa Barbara Place Residences Project

For similar reasons as described for the Mission Beach Residences Project, the Santa Barbara Place Residences Project would be consistent with City Housing Element policies and programs to promote infill development and redevelopment. Therefore, the housing and resulting population induced by the Santa Barbara Place Residences Project would not be considered substantially growth inducing, and impacts would be less than significant.

Combined Project Analysis

The Mission Beach Residences Project and the Santa Barbara Place Residences Project would not separately result in significant population and housing impacts. Combined, the two projects would introduce 63 multi-family residential units, inducing a population growth of approximately 119 people. For similar reasons discussed previously, the two projects would not result in any greater impacts to population and housing as each project would individually. Impacts would be less than significant.

7.10 PUBLIC SERVICES AND FACILITIES

7.10.1 INTRODUCTION

Public facilities and services are those functions that serve residents on a community-wide basis. These functions include fire and police protection, public parks and recreation facilities, schools, and libraries.

7.10.2 EXISTING CONDITIONS

Both the Mission Beach Residences Project and the Santa Barbara Place Residences Project are located in the City of San Diego and, as discussed in greater detail below, would be served by the same public service providers. As such, the discussion of existing conditions is combined for each public service.

Schools

The Mission Beach Residences Project site and the Santa Barbara Place Residences Project site are located within the San Diego Unified School District (SDUSD). Based on current school district attendance boundaries, children living in the projects' residences would attend the schools listed in *Table 7.10-1, Schools Serving the Mission Beach Residences Project Site and the Santa Barbara Place Residences Project Site*.

Table 7.10-1
Schools Serving the Mission Beach Residences
Project Site and the Santa Barbara Place Residences Project Site

School	Distance from Project Sites	Estimated Capacity	2013–14 Enrollment	2014–15 Enrollment
Pacific Beach Elementary School (K–5) 1234 Tourmaline Street San Diego, California 92109	Located approximately 2.3 miles northeast of the project sites	406	401	421
Pacific Beach Middle School (6–8) 4676 Ingraham Street San Diego, California 92109	Located approximately 1.8 miles northeast of the project sites	1,004	570	581
Mission Bay High School (9–12) 2475 Grand Avenue San Diego, California 92109	Located approximately 1.8 miles northeast of the project sites	1,945	1,198	1,109

Sources: Hudson 2014a and 2014b.

The Mission Beach Residences Site is proposed on the former Mission Beach Elementary School Site. When this facility ceased operation in 1973, the Mission Beach community elementary age students transferred to Farnum Elementary in Pacific Beach at 4275 Cass Street (City of San Diego 1989). Similar to Mission Beach Elementary, due to low enrollment numbers this facility ceased operations in 1983. The school was demolished, and is now the present location of the Pacific Beach/Taylor Branch City of San Diego Library (San Diego Community Newspaper Group 2011).

Senate Bill 50 (SB 50), also known as the "Class Size Reduction Bill," was enacted in 1998. While SB 50 authorizes the collection of developer fees for school facilities construction, it also establishes a maximum cap on such fees (and indexes for inflation). Developer fees collected

pursuant to SB 50 are "deemed to be full and complete mitigation" (California Government Code, Section 65995 et seq.).

SB 50 also prohibits local agencies from denying land use approvals on the basis of inadequate school facilities, as long as the project applicant pays the developer fees if required to do so (California Government Code, Section 65995 et seq.).

Libraries

The Mission Beach Residences Project and the Santa Barbara Place Residences Project are located within the City of San Diego public library system service area. The City's General Plan establishes goals and policies for the City's library system and facilities. Per the General Plan, a library system should contribute to the quality of life through technologically improved services and welcoming environments. Branch libraries should be 15,000 square feet or larger and include features and services that address community-specific needs (City of San Diego 2008).

Mission Beach previously housed a small branch library, but this facility was closed in 1964 due to lack of use. The Mission Beach community is currently served through a bookmobile service and the Pacific Beach Taylor Library, located approximately 1.3 miles northeast of both project sites at 4275 Cass Street. The library is currently a 12,484-square-foot facility directly adjacent to Taylor Greene Park. A grant-funded project is proposed to update the facility to approximately 15,000 square feet to comply with the updated General Plan (City of San Diego 2015). The existing library includes a public computer area, community bulletin area, large meeting room and community gallery room, audio/visual section, children's section with a story telling corner, adult and young adult areas, and landscaped park plaza with seats and trees to create outdoor reading areas (Friends of the Pacific Beach Library 2014).

Parks and Recreation Facilities

The City of San Diego General Plan regulates development of park and recreation facilities in the projects' vicinity by providing goals and policies for population-based parks and facilities and open space lands. The City's park and recreation goals include achieving a sustainable park and recreation system that meets the needs of residents and visitors and an equitable citywide distribution of parks and recreation facilities (City of San Diego 2008).

The General Plan requires neighborhood parks and community parks to meet a minimum ratio of 2.8 acres per 1,000 residents. A community park has a 13-acre minimum and serves a population of 25,000, or typically one community plan area, but may serve multiple community plan areas. A neighborhood park ranges from 3 acres to 13 acres and serves a population of 5,000 within approximately 1 mile. Due to the compact nature of Mission Beach community, and the

proximity to San Diego Bay and the Pacific Ocean, it is nearly impossible to implement traditional standards for park development in the community. There are no existing population-based parks within the Mission Beach Community.

Mission Bay Park is the largest built aquatic park in the County of San Diego, directly adjacent to the east of the project sites (*Figure 7.10-1, Mission Bay Park Assets*). With approximately 4,235 acres and 27 miles of shoreline along San Diego Bay (approximately 46% land and 54% water), the park offers a wide range of recreational activities including walking/running paths, boat docks and launching areas, fire rings and barbeque grills, playgrounds, and volleyball courts. Mission Bay Park also offers a variety of free opportunities to the public such as professional volleyball and Over-the-Line sporting events.

Mission Bay Park includes Bonita Cove West, Bonita Cove East (Mariners Point), Ventura Cove, and Mission Point in the Mission Beach community. Most of the landscaped park land in the community is related to Mission Bay Park (City of San Diego 2008). In addition, Mission Beach Park, or Belmont Park, is 17 acres in size and located between Mission Boulevard and the Pacific Ocean approximately 0.4 mile from the Mission Beach Residences Project site. The northern 6.5 acres of this area is used for the amusement park facility, with the southern area used for public parking and a passive-use park.

The closest recreation center is the Santa Clara Point Recreation Center, located at 1008 Santa Clara Place, approximately 0.6 mile north of the Mission Beach Residences Project and Santa Barbara Place Residences Project. Facilities within this recreation center include a tennis court, a softball field, a multi-use field, two lighted half basketball courts, picnic areas, a playground, a multipurpose room, meeting room, and weight room. The Pacific Beach Recreation Center, approximately 1.8 miles north of both project sites, includes basketball courts, additional tennis courts, gymnasium, and additional meeting and weight rooms.

Police Services

The Mission Beach Residences Project and Santa Barbara Place Residences Project are located within the service area of the City of San Diego Police Department. The project sites are located within Beat 121 of the Mission Beach area of the Department's Northern Division. The Northern Division serves a population of 225,234 people; encompasses 41.3 square miles; and serves the neighborhoods of Torrey Pines, University City, La Jolla, North Clairemont, Clairemont Mesa East, Clairemont Mesa West, Bay Ho, Bay Park, Pacific Beach, Mission Beach, and Mission Bay Park. The Northern Division's office is located approximately 7.3 miles northeast of the project sites, at 4275 Eastgate Mall. An additional Pacific Beach storefront is located at 4439 Olney Street, 2.1 miles northeast of the project sites (San Diego Police Department 2014a). Response times for Police Beat 121

are compared to General Plan goals, San Diego Police Department Goals, and Citywide averages in *Table 7.10-2, Police Beat 121 Call Priority Response Times*.

Table 7.10-2
Police Beat 121 Call Priority Response Times

Call Priority	General Plan Response-Time Goals[1]	Police Department Response Time Goals[2]	2013 Average Response Times[2]	Citywide Average Response Times[2]
Priority E – Imminent threat to life	Within 7 minutes	Within 7 minutes	7.4 minutes	6.6 minutes
Priority 1 – Serious crimes in progress/Potential for injury	Within 12 minutes	Within 14 minutes	13.5 minutes	11.7 minutes
Priority 2 – Less serious crimes with no threat to life	Within 30 minutes	Within 27 minutes	30.7 minutes	27.4 minutes
Priority 3 – Minor crimes/ requests that are not urgent	Within 90 minutes	Within 70 minutes	97.6 minutes	68.9 minutes
Priority 4 – Minor requests for police service	Within 90 minutes	Within 70 minutes	121.2 minutes	70.9 minutes

Sources:
1 City of San Diego 2008
2 San Diego Police Department 2014b.

Fire-Rescue Services

Both the Mission Beach Residences Project site and the Santa Barbara Place Residences Project sites are located within the service area of the City of San Diego Fire-Rescue Department. Fire Station 21 is the closest fire station to the project sites, located approximately 1.4 miles northwest of the project sites at 750 Grand Avenue in Pacific Beach. The next closest station to the project sites is Station 15, approximately 1.8 miles south of the sites at 4711 Voltaire Street. There are two additional fire stations in the general vicinity of both projects: Station 22 approximately 3.4 miles south of the sites at 1055 Catalina Boulevard, and Station 16, located approximately 4.4 miles northeast at 2110 Via Casa Alta.

In 2009, for priority serious medical incidents, the fire dispatch receipt of call to first unit arrived occurred within 8 minutes and 50 seconds approximately 90% of the time. This is 2 minutes and 50 seconds over the City goal. Also in 2009, effective response force was provided within 15 minutes, approximately 90% of the time. This is 5 minutes over the City goal (Citygate Associates 2011). In order to offset these inconsistencies with the City's goals for fire response, there are preliminary plans regarding a new fire station at the old Mission Bay Hospital site. The proposed fire station site is approximately 2.8 miles northeast of the Mission Beach Residences Project site and the Santa Barbara Place Residences Project site, on the northeast corner of San Diego Bay. This new fire station is

proposed in response to increasing housing density in this area; the station is planned but not yet funded, with no clear completion date (Trame, pers. comm. 2014a).

7.10.3 IMPACTS

Issue 1: Would the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas: fire/life safety protection, libraries, parks or other recreational facilities, maintenance of public facilities including roads, and/or schools?

According to the City's California Environmental Quality Act (CEQA) Significance Determination Thresholds (City of San Diego 2011), the impacts analysis is to address a project's potential to result in physical impacts from the construction or alteration of government facilities needed to maintain acceptable service ratios, response times, or other performance objectives for public services. The analysis should identify if a project would result in a conflict with the community plan in terms of the number, size, and location of public service facilities. If a conflict exists, the applicant should determine direct impacts from the construction of new public service facilities needed to serve the project.

Schools

Mission Beach Residences Project

Potential impacts to schools serving the project site would be related to the number of students generated by the project. Student generation rates vary based on the type of project, number of units, bedroom mix, affordable senior housing components, proximity to schools and other amenities, neighborhood, and other factors. SDUSD does not have standard generation rates, but estimates the number of students generated from a project by these factors, as well as looking at the number of existing students at comparable developments in the general vicinity. Since the Mission Beach Residences Project would be comparable to residential development throughout Mission Beach, the approximately 2,200 parcels (3,519 units) within the general vicinity were used to propose average student generation rates, as outlined in *Table 7.10-3, Potential Student Generation for the Mission Beach Residences Project*.

Table 7.10-3
Potential Student Generation for the Mission Beach Residences Project

School	Estimated Capacity	SDUSD Enrollment Fall 2014	SDUSD Anticipated Students Per Unit	SDUSD Anticipated Students Generated from Project
Pacific Beach Elementary School (K–5)	406	421	0.013–0.026	0–1
Pacific Beach Middle School (6–8)	1,004	581	0.005–0.010	0–1
Mission Bay High School (9–12)	1,945	1,109	0.005–0.010	0–1
			Total	**0–3**

Source: Hudson 2014a.

As shown in *Table 7.10-3*, both Pacific Beach Middle School and Mission Bay High School have sufficient capacity at this time to accommodate any increase in students generated by the Mission Beach Residences Project. Although Pacific Beach Elementary is currently over capacity, the estimated student generation rates for the Mission Beach Residences Project, because of the transient nature of occupancy with high vacancies during winter months, would not be expected to generate a significant number of students as the Mission Beach community has a disproportionately low percentage of families with children. However, it is possible this project may be more attractive to families with elementary age students than the existing housing in this area. If this is the case, and students generated by the Mission Beach Residences Project are significantly higher than anticipated, measures implemented by SDUSD such as a reduction in enrollment of nonresident students would be considered (Hudson 2014a).

In addition to the schools listed in *Table 7.10-3*, the district also offers a host of magnet, alternative, charter, and special education programs that would be potentially available to serve the children at the new residences. The district does not anticipate that the students generated at the new development would cause the schools that would serve the project site to reach or exceed capacity. The Mission Beach Residences Project would not require the construction of new school facilities, and the district currently does not have plans for new or expanded school facilities that would serve the project site. The project would not impact SDUSD's ability to comply with SB 50 and the project would be required to pay the school facilities fee. The project would not have an adverse effect upon, or result in a need for, new or modified schools. With payment of the school facilities fee, impacts would be less than significant pursuant to California Government Code Section 65996.

As discussed in detail in *Section 5.1*, the Mission Beach Residences Project includes a Community Plan Amendment to redesignate the site from school to residential land use. With implementation of the Community Plan Amendment, future use of the site as a school or educational facility would no longer be allowed by right. Although this is inconsistent with the

Mission Beach Precise Plan's goal and recommendation to reopen the site as a public school facility or other uses associated with elementary education, financial difficulties at the SDUSD level, the change of community to transient type of occupancy with high vacancy rates during winter months, declining enrollment in the facility before closing in 1970s, and various other options for elementary school education in the area make it infeasible to reopen the facility. As indicated in *Table 7.10-3*, the lack of an elementary school on the Mission Beach Residences Project site does not affect the inability of current facilities to maintain their capacity goals. (Hudson 2014a).

Santa Barbara Place Residences Project

The same average student generation rates listed in *Table 7.10-3* were assigned to the Santa Barbara Place Residences Project. *Table 7.10-4* outlines the estimate student generation of the project.

Table 7.10-4
Potential Student Generation for the Santa Barbara Place Residences Project

School	Estimated Capacity	SDUSD Enrollment Fall 2014	SDUSD Anticipated Students Per Unit	SDUSD Anticipated Students Generated from Project
Pacific Beach Elementary School (K–5)	406	421	0.013–0.026	0–1
Pacific Beach Middle School (6–8)	1,004	581	0.0050.010	0
Mission Bay High School (9–12)	1,945	1,109	0.005–0.010	0
			Total	**0**

Sources: Hudson 2014b.

As shown in *Table 7.10-4*, both Pacific Beach Middle School and Mission Bay High School have sufficient capacity at this time to accommodate any increase in students generated by the project. Although Pacific Beach Elementary is currently over capacity, the estimated student generation rates for the Santa Barbara Place Residences Project, because of the transient nature of occupancy with high vacancies during winter months, would not be expected to generate a significant number of students as the Mission Beach community has a disproportionately low percentage of families with children (Hudson 2014a).

In addition to the schools listed in *Table 7.10-4*, the district also offers a host of magnet, alternative, charter, and special education programs that would be potentially available to serve the children at the new residences. The district does not anticipate that the students generated at the new development would cause the schools that would serve the Santa Barbara Place Residences Project site to reach or exceed capacity. The project would not require the construction of new school facilities, and the district currently does not have plans for new or

expanded school facilities that would serve the project site. The project would not impact SDUSD's ability to comply with SB 50 and the project would be required to pay the school facilities fee. The Santa Barbara Place Residences Project would not have an adverse effect upon, or result in a need for new or modified schools. With payment of the school facilities fee, impacts would be less than significant pursuant to California Government Code Section 65996.

Combined Project Analysis

Each project individually is not expected to result in a substantial number of students, particularly because of the transient nature of occupancy with high vacancies during winter months. However, Pacific Beach Elementary is currently over capacity as of fall 2014. While Mission Beach historically has a disproportionately low percentage of families with children, both projects may attract families with elementary school-age children. SDUSD has indicated that there is potential for the combined effect of both projects to further exceed the capacity of Pacific Beach Elementary (Hudson 2014a and 2014b). However, SDUSD has noted that if such a situation arises, measures implemented by the district such as a reduction in enrollment of nonresident students would be considered (Hudson 2014a and 2014b).

In addition to the schools listed in *Tables 7.10-3* and *7.10-4*, the district also offers a host of magnet, alternative, charter, and special education programs that would be potentially available to serve the children at the new residences. The district does not anticipate that the students generated at the new development would cause the schools that would serve the project site to reach or exceed capacity. Both projects, when combined, would not require the construction of new school facilities, and the district currently does not have plans for new or expanded school facilities that would serve the project sites. Both projects, when combined, would not impact SDUSD's ability to comply with SB 50 and the projects would be required to pay the school facilities fee. Both projects, when combined, would not have an adverse effect upon, or result in a need for, new or modified schools. With payment of the school facilities fee, impacts would be less than significant pursuant to California Government Code Section 65996.

Libraries

Mission Beach Residences Project

The Mission Beach Residences Project is located within the City of San Diego public library system. The Mission Beach community is currently served through a bookmobile service and the Pacific Beach Taylor Library, located approximately 1.3 miles northeast of the project site at 4275 Cass Street. This local branch is part of the City library system, which allows residents to use any branch or the main library. Therefore, although the future residents of the Mission Beach Residences Project would be expected to cause an increase in use of the Pacific Beach Taylor

Library, residents would be allowed to use any branch within the City library system. Residents would often use the library most convenient to them, such as one near their work or school, not necessarily the library located closest to their home. Due to the dispersal of residents to library branches throughout the City, the bookmobile service that serves the project site, and the proposed update to the Pacific Beach Taylor Library, the project would not have an adverse effect, or result in a need for new or modified government services associated with libraries.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would result in similar impacts as the Mission Beach Residences Project. The project would also be served by the bookmobile service and the Pacific Beach Taylor Library. However, as discussed above, future residents of the Santa Barbara Place Residences Project would be allowed to use any branch within the City library system. As such, library usage would likely be dispersed throughout the public library system.

Combined Project Analysis

For reasons similar to those discussed previously, when combined, the two projects would still likely result in dispersed usage of the public library system. Combined, the two projects would not result in any greater or new impacts beyond each project individually.

Parks and Recreational Facilities

Mission Beach Residences Project

The City of San Diego General Plan regulates development of park and recreation facilities in by providing goals and policies for population-based parks and facilities and open space lands. The City's park and recreation goals include achieving a sustainable park and recreation system that meets the needs of residents and visitors and an equitable citywide distribution of parks and recreation facilities (City of San Diego 2008).

As shown in *Figure 7.10-1*, there are substantial grassy play areas in the Mission Beach Residences Project's vicinity, particularly near and around Belmont Park to the east. There is also approximately 4 million square feet of high-quality sandy beach on the western edge of the Mission Beach community, ranging in width from 50–200 feet. Mission Bay Park is the largest built aquatic park in San Diego County, directly adjacent to the east of the project. With approximately 4,235-acres and 27 miles of shoreline along San Diego Bay, the park offers a wide range of recreational activities. In addition, Mission Beach Park, or Belmont Park, is 17 acres in size between Mission Boulevard and the Pacific Ocean, which is restricted to park use in perpetuity (City of San Diego 2008).

As discussed in *Section 5.1, Land Use*, the Mission Beach Residences Project requires a Community Plan Amendment; therefore, it triggers the City's population-based park requirement. The City's General Plan standard is 2.8 useable acres of population-based park land per 1,000 residents. At 2.8 acres per 1,000 residents, the project would require 0.201 useable acre of population-based neighborhood park land (*Appendix N*). The Mission Beach Residences Project proposes a 0.201 acre public pocket park along the western edge of the project site, which would meet the park requirement without the application of SANDAG's vacancy factor. The proposed pocket park would be privately constructed, owned, and maintained and would be open to the public.

The development of the pocket park is included in the overall Mission Beach Residence Project. As such, the analysis of the environmental impacts resulting from the development of this park is included as part of the analysis for the Mission Beach Residences Project throughout *Chapter 5.0* of this EIR. Therefore, the Mission Beach Residences Project would not require the expansion of park and recreation facilities beyond what is included as part of the project.

Santa Barbara Place Residences Project

As discussed in *Section 5.1, Land Use,* the Santa Barbara Place Residences Project does not require a Community Plan Amendment and therefore does not trigger the requirement for population-based parks. Per City's Municipal Code Chapter 14, Article 2, Division 6: Public Facilities Regulations, the project would be required to pay development impact fees (DIF) proportionate to the number of new dwelling units proposed. The DIF fee addresses the cost and improvement of park and recreational facilities in Mission Beach; payment of such fees would be required prior to the issuance of any building permit for a new dwelling unit (City of San Diego 2014).

Combined Project Analysis

As discussed previously, only the Mission Beach Residences Project triggers the City's population-based park requirement. The Santa Barbara Place Residences Project does not trigger a park requirement; however, the project would include payment of the required DIF fee. As such, under the combined project scenario, only the Mission Beach Residences Project would be required to provide population-based park space. At 2.8 acres per 1,000 residents, the project would require 0.201 useable acre of population-based neighborhood park land. The project proposes a 0.201-acre public pocket park along the western edge of the project site. As the requirement for the provision of parks and recreational facilities is the same as what is required for the Mission Beach Residences Project, when combined, the two projects would not result in any greater impacts beyond each project individually.

Police Services

Mission Beach Residences Project

The Mission Beach Residences Project is located within the service area of the City of San Diego Police Department. The project site is located within Beat 121 of the Mission Beach area of the Department's Northern Division. As indicated in *Table 7.10-2*, in 2013, the response times for all call priority levels in the project area do not meet the General Plan response-time guidelines or police department goals. Priority E (Emergency) call response time goals were only exceeded by 0.4 minute on average, while Priority 4 call response times were exceeded by over 50 minutes on average. The Police Department is, however, meeting the citywide goal of 1.48 officers per 1,000 persons (San Diego Police Department 2014b).

As stated above, the Northern Division serves a population of 225,234 people, and encompasses 41.3 square miles. The addition of 51 units or approximately 96 new residents represents an increase of approximately 0.06% of this service population. In addition, these new residents would be located in an infill development location, immediately surrounded by similar residential development, previously served by the same division. Although the project would only create a 0.06% increase in population of the service area, the response times are already exceeding the goals prior to implementation of the project.

At the present time, significant response-time deficiencies due to lack of personnel or equipment can be helped only by continued, mandatory approval by the City Council of the affected department's budget proposal for operations within the affected area. In addition, a Crime Prevention through Environmental Design review to address security concerns would increase safety and security at the Mission Beach Residences Project site.

Police Department staff indicated that there are currently no plans for an additional police substation in the Mission Beach area; however, response times would continue to increase as communities are eventually built out (San Diego Police Department 2014b).

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would develop 12 multi-family residential units adjacent to the Mission Beach Residences Project to the south. The project would also be served by the San Diego Police Department and is also located in Beat 121 in a highly developed area. The Santa Barbara Place Residences Project would also increase the demand for police protection services in the Mission Beach community.

Combined Project Analysis

Both the Mission Beach Residences Project and the Santa Barbara Place Residences Project would be located in the highly developed community of Mission Beach in an area currently served by the San Diego Police Department. Current response times fail to meet City and Department goals, and, as indicated by Police Department staff, response times would continue to increase as communities become built out. As such, when the two projects are combined, they would not result in any new or greater impact beyond each project individually.

Fire-Rescue Services

Mission Beach Residences Project

The Mission Beach Residences Project site is located in the service area of the City of San Diego Fire-Rescue Department. Fire Station 21 is the closest fire station to the project site, located approximately 1.4 mile northwest of the property at 750 Grand Avenue in Pacific Beach. There are three additional fire stations within 4.5 miles of the project site.

In 2009, for priority serious medical incidents, the fire dispatch receipt of call to first unit arrived occurred within 8 minutes and 50 seconds approximately 90% of the time. This is 2 minutes and 50 seconds over the City goal. Also in 2009, effective response force was provided within 15 minutes, approximately 90% of the time. This is 5 minutes over the City goal (Citygate Associates 2011). In order to offset these inconsistencies with the City's goals for fire response, there are preliminary plans regarding a new fire station at the old Mission Bay Hospital site. The proposed site is approximately 2.8 miles northeast of the Mission Beach Residences Project site, on the northeast corner of San Diego Bay. This new fire station is proposed to address increasing housing density in this area as well as insufficient response times. The station is planned but not yet funded, with no clear completion date.

The project would meet site design and construction design standards of the City of San Diego Fire-Rescue Department with respect to assuring adequate safety from fire hazards. Such provisions include: proposed alleys (open to the public) designed to support loads and clearance of fire apparatus, fire access roadway signs and red curbs, 3-foot clear space around fire hydrants, no on-street parking within proposed alleys, and installation of automatic fire sprinklers.

Fire-Rescue Department staff indicated that the Mission Beach Residences Project would not result in adverse effects to response times, which currently do not meet City goals as described previously. Provided that the Mission Beach Residences Project is developed in conformance to Fire-Rescue Department standards, no adverse impacts are anticipated to fire protection services (Trame, pers. comm. 2014a).

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would develop 12 multi-family residential units adjacent to the Mission Beach Residences Project to the south. The project would also be served by the San Diego Fire-Rescue Department by the same fire stations listed previously. As described earlier, the current response times fail to meet City goals. The Santa Barbara Place Residences Project would also be designed in conformance with the Fire-Rescue Department and other City development standards for fire and emergency access. As indicated by Fire-Rescue Department staff, the Santa Barbara Place Residences Project would not have an adverse effect on the provision of services by the Fire-Rescue Department or the current response times (Trame, pers. comm. 2014b).

Combined Project Analysis

Both the Mission Beach Residences Project and the Santa Barbara Place Residences Project would be designed to meet Fire-Rescue Department standards to address the impacts of new development on the provision of public services. Additionally, Fire-Rescue Department staff indicated that each project individually would not result in adverse effects to the department's response times or the provision of fire protection services (Trame, pers. comm. 2014a and 2014b). As such, the combination of the two projects would not result in any greater or new impacts beyond each project individually.

7.10.4 SIGNIFICANCE OF IMPACT

Schools

Mission Beach Residences Project

As discussed previously, the Mission Beach Residences Project would result in an increase in population and therefore may result in an increase in attendance at area schools. Based on estimates by SDUSD, the project is not anticipated to generate a significant number of students. As the Mission Beach Residences Project may generate elementary school children at a greater rate than anticipated, there is potential to further exceed Pacific Beach Elementary School's capacity. However, SDUSD has noted that if such a situation arises, measures such as the reduction in the enrollment of nonresident students would be implemented. Furthermore, the project would be required to pay the school facilities fees. With such measures implemented by SDUSD and payment of the school facilities fee impacts would be less than significant as stipulated by the California Government Code, Section 65996.

Santa Barbara Place Residences Project

As discussed previously, the Santa Barbara Place Residences Project would result in an increase in population and therefore result in an increase in attendance at area schools. Based on estimates by SDUSD, the project is not anticipated to generate a significant number of students. As the Santa Barbara Place Residences Project may generate elementary school children at a greater rate than anticipated, there is potential to further exceed Pacific Beach Elementary School's capacity. However, SDUSD has noted that if such a situation arises, measures such as the reduction in the enrollment of nonresident students would be implemented. Furthermore, the project would be required to pay the school facilities fee. With such measures implemented by SDUSD and payment of the school facilities fee, impacts would be less than significant as stipulated by California Government Code-, Section 65996.

Combined Project Analysis

Each project individually would result in less-than-significant impacts to school facilities. SDUSD has indicated that there is potential for the combined effect of both projects to further exceed the capacity of Pacific Beach Elementary. However, SDUSD has noted that if such a situation arises, measures implemented by SDUSD such as a reduction in enrollment of nonresident students would be implemented. However, SDUSD would consider measures to reduce enrollment of Pacific Beach Elementary School, such as reducing enrollment of nonresident students. With such measures implemented by SDUSD, the two projects would not require the expansion of school facilities. Therefore, impacts would be less than significant.

Libraries

Mission Beach Residences Project

With the pending additions to the Pacific Beach Taylor Library (which are not a result of the Mission Beach Residences Project) and the dispersed use of branch libraries throughout the City system, the Mission Beach Residences Project would not require the expansion of library facilities that may result in physical effects on the environment. Impacts would be less than significant.

Santa Barbara Place Residences Project

With the pending additions to the Pacific Beach Taylor Library (which are not a result of the Santa Barbara Place Residences Project) and the dispersed use of branch libraries throughout the City system, the Santa Barbara Place Residences Project would not require the expansion of library facilities that may result in physical effects on the environment. Impacts would be less than significant

Combined Project Analysis

When combined, the two projects would still likely result in dispersed usage of the public library system. Combined, the two projects would not result in any greater or new impacts beyond each project individually; therefore, impacts would be less than significant.

Parks and Recreation Facilities

Mission Beach Residences Project

The proposed 0.201-acre pocket park (refer to *Figure 3-1, Mission Beach Residences Site Plan* in Chapter 3) located on the western edge of the project site is included within the analysis of the Mission Beach Residences Project in *Chapter 5.0* of this EIR. Additionally, because of the project site's proximity to Mission Bay and beaches, more than ample recreation areas currently exist for future residents of the project and the surrounding community. Impacts would be less than significant.

Santa Barbara Place Residences Project

As stated above, the Santa Barbara Place Residences Project would not trigger the population-based parks requirement of the City's General Plan as it does not require a Community Plan Amendment. Additionally, because of the project applicant's payment of the DIF and the project site's proximity to Mission Bay and beaches, more than ample recreation areas currently exist for future residents of the project. With the proximity to beaches and Mission Bay and provision of park and recreational fees, the project would not directly require the expansion of park and recreational facilities that could result in environmental effects. Impacts would be less than significant.

Combined Project Analysis

As discussed previously, only the Mission Beach Residences Project triggers the City's population-based park requirement. The Santa Barbara Place Residences Project does not trigger a park requirement. As such, under the combined project scenario, only the Mission Beach Residences Project would be required to provide population-based park space. At 2.8 acres per 1,000 residents, the project would require 0.201 useable acre of population-based neighborhood park land. The project proposes a 0.201-acre public pocket park along the western edge of the project site. As the requirement for the provision of parks and recreational facilities is to the same the Mission Beach Residences Project, when combined, the two projects would not result in any greater impacts beyond each project individually. Additionally, because of the two project sites' proximity to Mission Bay and beaches, ample recreation areas currently exist for future residents of the projects. Impacts would be less than significant.

Police Services

Mission Beach Residences Project

The addition of 51 units represents an increase in demand for police services in the area. In addition, these new residents would be located in an infill development location, immediately surrounded by similar residential development, currently served by the same division. Given the minimal increase in population and location adjacent to existing adequate roadways and infrastructure, the Mission Beach Residences Project's effect on police response times is not considered substantial. As such, the project would not require the expansion of police facilities. Therefore, impacts would be less than significant.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would increase demand for police services in the area through the introduction of 12 residential units. In addition, these new residents would be located in an infill development location, immediately surrounded by similar residential development, currently served by the same division. Given the minimal increase in population and location adjacent to existing adequate roadways and infrastructure, the Santa Barbara Place Residences Project's effect on police response times is not considered substantial. As such, the project would not require the expansion of police facilities. Therefore, impacts would be less than significant.

Combined Project Analysis

When combined, the two projects would not result in any new or greater impacts beyond each project individually. Impacts would be less than significant.

Fire-Rescue Services

Mission Beach Residences Project

As discussed previously, the nearest fire station is Fire Station 21, approximately 1.4 mile northwest of the property at 750 Grand Avenue in Pacific Beach. As indicated by Fire-Rescue Department staff, the project would not result in adverse effects to the department's current response times and the ability to serve the area. As such, the project would not require the expansion of fire facilities. Impacts would be less than significant.

Santa Barbara Place Residences Project

As indicated by Fire-Rescue Department staff, the Santa Barbara Place Residences Project would not result in adverse effects to the department's current response times and the ability to serve the area. As such, the project would not require the expansion of fire facilities. Impacts would be less than significant.

Combined Project Analysis

When combined, the two projects would not result in any new or greater impacts beyond each project individually. Each project would not affect the ability of the Fire-Rescue Department to provide services to the area and each project site. Impacts would be less than significant.

7.11 PUBLIC UTILITIES

7.11.1 INTRODUCTION

Public utilities are public or private institutions that provide the public with necessary services, such as water, wastewater, electricity, solid waste disposal, and storm drains. The following discussion of public utilities for the Mission Beach Residences Project and the Santa Barbara Place Residences Project is based in part on the following technical reports: the *Conceptual Waste Management Plan for Mission Beach Residences* (Mission Beach WMP) prepared by Leppert Engineering for the Mission Beach Residences Project (*Appendix M*); the *Drainage Study for Mission Beach Residences* (Mission Beach Drainage Study) prepared by Leppert Engineering for the Mission Beach Residences Project (*Appendix L1*); and the *Drainage Study for Santa Barbara Place Residences* (Santa Barbara Place Drainage Study) prepared by Leppert Engineering for the Santa Barbara Place Residences Project (*Appendix L2*).

7.11.2 EXISTING CONDITIONS

Water

The City of San Diego (City) Public Utilities Department (Public Utilities Department) serves the area within its incorporated boundaries and sells water to neighboring agencies. The City relies heavily on water that is imported from Northern California and the Colorado River by the Metropolitan Water District of Southern California (MWD) and the San Diego County Water Authority (SDCWA). The City purchases the majority of its water from the SDCWA, a wholesale agency, which purchases the water from MWD. MWD receives its water from the Colorado River via the Colorado River Aqueduct, and from Northern California via the California Aqueduct, which is part of the State Water Project. The City manages nine surface water reservoirs that work in combination with local rainwater and the

imported water system. SDCWA recently completed the San Vicente Dam raise in late 2012; the dam raise added approximately 152,000 acre-feet (AF) to the original 90,000 AF capacity of the San Vicente Reservoir (SDCWA 2014). The City is also researching the potential for water reuse to bolster the local potable water supply. The Water Purification Demonstration Project assessed the feasibility of full-scale water purification to increase the available water supply within San Vicente Dam; it was determined that full-scale water purification would be able to produce approximately one-third of the City's potable water supply by 2035 (City of San Diego 2013; 2014b). In addition to delivering potable water, the City has a recycled water program for nonpotable water.

The City's 2010 Urban Water Management Plan (UWMP), adopted in 2011, is the most recent iteration of the UWMP and provides actual water use data for the year 2010 and projections through 2035 (City of San Diego 2011a). The City anticipates that its population will increase to over 1.68 million residents by 2030, which would translate into water demands increasing from 162,291 AF per year (AFY) in 2010 to approximately 238,772 AFY in 2030 under normal weather conditions. These projections assume the City continues with an aggressive water conservation program. SDCWA is planning to supply the City of San Diego with 249,728 AF annually in 2030 (City of San Diego 2011a).

Mission Beach Residences Project

The Mission Beach Residences Project is within the service area of the Alvarado Water Treatment Plant, which has a capacity of 120 million gallons per day (mgd). The existing 12-inch water main that travels along Bayside Lane to the east would serve the Mission Beach Residences Project site. The existing water main connection located near the middle of the eastern project site boundary along Bayside Lane would be abandoned.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project is also within the service area of the Alvarado Water Treatment Plant. The existing 8-inch water main that lies within the alley south of the project site would serve the Santa Barbara Place Residences Project. This 8-inch water main connects to the 8-inch water main that travels along Mission Boulevard to the west. The existing connection to the 8-inch water main within the alley to the south of the project site would be abandoned.

Wastewater

Wastewater treatment service is provided to the project sites by the Public Utilities Department, which operates the Metropolitan Sewerage System. The Metropolitan Sewerage Sub-System

serves the City and 15 other agencies and encompasses a 450-square-mile area with approximately 2.2 million people served, generating approximately 180 mgd of wastewater (City of San Diego 2014c). The Public Utilities Department operates one wastewater treatment plant and two water reclamation plants. The Point Loma Wastewater Treatment Plant (PLWTP) is the largest plant and has the capacity of treating all wastewater within the Metropolitan Sewerage System. The two water reclamation plants, the North City Water Reclamation Plant and the South Bay Water Reclamation Plant, collect sewage for nonpotable reuse (e.g., landscape irrigation); these two reclamation plants operate as secondary to the PLWTP. The PLWTP has a treatment capacity of 240 mgd with an average daily flow rate of 144 mgd (City of San Diego 2014c). The Public Utilities Department has planned improvements to increase overall wastewater treatment capacity to sufficiently serve 2.9 million people generating an estimated 340 mgd of wastewater by 2050 (City of San Diego 2014d).

Mission Beach Residences Project

The Mission Beach Residences Project would be served by the PLWTP and is not within the service territory of either water reclamation plant. The existing 15-inch sewer main that travels along Bayside Lane to the east would serve the project. The two existing 6-inch sewer mains that travel in an east–west direction through the project site would be abandoned. The two existing connections to the existing 8-inch sewer main within Santa Barbara Place would be abandoned.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would be served by the PLWTP and is not within the service territory of either water reclamation plant. The existing 6-inch sewer main within the alley to the south of the project site that connects to the existing 15-inch sewer within Bayside Lane would serve the project. The existing connection to the existing 8-inch sewer main within Santa Barbara Place would be abandoned.

Stormwater Drainage

Mission Beach Residences Project

There is no existing public storm drain in the vicinity of the Mission Beach Residences Project. Surface runoff flows to Bayside Lane where it flows north to a catch basin at San Luis Obispo Place, then ultimately discharges directly into Mission Bay.

Santa Barbara Place Residences Project

There is no existing public storm drain in the vicinity of the Santa Barbara Place Residences Project. Surface runoff flows to Bayside Lane where it flows north to a catch basin at San Luis Obispo Place, then ultimately discharges directly into Mission Bay.

Solid Waste

The City of San Diego provides solid waste collection and disposal service free of charge to single-family and multi-family homes that are located on public streets and meet certain criteria related to access, storage, and safety pursuant to the People's Ordinance and Municipal Code. All other waste generators must obtain these services through a private hauling company with City franchise rights. ~~This project would not qualify for City collection.~~ The projects would not qualify for City collection. Refuse from the area is generally taken to the Miramar Landfill; however, private hauling companies may choose to recycle, dispose, or process waste at a facility of their choice. According to the City's Environmental Services Department, the Miramar Landfill is expected to reach capacity and close by 2022 (City of San Diego 2014a). Assembly Bill 939, passed in 1989, required a 50% reduction in solid waste generation from all jurisdictions in California. Assembly Bill 341 sets a policy goal of 75% waste diversion by 2020. Per the Environmental Services Department's website, the City is currently achieving a 67% diversion rate (City of San Diego 2014a).

Mission Beach Residences Project

The Conceptual WMP prepared for the Mission Beach Residences Project (Mission Beach WMP) addresses impacts, landfill capacity, solid waste services, and strategies to reduce impacts related to the demolition, construction, and occupancy of the project. The Mission Beach WMP is included as Appendix M of this EIR. The Mission Beach Residences Project would be served by the Miramar Landfill.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would also be served by the Miramar Landfill.

Electricity and Natural Gas

The project site would be served by San Diego Gas and Electric (SDG&E). The SDG&E service area covers 4,100 square miles within San Diego and southern Orange Counties. Energy is provided to approximately 3.4 million people. This service area includes approximately 1.4 million electricity meters and 860,000 natural gas meters (SDG&E 2014). Forecasting future energy consumption demand is performed on a continual basis by SDG&E, primarily from

installation of transmission and distribution lines. In situations where projects with large power loads are planned, this is considered together with other loads in the project vicinity, and electrical substations are upgraded.

Mission Beach Residences Project

An existing overhead electrical line runs along Bayside Lane, to the east of the Mission Beach Residences Project site.

Santa Barbara Place Residences Project

An existing overhead electrical line runs in the existing alley to the south of the Santa Barbara Place Residences Project site and connects to the existing overhead electrical line that runs along Bayside Lane to the east.

7.11.3 IMPACTS

Issue 1 **Would the proposal result in the need for new systems, or require substantial alterations to existing utilities, the construction of which would create physical impacts with regard to the following utilities: Natural Gas; Water; Sewer; Communication systems; and Solid waste disposal?**

Issue 2 **Would the proposal use excessive amounts of water?**

Issue 3 **Does the proposal propose landscaping which is predominantly non-drought resistant vegetation?**

Based on the City's California Environmental Quality Act (CEQA) Significance Determination Thresholds (City of San Diego 2011b), public utilities impacts may be significant if any of the following criteria is met:

- Include the construction, demolition, and/or renovation of 40,000 square feet or more of building space which may generate approximately 60 tons of waste or more are considered to have cumulative impacts on solid waste facilities.
    - While all projects are required to comply with the City's waste management ordinances, cumulative impacts are mitigated by the implementation of a project-specific Waste Management Plan which reduces solid waste impacts to below a level of significance.

- Include the construction, demolition, or renovation of 1,000,000 square feet or more of building space which may generate approximately 1,500 tons of waste or more, are considered to have direct impacts on solid waste facilities.
    - Direct impacts result from the generation of large amounts of waste which stresses existing facilities. Waste management planning is based on a steady rate of waste generation and doesn't assume increased waste generation due to growth.
    - While all projects are required to comply with the City's waste management ordinances, direct and cumulative impacts are mitigated by the implementation of project-specific Waste Management Plans which may reduce solid waste impacts to below a level of significance.
    - For projects over 1,000,000 square feet, a significant direct and cumulative solid waste impact would result if the compliance with the City's ordinances and the Waste Management Plan fail to reduce the impacts of such projects to below a level of significance and/or if a Waste Management Plan for the project is not prepared and conceptually approved by the Environmental Services Department prior to distribution of the draft environmental document for public review.
- Result in certain types of large projects (see list below), for which Senate Bill 610 requires that the environmental document prepared for each project contain a discussion regarding the availability of water to meet the projected water demands of the project for a 20-year planning horizon, including single and multiple dry years. Senate Bill 221 requires the decision maker to make a finding that the project's water demands for the planning horizon will be met before approving a Tentative Map.

The types of projects subject to Senate Bills 610 and 221 include the following:

a. Residential developments of more than 500 units
b. Shopping centers or businesses employing more than 1,000 people or having more than 500,000 square feet of floor space
c. Commercial office buildings employing more than 1,000 people or having more than 250,000 square feet of floor space
d. Hotels or motels having more than 500 rooms
e. Industrial, manufacturing, or processing plants or industrial parks planned to house more than 1,000 people or having more than 650,000 square feet of floor space
f. Mixed-use projects that include one or more of the above types of projects

g. Projects that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling-unit project

For each of the types of projects listed above, the analyst should send a memo to the Principal Water Resource Specialist at the Public Utilities Department, giving the project details and requesting that the water availability analysis be done. The Public Utilities Department would coordinate with the County Water Authority, and would provide the analyst with the information needed for the environmental document.

- Result in any of the following factors (list is not exclusive) in determining impacts on water conservation:
    - The project would use excessive amounts of potable water. For example, a golf course use or certain industrial uses result in substantial water usage compared to most other uses. Projects should be encouraged to use reclaimed water whenever possible.
    - A project proposes predominantly non-drought-resistant landscaping and excessive water usage for irrigation and other purposes. See Section 142.0401 of the City's Municipal Code regarding the use of drought-tolerant landscaping.

Water

Mission Beach Residences Project

The Mission Beach Residences Project would develop 51 residential units. This does not meet the Senate Bill 610 threshold of 500 residential units; therefore, no water supply assessment is necessary. The Mission Beach Residences Project is estimated to have a potable water demand of approximately 14,459 gallons per day (*Appendix O*).

As noted, the existing 12-inch-diameter water main that travels along Bayside Lane to the east would serve the Mission Beach Residences Project site. The existing water main connection located near the middle of the eastern project site boundary along Bayside Lane would be abandoned. Private water mains are proposed to service each proposed building of the Mission Beach Residences Project and would be installed within the proposed alleys within the project site. The proposed private water mains within the project site would connect to the existing 12-inch water main within Bayside Lane via two proposed private backflow devices along the eastern project site boundary. The existing 12-inch-diameter water main within Bayside Lane is of adequate size to accommodate the Mission Beach Residences Project (Leppert Engineering 2014a).

Additionally, as part of achieving LEED Silver certification, the Mission Beach Residences would reduce potable water consumption, which includes the following components:

- High efficiency plumbing fixtures and fittings
- Landscape with noninvasive drought-tolerant native species
- Design and construction of all buildings to meet Leadership in Energy and Environmental Design-certified (LEED) or equivalent water conservation measures.

With installation of water conservation devices such as low-flow toilets and faucets as required by City Municipal Code (Chapter 14, Article 7, Division 3: Additional Plumping Regulations for Water and Energy Conservation, Section 147.0301), and the use of drought-tolerant, native plants for landscaping, the Mission Beach Residences Project would conserve and efficiently use water. Water conservation achieved through LEED Silver certification would further reduce water demand for the Mission Beach Residences Project and would ensure adequate capacity of the already sufficient potable water delivery system.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would develop 12 multi-family residential units and does not meet the Senate Bill 610 threshold of 500 residential units, which would require that the project prepare a water supply assessment. The Santa Barbara Place Residences Project is estimated to have a potable water demand of approximately 3,402 gallons per day (*Appendix O*).

As noted, the existing 8-inch water main that lies within the alley south of the project site would serve the Santa Barbara Place Residences Project. This 8-inch water connects to the 8-inch water main that travels along Mission Boulevard to the west. The existing connection to the 8-inch water main within the alley to the south of the project site would be abandoned. Private water service connections are proposed to connect to the existing 8-inch water main that travels within the southern alley. Existing public water main infrastructure would be of sufficient capacity for the Santa Barbara Place Residences Project (Leppert Engineering 2014b).

Additionally, as part of LEED Silver certification, the Santa Barbara Place Residences Project would reduce potable water consumption, which includes the following components:

- High-efficiency plumbing fixtures and fittings
- Landscape with noninvasive drought-tolerant native species
- Design and construction of all buildings to meet Leadership in Energy and Environmental Design-certified (LEED) or equivalent water conservation measures.

With installation of water conservation devices such as low-flow toilets and faucets as required by City Municipal Code (Chapter 14, Article 7, Division 3: Additional Plumbing Regulations for Water and Energy Conservation, Section 147.0301), the Santa Barbara Place Residences Project would conserve and efficiently use water. Water conservation achieved through LEED Silver certification would further reduce water demand for the Santa Barbara Place Residences Project and would ensure adequate capacity of the already sufficient potable water delivery system.

Combined Project Analysis

Separately, the existing water distribution system would be of sufficient capacity for each project; combined, it is also expected to be of sufficient capacity as the combination of the two projects would not result in greater impacts than when analyzed separately as the water demand increase would be small relative to the over water demand of the area. The Mission Beach community is fully developed with similar residential land use intensity as proposed by each project; the existing infrastructure is designed to accommodate such land use intensities.

Wastewater

Mission Beach Residences Project

Wastewater treatment service is provided to the Mission Beach Residences Project by the Public Utilities Department, which operates the Metropolitan Sewerage System. Planned improvements to the system would increase treatment capacity to nearly 340 mgd to meet the needs of 2.9 million people by 2050. The facility in the Metropolitan Sewerage System that would serve the Mission Beach Residences Project is the PLWTP, ocean outfall pipes, pump stations, and interconnecting interceptor sewers. The PLWTP has a treatment capacity of 240 mgd with an average daily flow rate of 144 mgd (City of San Diego 2014c).

The Mission Beach Residences Project is estimated to generate approximately 7,711 gallons per day of wastewater (*Appendix O*). A proposed network of private sewer mains would travel within the two proposed alleys within the Mission Beach Residences Project and connect to the existing 15-inch sewer main that travels along Bayside Lane to the east. This existing 15-inch sewer main is of adequate capacity to serve the Mission Beach Residences Project (Leppert Engineering 2014a).

The incorporation of water conservation measures to meet LEED Silver certification, which include low flow toilets, water closets, and high efficiency water fixtures, would reduce wastewater generation and would ensure adequate capacity of the already sufficient wastewater pipeline system and PLWTP.

Santa Barbara Place Residences Project

Similar to the Mission Beach Residences Project, the facility in the Metropolitan Sewerage System that would serve the Santa Barbara Place Residences Project is the PLWTP, ocean outfall pipes, pump stations, and interconnecting interceptor sewers. The PLWTP has a treatment capacity of 240 mgd with an average daily flow rate of 144 mgd (City of San Diego 2014c).

The Santa Barbara Place Residences Project is estimated to generate approximately 1,814 gallons per day of wastewater (*Appendix O*). The Santa Barbara Place Residences Project would connect via private lines to the existing 6-inch sewer main in the alley to the south of the project site that connects to the existing 15-inch sewer within Bayside Lane. The existing public sewer infrastructure is of sufficient capacity to serve the Santa Barbara Place Residences Project (Leppert Engineering 2014b).

The Santa Barbara Place Residences water conservation measures to meet LEED Silver certification, which include low flow toilets, water closets, and overall increased efficiency in indoor water use, would further reduce wastewater generated by the project and would ensure adequate capacity of an already sufficient public sewer system.

Combined Project Analysis

Combined, the Mission Beach Residences Project and the Santa Barbara Place Residences Project would result in the development of 63 residential units. The two projects would employ similar LEED measures to further reduce wastewater generation. Separately, the existing sewer system would be of sufficient capacity for each project; combined, it is also expected to be of sufficient capacity as the combination of the two projects would not result in greater impacts than when analyzed separately as the wastewater generation increase would be small relative to the overall wastewater generation of the area. The Mission Beach community is fully developed with similar residential land use intensity as proposed by each project; the existing infrastructure is designed to accommodate such land use intensities.

Stormwater Drainage

Mission Beach Residences Project

The Mission Beach Residences Project site is fully developed with portions of impervious land cover. According to the Mission Beach Drainage Study, the project would result in a 0.08 cubic feet per second (cfs) increase in peak runoff flow, from the existing estimated 5.63 cfs to 5.71 cfs with the development of the Mission Beach Residences Project. Drainage on site would flow away from each proposed building and the proposed park into one of the private alleys,

Kennebeck Court, or Santa Barbara Place before flowing to Bayside Lane. Stormwater flow though planters and 3-inch storm drain pipes that lead to 3-inch curb outlets are proposed throughout the Mission Beach Residences Project site to convey stormwater runoff. Where feasible, on-site stormwater conveyance would direct flows to landscaped areas. As stated above, there is no existing stormwater drain within the vicinity of the Mission Beach Residences Project site; however, there is a catch basin at the intersection of San Luis Obispo Place and Bayside Lane to the north, where stormwater runoff flows before discharging into Mission Bay. As determined by the Mission Beach Drainage Study (see *Appendix L1*), the increase in 0.08 cfs in peak runoff flow would not adversely impact the existing stormwater system (see *Section 7.6, Hydrology and Water Quality*).

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project site is fully developed with portions of impervious land cover. According to the Santa Barbara Place Drainage Study, the project would result in a 0.09 cfs increase in peak runoff flow, from the existing estimated 1.22 cfs to 1.31 cfs with the development of the Santa Barbara Place Residences Project. Drainage on site would flow away from each proposed building into Santa Barbara Place to the north. Stormwater flow though planters and 3-inch storm drain pipes that lead to 3-inch curb outlets are proposed to convey stormwater runoff to Santa Barbara Place. Where feasible, on-site stormwater conveyance would direct flows to landscaped areas. As stated above, there is no existing stormwater drain within the vicinity of the Santa Barbara Place Residences Project site; however, there is a catch basin at the intersection of San Luis Obispo Place and Bayside Lane to the north, where stormwater runoff flows before discharging into Mission Bay. As determined by the Santa Barbara Place Drainage Study (see *Appendix L2*), the increase in 0.09 cfs in peak runoff flow would not adversely impact the existing stormwater system (see *Section 7.6, Hydrology and Water Quality*).

Combined Project Analysis

As no existing storm drain is within the vicinity of either project, the combined flows of both projects would travel north along Bayside Lane before being directly discharged into Mission Bay at the San Luis Obispo Place catch basin. Combined, the projects would not result in impacts greater than when analyzed separately as the increase of stormwater runoff is small relative to the overall highly developed impervious area of Mission Beach.

Solid Waste

Mission Beach Residences Project

Per the City's Significance Determination Thresholds as described previously, significant cumulative impacts may result from projects that would exceed 40,000 square feet of demolition. Projects that would meet or exceed 40,000 square feet of demolition are required to mitigate impacts through implementation of a project-specific WMP. The Mission Beach WMP prepared by Leppert Engineering addresses demolition, construction, and operation waste generated by the Mission Beach Residences Project and methods of waste reduction.

The Mission Beach WMP outlines strategies to attain a goal of 50% waste reduction during construction and demolition. A Solid Waste Management Coordinator will be appointed to implement the Mission Beach WMP during demolition and construction. Per the Mission Beach WMP, demolition is anticipated to yield 32 tons of debris from the existing former Mission Beach Elementary School building, 117 tons of asphalt paving, and 81 tons of concrete sidewalk, totaling to 230 tons of demolition debris. It is a goal to reuse up to 90% of the demolished existing asphalt, stone, and concrete for the construction of the Mission Beach Residences Project for backfill, flatwork, pipe trenches, and bases for paving or hardscape; 50% of the building demolition debris would be diverted to the Sanco Resources Recovery and Buyback Center; 50% of the demolished concrete would be diverted to Hanson Aggregates West – Miramar; 100% of the demolished asphalt would be reused on site; and the remaining demolition debris would be sent to the Miramar Landfill. During construction, approximately 2,465 cubic yards, or 3,205 tons, of soil would be excavated and either transported to the nearest available construction site that requires soil or disposed of at a permitted disposal facility. If disposal of soil is required at a disposal facility, efforts would be made to the greatest extent possible, to locate a fully-permitted receiver site outside of the coastal zone. Construction is anticipated to generate approximately 112 tons of waste which would be separated into bins for drywall, concrete, clean wood, scrap metal, cardboard, and trash. Such waste would either be reused for on-site construction or taken to City-certified recycling facilities with a 100% diversion rate. Per the Mission Beach WMP, 50% of construction waste would be diverted from the Miramar Landfill. As calculated by the Mission Beach WMP, the demolition and construction of the project has a combined waste diversion target of 96.8%, or 3,434.5 tons reused on site, off site, or sent to appropriate facilities, with 112.5 tons of waste sent to Miramar Landfill.

Upon completion of construction, operation (or occupancy) of the Mission Beach Residences Project would commence. Waste generated by building occupants is an ongoing process, unlike demolition and construction. Utilizing the City's multi-family residential waste generation rate of 1.2 tons per year, the project is anticipated to generate 61 tons of waste per year, as calculated by

the Mission Beach WMP. Operation of the Mission Beach Residences Project would comply with the City's Recycling Ordinance of the Municipal Code (Chapter 6, Article 6, Division 7) by providing recycling collection at least twice a month; designating recycling areas and containers for plastic, glass, paper, metal, and cardboard; and educating residents about the project's recycling programs. Through compliance with the all applicable solid waste regulations, the Mission Beach Residences Project would be expected to have a 40% diversion rate of the estimated 61 tons of operational waste generated per year. Solid waste and recyclable materials collection would be provided by a private hauler.

By complying with City solid waste ordinances through implementation of the Mission Beach WMP, the Mission Beach Residences Project would minimize impacts to the Miramar Landfill.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project also requires demolition, construction, and operation, each of which would generate waste. The existing former Mission Beach Elementary School building is 6,000 square feet, and the project would develop approximately 16,000 square feet, for a total of approximately 22,000 demolished and constructed square feet. Therefore, the Santa Barbara Place Residences Project does not exceed the City's 40,000 cumulative or direct square-footage threshold for solid waste generation and is not required to prepare a waste management plan.

The City's waste generation rates that were used to calculated waste for the Mission Beach WMP also apply to the Santa Barbara Place Residences Project. Using the City's rate for mixed demolition debris of 3 pounds per square foot, the demolition of the existing building would result in approximately 9 tons of debris. Using the City's conversion rate of 0.7 ton per cubic yard, the existing 5,210 square feet of asphalt (approximately 3 inches thick) would yield approximately 34 tons of asphalt. Using the City's conversion rate of 1.2 tons per cubic yard, the existing 488 square feet of concrete (approximately 4 inches thick) to be demolished would yield approximately 7 tons of concrete. Utilizing the City's construction waste generation rate of 3 pounds per square foot, construction of the project is expected to yield approximately 24 tons of construction waste. All 150 cubic yards excavated on the project site would be reused on site. In total, demolition and construction would generate approximately 74 tons of waste. Through compliance with the City's Construction and Demolition Debris Deposit Ordinance, at least 50% of debris generated by the construction and demolition of the Santa Barbara Place Residences Project would be diverted from Miramar Landfill.

Utilizing the City's multi-family waste generation factor of 1.2 tons per year, operation and occupancy of the proposed 12 units would yield approximately 14.4 tons of waste per year. Similar to the Mission Beach Residences Project, the Santa Barbara Place Residences Project

would employ a recycling and education program for the future residents in order to divert at least 40% of operational waste.

Combined Project Analysis

The Mission Beach Residences Project would use a waste management plan to minimize impacts to landfill capacity. A waste management plan is not required for the Santa Barbara Place project due to the limited waste associated with the 12 units proposed on-site. Cumulatively, all impacts to landfill capacity would be reduced through the implementation of the Mission Beach Residences Project waste management plan. No new impacts to landfill capacity would occur through combination of the two projects.

Electricity and Natural Gas

Mission Beach Residences Project

The Mission Beach Residences Project is estimated to have an electricity demand of approximately 346,800 kilowatt hours per year (Robert Hidey Architects 2015). SDG&E currently provides electricity and natural gas to the Mission Beach community and would provide services to the Mission Beach Residences Project. The Mission Beach Residences Project would reduce and minimize energy consumption, as part of LEED Silver certification and the PV system, which includes the following:

- Roof-mounted PV solar panels to generate electricity on-site, and reduce demand from public utility
- Energy-efficient lighting and occupant sensors
- Energy-efficient appliances and systems
- Natural daylighting
- Ventilation strategies
- Design and construction of all buildings to meet Leadership in Energy and Environmental Design (LEED)-certified or equivalent energy conservation measures.

Additionally, the project would be designed according to the most recent Title 24 standards of the California Code of Regulations. Part 6 of Title 24 specifically establishes energy efficiency standards for residential and non-residential buildings constructed in the State of California in order to reduce energy demand and consumption. Part 6 is updated periodically to incorporate and consider new energy efficiency technologies and methodologies. The most recent amendments, referred to as the 2013 standards, became effective on July 1, 2014.

Title 24 also includes Part 11, known as California's Green Building Standards (CALGreen). The CALGreen standards took effect in January 2011, and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential and state-owned buildings, as well as schools and hospitals. The mandatory standards require:

- 20% mandatory reduction in indoor water use.
- 50% of construction and demolition waste must be diverted from landfills.
- Mandatory inspections of energy systems to ensure optimal working efficiency.
- Low-pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring and particle boards.

Implementation of these standards, in addition to LEED Silver sustainability measures and the PV system designed to reduce energy consumption would ensure the Mission Beach Residences Project would not result in a significant impact to electricity use.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project is estimated to have an electricity demand of approximately 81,600 kilowatt hours per year (Robert Hidey Architects 2015). SDG&E currently provides electricity and natural gas to the Mission Beach community and would provide services to the Santa Barbara Place Residences Project. The Santa Barbara Place Residences Project would reduce and minimize energy consumption, as part of LEED Silver certification and the PV system, which includes the following:

- Roof-mounted PV solar panels to generate electricity on-site, and reduce demand from public utility
- Energy-efficient lighting and occupant sensors
- Energy-efficient appliances and systems
- Natural daylighting
- Ventilation strategies
- Design and construction of all buildings to meet Leadership in Energy and Environmental Design (LEED)-certified or equivalent energy conservation measures.

Additionally, the project would be designed according to the most recent Title 24 standards of the California Code of Regulations including Part 6 of Title 24 which specifically establishes

energy efficiency standards for residential and non-residential buildings to reduce energy demand and consumption.

Moreover, Part 11 of Title 24 requires the following for new development:

- 20% mandatory reduction in indoor water use.
- 50% of construction and demolition waste must be diverted from landfills.
- Mandatory inspections of energy systems to ensure optimal working efficiency.
- Low-pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring and particle boards.

Implementation of these standards, in addition to LEED Silver sustainability measures and PV system designed to reduce energy consumption would ensure the Santa Barbara Place Residences Project would not result in a significant impact to electricity use.

Combined Project Analysis

When combined, both projects are not expected to result in any greater impacts than each project individually, as outlined above.

7.11.4 SIGNIFICANCE OF IMPACT

Water

Mission Beach Residences Project

The Mission Beach Residences Project would implement multiple water conservation measures, such as high-efficiency plumbing measures designed to meet LEED Silver certification, to reduce potable water usage. Additionally, the potable water distribution system that would serve the project would be of sufficient capacity prior to water conservation reduction measures. The project would also provide non-drought resistant vegetation. Therefore, the Mission Beach Residences Project would have less-than-significant impacts to water supply and infrastructure.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would implement multiple water conservation measures, such as high-efficiency plumbing measures implemented to meet LEED Silver certification, would be implemented to reduce potable water usage. Additionally, the potable water distribution system that would serve the project would be of sufficient capacity prior to water conservation reduction measures. The project would also provide non-drought resistant

vegetation. Therefore, the Santa Barbara Place Residences Project would have less-than-significant impacts to water supply and infrastructure.

Combined Project Analysis

Combined, the Mission Beach Residences Project and Santa Barbara Place Residences Project would not result in greater impacts than each project individually; each project would implement water conservation measures to minimize potable water usage, including the provision of non-drought resistant vegetation. The increase in water demand would be considered small and not substantial relative to the overall demand of the area. Impacts to water supply and infrastructure would be less than significant.

Wastewater

Mission Beach Residences Project

Adequate sewer capacity exists to serve the Mission Beach Residences Project. In addition, as indicated previously, the Point Loma Wastewater Treatment Facility currently has a daily average of 96 mgd unused capacity; therefore, the Point Loma Wastewater Treatment Facility would have capacity to accommodate the project. Additionally, the Mission Beach Residences Project would incorporate LEED design features such as high-efficiency plumbing and fixtures, that would further reduce wastewater generation. Impacts would be less than significant.

Santa Barbara Place Residences Project

Adequate sewer capacity exists to serve the Santa Barbara Place Residences Project. In addition, as indicated previously, the Point Loma Wastewater Treatment Facility currently has a daily average of 96 mgd unused capacity; therefore, the Point Loma Wastewater Treatment Facility would have capacity to accommodate the project. Additionally, the Santa Barbara Place Residences Project would incorporate LEED design features such as high-efficiency plumbing and fixtures, that would further reduce wastewater generation. Impacts would be less than significant.

Combined Project Analysis

Combined, the Mission Beach Residences Project and Santa Barbara Place Residences Project would not result in greater impacts than each project individually. The increase in wastewater generation would be considered small and not substantial relative to the overall demand of the area. Impacts would be less than significant.

Stormwater Drainage

Mission Beach Residences Project

As stated earlier, the Mission Beach Residences Project would result in a 0.08 cfs increase in peak runoff compared to existing conditions. The increase in runoff is not considered substantial and would not adversely affect existing stormwater drainage into Mission Bay. Additionally, proposed on-site storm drain systems would direct flows into landscaped areas where feasible. Impacts would be less than significant.

Santa Barbara Place Residences Project

As stated earlier, the Santa Barbara Place Residences Project would result in a 0.09 cfs increase in peak runoff compared to existing conditions. The increase in runoff is not considered substantial and would not adversely affect existing stormwater drainage into Mission Bay. Additionally, proposed on-site storm drain systems would direct flows into landscaped areas where feasible. Impacts would be less than significant.

Combined Project Analysis

Combined, the Mission Beach Residences Project and the Santa Barbara Place Residences Project would result in an increase of 0.17 cfs of peak runoff compared with existing conditions. . However, with the implementation of best management practices as proposed for each separate project, the combination of the two projects would not create any additional adverse effect to the existing drainage than those outlined for each individual project. The existing stormwater drainage to Mission Bay would not be adversely affected, as the two projects combined represent a small and not substantial increase in stormwater runoff relative to the overall highly developed and impervious area of Mission Beach. Impacts would be less than significant.

Solid Waste

Mission Beach Residences Project

As calculated by the Mission Beach WMP, the demolition and construction of the project has a combined waste diversion target of 96.8%, or 3,434.5 tons reused on site, off site, or sent to appropriate facilities, with 112.5 tons of waste sent to Miramar Landfill. Through compliance with the City's Recycling Ordinance, the Mission Beach Residences Project would be expected to have a 50% diversion rate of the estimated 61 tons of waste generated per year during operation. While the Mission Beach Residences Project exceeds the cumulative impact threshold of the City's Significance Determination Thresholds, the required Mission Beach WMP is

prepared to City specifications and would minimize impacts to landfill capacity. As a result, impacts would be less than significant.

Santa Barbara Place Residences Project

Demolition and construction of the Santa Barbara Place Residences Project would generate approximately 74 tons of waste, and operation would generate approximately 14.4 tons of waste per year. However, the project does not exceed the square-footage threshold for cumulative or direct solid waste impacts per the City's Significance Determination Thresholds; therefore, a WMP was not required. Additionally, the Santa Barbara Place Residences Project would comply with City's ordinances for waste diversion as they relate to construction, demolition, and ongoing recycling. The project is not subject to the City's Recycling Ordinance. Impacts would be less than significant.

Combined Project Analysis

When combined, no new impacts to landfill capacity would occur beyond what would occur separately, as outlined above. Impacts would be less than significant.

Electricity and Natural Gas

Mission Beach Residences Project

Per the City's CEQA Significance Thresholds, SDG&E continuously forecasts future energy demands to ensure that infrastructure capacity can meet demand. The City's CEQA Significance Thresholds state that "direct impacts to electrical and natural gas facilities are addressed and mitigated by SDG&E at the time incoming development projects occur and are not typically evaluated by City staff" (City of San Diego 2011b). Since the site is currently developed, SDG&E currently has infrastructure to serve the Mission Beach Residences Project site and is currently serving the built out community of Mission Beach. Impacts related to SDG&E's ability to service the project are considered less than significant.

Santa Barbara Place Residences Project

Similar to the Mission Beach Residences Project, the Santa Barbara Place Project site is currently developed and SDG&E currently has infrastructure to serve the site and the built out surrounding community. Impacts related to SDG&E's ability to service the project are considered less than significant.

Combined Project Analysis

Combined, the Mission Beach Residences Project and the Santa Barbara Place Residences Project would not result in greater impacts to SDG&E's ability to serve the projects than each project individually. Impacts would be less than significant.

7.12 VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER

7.12.1 INTRODUCTION

The information and analysis in this section have been compiled based on site visits and photos of the Mission Beach Residences Project site and the Santa Barbara Place Residences Project site. Additionally, pertinent documents were reviewed, including the City of San Diego (City) General Plan (City of San Diego 2008), the Mission Beach Precise Plan (City of San Diego 1989), and the City's Municipal Code (which include the Mission Beach Planned Development Ordinance).

7.12.2 EXISTING CONDITIONS

On-Site Land Use

Mission Beach Residences Project

The Mission Beach Residences Project site is located on an approximately 1.88-acre trapezoidal area. The project site is located approximately 100 feet west of Mission Bay and approximately 385 feet east of the Pacific Ocean (see *Figure 1-2, Vicinity Map* in Chapter 1).

Previously, the project site was used for the Mission Bay Elementary School, which closed in 1973 due to declining attendance rates (City of San Diego 1989). The previous school building is located along the southern and western perimeter of the site, with an interior grass courtyard and concrete walkways. The northern half of the site is a paved surface parking lot which supported activities in the school building. Mature trees scatter the courtyard and line the western edge of the site, bordering Mission Boulevard.

The existing conditions of the project site are shown in *Figure 7.12-1a, Existing Site Photos Index Map – Mission Beach Residences Project,* along with *Figure 7.12-1b* and *Figure 7.12-1c, Mission Beach Residences Project Existing Site Photos*. As shown in these figures, the existing former Mission Beach Elementary School building is vacant and dilapidated with faded and chipped paint, boarded windows, and weed growth along the building foundation. The property is surrounded by a metal chain-link fence, which further contributes to the site's vacant appearance. The building façade is generally aged and unmaintained.

The existing landscape condition lacks overall maintenance as the existing trees and other plantings have not undergone consistent upkeep. Both the vegetative and hardscape land cover on the Mission Beach Residences Project site lack visual cohesiveness. Grass land cover generally is either overgrown or has died. The open northern parking lot is currently a mix of asphalt hardscape, dirt, and gravel. Cracks in the parking lot, particularly along the edges of the property, have provided locations for scatted weeds and grasses to take root. Trash and other debris can be seen scattered throughout the project site and along the inside of the metal chain-link fence.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project site is located on an approximately 0.34-acre rectangular parcel. The project site is located approximately 200 feet west of Mission Bay and approximately 480 feet east of the Pacific Ocean (see *Figure 1-2, Vicinity Map*).

Previously, the project site was used as a preschool and auditorium for the San Diego Unified School District. This existing structure covers the majority of the parcel, with grass lawns lining the northern perimeter and a gated grass courtyard near the southeastern corner of the site. The southern and eastern perimeter of the site is a paved surface parking lot which supported activities in the facility.

The existing conditions of project site are shown in *Figure 7.12-2a, Existing Site Photos Index Map – Santa Barbara Place Residences Project,* along with *Figures 7.12-2b* and *7.12-2c, Santa Barbara Place Residences Project Existing Site Photos*. A metal chain-link fence lines portions of the property line and existing building. The existing land uses are vacant with faded paint, boarded windows, weeds intruding along the existing structure, lack of landscaping upkeep, and a small wilting tree in the southeast lawn area; there is an overall appearance of lack of maintenance. Specifically, the existing building façade is stained and has remnants of previous signage. The parking lot on the eastern portion of the project site has numerous existing cracks and an uneven surface. Trash and other debris can be seen scattered throughout the project site, especially along the inside of the metal chain-link fence. The existing ficus tree along the northern boundary of the Santa Barbara Place Residences Project site dominates the views of the project site from most angles due to its height and size.

Off-Site Land Uses and Neighborhood Character

Both project sites are located within the Mission Beach Community of the City of San Diego. Mission Beach is a 2-mile-long and 0.25-mile-wide sand bar peninsula created by joint action of the San Diego River and the Pacific Ocean. The Mission Beach Residences Project site is immediately north of the Santa Barbara Place Residences Project site, across Santa Barbara Place. Approximately 0.15 mile south of both project sites on Mission Boulevard is Belmont

Park, a tourist attraction amusement park. The Bahia Resort Hotel is approximately 0.25 mile southwest and Mission Bay Yacht Club is approximately 0.25 mile north of both project sites.

As noted in the Mission Beach Precise Plan, the community is characterized by low-profile, compact, medium-density residential structures. As discussed in *Section 5.1, Land* Use, the Mission Beach community is the most densely developed residential community within the City of San Diego, with mostly residential land use. However, there are a few newer structures that use brighter exterior finishes. The Mission Beach Precise Plan does not identify the existence of a consistent architectural style or theme within the community. Instead, it provides recommendations for the design criteria for development within the community; such design and site criteria are provided in the Mission Beach Planned Development Ordinance (discussed below and in *Table 5.1-3, Consistency with Mission Beach Planned District Ordinance*, in *Section 5.1, Land Use*). The existing residential development includes a broad mix of old and new/remodeled structures exhibiting a variety of architectural styles between individual lots. These styles include modern, boxy structures; older "hotel-style" apartment buildings; modern California coastal; single-story cottages; and Spanish/early California-inspired styles. While architectural styles may vary, structures are uniform in color with general earth-tone finishes with a mix of dark and light accent colors, depending on the structure.

Additionally, the neighborhood is also characterized by small roadways, lanes, and alleyways that travel between small lots. Overhead utility lines also travel throughout the community.

Light, Glare, and Shading

The projects are in a built-up area where night lighting is a common feature. Light sources in the area include street lights, building lighting, security lighting, sidewalk lighting, and alley lighting. Further south near the commercial areas surrounding Belmont Park, outdoor lighting is much more prominent and includes illuminated signage and parking lot lighting. The existing lighting is in compliance with all applicable City laws and regulations. Due to the height restrictions of buildings in the area, sources of shade tend to include existing mature trees that line roadways and alleys. There is no substantial glare in the area surrounding both project sites.

Local Regulations

Mission Beach Planned District Ordinance

Both the Mission Beach Residences Project and the Santa Barbara Place Project are subject to Chapter 15, Article 13 of the San Diego Municipal Code, Mission Beach Planned District Ordinance (PDO); City of San Diego 2012). This includes restrictions on construction of residential developments, based on the small lot sizes and the urbanization pattern of the

community. The intent of these restrictions is to implement the goals and recommendations of the adopted Mission Beach Precise Plan. Specifically, Code Sections 1513.0102 through 1513.0405 provide specific development guidance related to setbacks, display regulations, parking standards, landscaping, and other criteria. As stated in the PDO, where there is a conflict between the City's Land Development Code and the PDO, the PDO applies (City of San Diego 2012). In terms of visual effects, both project sites are within the Coastal Height Limits Overlay Zone as defined by the City's Municipal Code; the PDO and the Coastal Height Limits Overlay Zone are consistent with one another (City of San Diego 2003).

Lighting Regulations

Lighting within the City is controlled by the City's Outdoor Lighting Regulations per Section 142.0740 of the City's Municipal Code. The City's Outdoor Lighting Regulations are intended to protect surrounding land uses as well as astronomical activities at the Palomar and Mount Laguna observatories from excessive light generated by new development. The applicable Outdoor Lighting Regulations as identified in the Off-Site Development Impact Regulations of the City's Municipal Code (City of San Diego 2014) require that:

- Outdoor lighting shall minimize impacts from light pollution, including light trespass, glare, and urban sky glow, to preserve enjoyment of the night sky and minimize conflict caused by unnecessary illumination. Regulation of outdoor lighting is also intended to conserve electrical energy.
- Outdoor lighting shall comply with the applicable sections of the California Energy Code, and shields and flat lenses shall be required to control and direct the light below an imaginary horizontal plane passing through the lowest point of the fixture, except for such uses identified in Section 142.0740(c)(2) of the City's Municipal Code.
- New outdoor lighting fixtures shall minimize light trespass in accordance with the Green Building Regulations where applicable, or otherwise shall direct, shield, and control light to keep it from falling onto surrounding properties. Zero direct-beam illumination shall leave the premises.
- All outdoor lighting, including search lights, shall be turned off between 11:00 P.M. and 6:00 A.M., except for such uses identified in Section 142.0740(c)(5), which include: outdoor lighting for commercial and industrial uses, such as sales, assembly, repair, and security, that continue to be fully operational after 11:00 P.M; recreational activities that are not in a residential zone; on-premises illuminated signs for businesses that are open to the public after 11:00 P.M; and outdoor illumination for the flag of the United States of America.
- Prior to installation of an outdoor light fixture, an Electrical Permit shall be obtained when required in accordance with Section 129.0302 of the City's Municipal Code. When

an Electrical Permit is required, the applicant for the permit shall identify the proposed light fixture schedule to the satisfaction of the Building Official including the number of lumens and the backlight, up light, and glare rating for each fixture to demonstrate compliance with the City's Outdoor Lighting Regulations.

Glare Regulations

Glare within the City is controlled by City Municipal Code Section 142.0730 (Glare Regulations). The City's Glare Regulations as identified in the Off-Site Development Impact Regulations of the City's Municipal Code (City of San Diego 2014) include the following:

- A maximum of 50% of the exterior of a building may be comprised of reflective material that has a light-reflectivity factor greater than 30%.
- Reflective building materials shall not be permitted where the City Manager determines that their use would contribute to potential traffic hazards, diminished quality of riparian habitat, or reduced enjoyment of public open space.

7.12.3 IMPACT

Issue 1: Would the proposal result in a substantial obstruction of any vista or scenic view from a public viewing area as identified in the community plan?

According to the City's CEQA Significance Determination Thresholds (City of San Diego 2011), impacts to vistas, scenic views, or public viewing areas may be significant if the project would:

a. Substantially block a view through a designated public view corridor as shown in an adopted community plan, the General Plan, or the Local Coastal Program. Minor view blockages would not be considered to meet this condition. In order to determine whether this condition has been met, consider the level of effort required by the viewer to retain the view.

b. Cause substantial view blockage from a public viewing area of a public resource (such as the ocean) that is considered significant by the applicable community plan. Unless the project is moderate to large in scale, condition "c" would typically have to be met for view blockage to be considered substantial.

c. Exceed the allowed height or bulk regulations, and this excess results in a substantial view blockage from a public viewing area.

Mission Beach Residences Project

The major visual resources within the vicinity of the Mission Beach Residences Project are the Pacific Ocean and Mission Bay. The City's General Plan Policy CE-C.8 identifies the importance of these resources by "protect[ing] coastal vistas and overlook areas from obstructions and visual clutter where it would negatively affect the public's reasonable use and enjoyment of the resource" (City of San Diego 2008). While the Mission Beach Precise Plan does not identify specific scenic vistas or views, it establishes a similar policy to protect views to, and along, the shoreline that originate from public areas from blocking development or vegetation (City of San Diego 1989).

As the Mission Beach Residences Project does not lie adjacent to the shoreline of the Pacific Ocean or Mission Bay, it would not prevent public views of these resources from the public beaches or boardwalks. Additionally, any view of Mission Bay of the Pacific Ocean that is currently accessible along east–west roadways or alleys (e.g., Kennebeck Court) would not be obstructed by the project. The Mission Beach Residences Project would develop structures within the northern portion of the project that currently is not occupied by any structure. However, the project site is completely surrounded by residential development with no identified public viewing area, vista, view corridor, or otherwise significant views within the Mission Beach Precise Plan. Additionally, as further discussed in *Section 5.12.6*, the Mission Beach Residences Project would not exceed bulk and height regulations of the PDO and therefore would not result in excess height or bulk that may result in view blockage. While private views of these resources may exist (though private views are unlikely due to similar heights of residential development throughout the immediate area), the City's Significance Determination Thresholds state that private views are not protected (City of San Diego 2011). The Mission Beach Residences Project is consistent with these height, bulk, and scale requirements; therefore, potential impacts resulting from shadowing would be less than significant.

Figure 7.12-3, Existing and Proposed Views from Jersey Court, shows a view of the existing condition and an architectural rendering of the Mission Beach Residences Project as viewed from Jersey Court, looking west toward the Mission Beach Residences Project site from Mission Boulevard. As shown in the architectural rendering, Jersey Court would be extended through the project site allowing for new views of Mission Bay, which is currently obstructed by the existing school building and a tall, chain-link fence. This would be a beneficial visual impact resulting from the Mission Beach Residences Project.

Santa Barbara Place Residences Project.

The Santa Barbara Place Residences Project is to the south of the Mission Beach Residences Project and is currently developed with vacant school facilities; as such, the majority of the

previous discussion of the Mission Beach Residences Project regarding scenic vistas and public views would apply to this project. The Santa Barbara Place Residences Project does not abut the shoreline of Mission Bay or the Pacific Ocean and therefore would not alter or obstruct public views of these scenic resources from the beaches or boardwalks. The project site is completely surrounded by residential development with no identified public viewing area, vista, view corridor, or otherwise significant views within the Mission Beach Precise Plan. Additionally, as discussed in *Section 5.12.6*, the Santa Barbara Place Residences Project would not exceed the allowable bulk and height restrictions of the PDO. The Santa Barbara Place Residences Project is consistent with these height, bulk, and scale requirements; therefore, impacts resulting from shadowing are anticipated to be less than significant.

Combined Project Analysis

No identified scenic vistas or public views would be obstructed by the two projects separately, and they would not combine to result in any greater impacts as neither project abuts a shoreline or contains scenic public viewing areas. As both project sites are within an already developed and built-out area, the implementation of the two projects would not result in substantial view blockage. When combined, the projects would not exceed the bulk and scale requirements of the PDO, and would remain consistent with the City's General Plan Policy CE-C.8 and the Mission Beach Precise Plan policy to protect views to, and along, the shoreline that originate from public areas from blocking development or vegetation. Both projects are consistent with the City's height, bulk, and scale requirements; therefore, potential impacts resulting from shadowing would be less than significant. The implementation of Jersey Court as part of the Mission Beach Residences Project would provide an additional unobstructed views toward Mission Bay, therefore enhancing views and resulting in a beneficial visual impact.

7.12.4 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The Mission Beach Residences Project would not obstruct public views of the Pacific Ocean and Mission Bay. No scenic vistas, views, or other public viewing areas are identified within the City's General Plan or in the Mission Beach Precise Plan. Additionally, the extension of Jersey Court through the project site would create new views of Mission Bay. Therefore, impacts to public views would be less than significant.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would not obstruct public views of the Pacific Ocean and Mission Bay. No scenic vistas, views, or other public viewing areas are identified

within the City's General Plan or in the Mission Beach Precise Plan. Therefore, impacts to public views would be less than significant.

Combined Project Analysis

The two projects combined would not result in substantial view blockage. Combined, no new or greater impacts would occur beyond what is identified for each project individually. The extension of Jersey Court would result in a new view to Mission Bay, thus enhancing views following combined project implementation. Impacts to public views would be less than significant.

7.12.5 IMPACT

Issue 2: Would the proposal result in the creation of a negative aesthetic site or project?

Issue 3: Would the proposal result in bulk, scale, materials, or style which would be incompatible with surrounding development?

Issue 4: Would the proposal result in substantial alternation to the existing or planned character of the area, such as could occur with the construction of a subdivision in a previously undeveloped area?

Issue 5: Would the proposal result in the loss of any distinctive or landmark tree(s), or stand of mature trees as identified in the community plan?

Issue 6: Would the proposal result in a substantial change in the existing landform?

According to the City's CEQA Significance Determination Thresholds (City of San Diego 2011), visual quality and neighborhood character impacts may be significant if the project would:

a. Exceed the allowed height or bulk regulations and existing patterns of development in the surrounding area by a significant margin.

b. Have an architectural style or use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme (e.g., Gaslamp Quarter, Old Town).

c. Result in the physical loss, isolation or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark) which is identified in the General Plan, applicable community plan or local coastal program.

d. Be located in a highly visible area and contrast with the surrounding development or overall character of the area.

e. Open up a new area for development or change the overall character of the area.

Negative aesthetic impacts may be significant if:

a. The project would create a disorganized appearance and would substantially conflict with City codes (e.g., a sign plan which proposes extensive signage beyond the City's sign ordinance allowance).

b. The project significantly conflicts with the height, bulk, or coverage regulations of the zone and does not provide architectural interest (e.g., a tilt-up concrete building with no offsets or varying window treatment).

c. The project includes crib, retaining or noise walls greater than six feet in height and 50 feet in length with minimal landscape screening or berming where the walls would be visible to the public.

d. The project is large and would result in an exceeding monotonous visual environment (e.g., a large subdivision in which all the units are virtually identical).

e. The project includes a shoreline protection device in a scenic, high public use area, unless the adjacent bluff areas are similarly protected.

Landform alteration impacts may be significant if the project would alter more than 2,000 cubic yards of earth per graded acre by either excavation or fill, and one or more of the following conditions also is met by the project:

1. The project would disturb steep hillsides in excess of the encroachment allowances of the Environmentally Sensitive Lands regulations (LDC Chapter 14, Article 3, Division 1).

2. The project would create manufactured slopes higher than 10 feet or steeper than 2:1 (50%).

3. The project would result in a change in elevation of steep hillsides as defined by City Municipal Code Section 113.0103 from existing grade to proposed grade of more than 5 feet by either excavation or fill, unless the area over which excavation or fill would exceed 5 feet is only at isolated points on the site.

4. The project design includes mass terracing of natural slopes with cut or fill slopes in order to construct flat-pad structures.

Where these conditions apply, impacts may not be significant if:

1. The grading plans clearly demonstrate, with both spot elevations and contours, that the proposed landforms would very closely imitate the existing on-site landform and/or the undisturbed, pre-existing surrounding neighborhood landforms (this may be achieved through naturalized variable slopes).

2. The grading plans clearly demonstrate, with both spot elevations and contours, that the proposed slopes follow the natural existing landform and at no point vary substantially from the natural landform elevations.
3. The proposed excavation or fill is necessary to permit installation of alternative design features, such as step-down or detached buildings, non-typical roadway or parking lot designs, and alternative retaining wall designs that reduce the project's overall grading requirements.

Mission Beach Residences Project

Bulk, Scale, and Size

As noted previously, the Mission Beach Residences Project site is immediately surrounded by residential development with three-story structures immediately to the east, north, and south, and one- and two-story structures immediately to the west. The Santa Barbara Place Residences Project site is also immediately south, separated by Santa Barbara Place. There are 93 lots within the 300-foot radius from the project. Of those 93 lots, there are 22 single-family homes, 61 buildings with 2 to 4 units, and 10 buildings with 5 or more units. The surrounding area is comprised of predominantly multi-family unit developments. The Mission Beach Residences Project would result in development of compact, medium-density residential land uses similar to that of the surrounding community.

As noted in the Mission Beach Precise Plan, the community is characterized by low-profile, compact, medium-density residential structures, with an overall goal to retain such characteristics. The Mission Beach Precise Plan includes the following general recommendations for new residential development within the community planning area in order to retain its overall character: density limitation of 36 dwelling units per acre; yards/setbacks that are increased for structures over two stories; a floor-area ratio (FAR) of about 1.0, with variations up to 1.2; a height limit of 35 feet; 20% of the lot area within residential development should be landscaped; and all refuse containers should be screened from views along public right-of-ways. These design recommendations were further refined and implemented in the form of the Mission Beach PDO. The PDO provides for more specific designs measures based on the Mission Beach Precise Plan. For example, the PDO specifies the Mission Beach Community to have a maximum FAR of 1.1, maximum lot coverage of 65%, and a building height restriction of 30 feet above grade (which is in accordance with the City's Coastal Height Limit Overlay Zone).

Mission Beach Residences Project consistency with the PDO is discussed in *Section 5.1, Land Use*, and *Table 5.1-3, Consistency with Mission Beach Planned District Ordinance*. As shown in *Table 5.1-3, Consistency with Mission Beach Planned District Ordinance*, the Mission Beach

Residences Project would be consistent with the development regulations set forth in the PDO. Additionally, proposed building elevations can be found in *Figures 3-2a* and *3-2b, Mission Beach Residences Project Exterior Elevations,* in *Chapter 3, Project Description*.

Leppert Engineering provided various engineering and architectural notes for the Mission Beach Residences Project, which indicate specific information regarding the architecture of the proposed structures on site (Leppert Engineering 2014a). The project site in total would have a density of 27.1 dwelling units per acre. Of the individual proposed buildings, the maximum FAR would be 1.10; the project site overall would have a FAR of 0.82 with the park included and a FAR of 0.91 without the park included. As noted in the conceptual landscape plan for the Mission Beach Residences Project, each individual lot would have a minimum landscaped area of 20%. The maximum proposed building height measured from the proposed grade would be 29 feet and 11 inches, which would be within the allowable 30-foot height of the PDO. Each building that abuts a public street (Kennebeck Court and Santa Barbara Place) would meet the minimum front setback requirement of 15 feet. The southernmost three rows of buildings would be separated from the Mission Boulevard frontage by the proposed pocket park and would have an additional internal setback of 5 feet from the park boundary. Lot 1 (the northwestern-most lot just north of the proposed park) would meet the minimum side setback requirement of 3 feet from the right-of-way. Refuse containers would have a designated visually screened area within each lot that would be separated from any public right-of-way. The only proposed deviations from the PDO are for proposed lots 6 and 7 through 15~~17~~. Instead of having a public street frontage, ~~these~~ lots 7 through 15 would have access to public streets via a public~~rivate~~ access easement~~s~~. This ensures that the intent of the PDO requirement of street frontage to provide access is still achieved. For Lot 6, the street frontage would be provided at 25.04 feet when 30 feet is required due to the irregularly shaped lot. Deviations have historically been permitted for such lots throughout Mission Beach where Bayside Lane runs diagonally.

With overall compliance with the PDO requirements and general residential land use recommendations of the Mission Beach Precise Plan, the Mission Beach Residences Project would develop structures of bulk and scale that would be consistent with the character of the surrounding community. The proposed pocket park would provide for a large buffer from the major public right-of-way, Mission Boulevard, lessening the apparent bulk of the Mission Beach Residences Project by creating an aesthetically pleasing appearance from Mission Boulevard. Three-story residential development would be consistent with many of the surrounding structures, including those immediately to the north, west, and south.

Architectural Style and Aesthetic

The Mission Beach Precise Plan does not identify the existence of a consistent architectural style or theme within the community. While the PDO provides for development regulations in terms of density, lot coverage, bulk, mass, and scale, it does not provide for architectural style regulations. As such, the impact to neighborhood character in terms of aesthetics must be compared to the existing architecture of the surrounding Mission Beach Community.

The existing residential development includes a broad mix of old and new/remodeled structures exhibiting a variety of architectural styles between individual lots. These styles include modern, boxy structures; older "hotel-style" apartment buildings; modern California coastal; single-story cottages; and Spanish/early California-inspired styles. While architectural styles may vary, structures are uniform in color with general earth-tone finishes with a mix of dark and light accent colors, depending on the structure. However, there are a few newer structures that use brighter exterior finishes. An architectural rendering of the Mission Beach Residences Project can be found in *Figure 3-3, Mission Beach Residences Project Architectural Rendering*. The architectural style of the Mission Beach Residences Project can be characterized as coastal, with earth-tone finishes, shingle and horizontal side paneling, asphalt shingle roofing, wooden accents (balconies and planters), and painted non-reflective metal trim. While an overall theme is present, individual buildings would vary in specific design, primary and accent colors, and roof pitches (all roof pitches would be less than 45 degrees) in order to provide for a visually interesting and pleasing aesthetic.

The current use of the Mission Beach Residences Project site is the former Mission Beach Elementary School. The current land use detracts from the visual quality of the area. The existing structure is vacant and neglected with faded paint and lack of overall upkeep. The landscaping is unkempt and patchy, and the majority of the vegetated lawns consist of dead or dying grasses. Surrounding the property is a metal chain-link fence, which is out of place in a residential community.

Development of the Mission Beach Residences Project would increase the cohesiveness of the Mission Beach community by furthering the goals of retaining the residential character of the area. The project would not exceed the development requirements, thus resulting in a consistent bulk and scale with surrounding structures. Additionally, there are a variety of one-, two-, and three-story structures in the area. The project would be architecturally consistent between buildings and would not starkly contrast with surrounding development.

The proposed park and landscaping plan would improve the visual quality of the Mission Beach Residences Project site as compared to its current state. *Figure 7.12-4, Existing and Proposed View from Mission Boulevard – Proposed Park*, shows a view of the existing condition and an architectural rending of the proposed park as viewed from Mission Boulevard looking west

towards the Mission Beach Residences Project site. The existing and proposed views presented in the figure do not maintain the exact same viewing angle, but are representative of site views afforded to pedestrians and motorists from the same location. As shown in the existing condition, the proposed park location is currently occupied by the former elementary school building which is currently vacant and unmaintained. The dilapidated structure is surrounded by a chain-linked fence and unmaintained vegetation. As shown in the architectural rendering, the proposed park would replace the aged, dilapidated structure, and would provide a substantial open space setback from Mission Boulevard with vegetative land cover. This setback reduces the apparent bulk and scale of the Mission Beach Residences Project along Mission Boulevard. The proposed landscaping would soften views of the project for motorists, bicyclists, and pedestrians traveling along Mission Boulevard while enhancing the overall aesthetic of the project site. Landscape plantings would be designed to visually screen storage, utility, and other areas that may be considered to detract from the aesthetic of the area. Additionally, color, texture, and form of chosen landscaping planting would aid in creating a visually pleasing and interesting environment while complimenting the architectural style of the proposed structures. Further, the proposed landscaping would also conform to the PDO and other applicable City landscaping regulations to ensure consistency with the neighborhood quality and character of the Mission Beach community.

Landform and Grading

As the Mission Beach Residences Project site is currently developed and essentially flat (see *Section 7.4, Geologic Conditions*), no major landforms or steep hillsides exist. Proposed grading for the Mission Beach Residences Project is estimated to require cut of 2,630 cubic yards and 165 cubic yards of fill. This grading and associated construction would maintain a relatively flat site, with minimal sloping of the finished pad grade for drainage considerations.

Landmark Trees

While several trees exist on the Mission Beach Residences Project site, none are considered significant or landmark trees. No trees on the project site are identified within the General Plan, Mission Beach Precise Plan, or any other applicable planning document as landmark, significant, or otherwise important. While existing trees on the project site would be removed, the project's landscaping plan would add numerous trees, shrubs, and other plantings to the Mission Beach Residences Project site. Several existing trees that line Mission Boulevard would be replaced.

Santa Barbara Place Residences Project

Bulk, Scale, and Size

The Santa Barbara Place Residences Project is immediately surrounded by three-story residential to the east, two- and three-story residential to the west, two-story residential to the south. The Mission Beach Residences Project site is to the north across Santa Barbara Place. In general, the Santa Barbara Place Residences Project would consist of development of compact, medium-density residential land uses similar to that of the surrounding community. As noted in the Mission Beach Precise Plan, the community is characterized by low-profile, compact, medium-density residential structures, with an overall goal to retain such characteristics. As discussed in *Section 5.1, Land Use* and shown in *Table 5.1-3, Consistency with Mission Beach Planned District Ordinance*, the Santa Barbara Place Residences Project would be consistent with the development regulations of the PDO, which implements the design recommendations of the Mission Beach Precise Plan. Additionally, proposed building elevations can be found in *Figures 3-5a* and *3-5b, Santa Barbara Place Exterior Elevations*. The following are the proposed development standards of the Santa Barbara Place Residences Project: a FAR of 1.07, a density of 35.3 dwelling units per acre, a maximum building height of 30 feet, a 15-foot front setback from the Santa Barbara Place frontage, a 5.64-foot side setback from the Mission Boulevard frontage (required setback is 10% of shortest lot line, which is 25.98 feet, up to 7 feet), a 6-foot side setback from adjacent properties to the east, and a minimum 20% of each lot would be landscaped (Leppert Engineering 2014b). As the Santa Barbara Place Residences Project would not exceed the development standards required by the City for this area, the project would result in the development of consistent bulk and scale and existing land uses.

Architectural Style and Aesthetic

As the Santa Barbara Place Residences Project is immediately south of the Mission Beach Residences Project, it is also surrounded by residential land uses that consist of a mix of different architectural styles with no apparent unifying theme. The architectural style of the Santa Barbara Place Residences Project is similar to that of the Mission Beach Residences Project and would use a coastal craftsman inspired architectural style. For similar reasons (earth-toned finishes and internal cohesion in overall style while providing visual interest), the Santa Barbara Place Residences would not starkly contrast with surrounding development and the existing character of the area.

The existing land uses of the Santa Barbara Place Residences Project site consist of the former preschool and auditorium facility. The current uses detract from the visual quality of the area due to the presence of a metal chain-link fence along portions of the property's perimeter, the vacant and dilapidated state of the existing structure, and lack of landscaping upkeep and maintenance.

The Santa Barbara Place Residences Project would increase the cohesiveness of the Mission Beach community by furthering the goals of retaining the low-profile and compact residential character of the area. An architectural rendering of the Santa Barbara Place Residences Project is found in *Figure 3-6, Santa Barbara Place Residences Project Architectural Rendering*. The project would not exceed the development requirements, thus resulting in a consistent bulk and scale with surrounding structures. The project would be architecturally consistent between buildings and would not starkly contrast with surrounding development. Landscape plantings would be designed to visually screen storage, utility, and other areas that may be considered to detract from the aesthetic of the area. Additionally, color, texture, and form of chosen landscaping planting would aid in creating a visually pleasing and interesting environment while complimenting the architectural style of the proposed structures. Further, the proposed landscaping would also conform to the PDO and other applicable City landscaping regulations to ensure consistency with the neighborhood quality and character of the Mission Beach community.

Landform and Grading

As the Santa Barbara Place Residences Project site is currently developed and essentially flat (see *Section 7.4, Geologic Conditions*), no major landforms or steep hillsides exist. Proposed grading for the Santa Barbara Place Residences Project is estimated to require approximately 150 cubic yards of cut and fill. This balanced grading and associated construction would also result in a relatively flat site, with minimal sloping of the finished pad grade for drainage considerations.

Landmark Trees

There two existing large trees within the Santa Barbara Place Residences Project site that would be removed. However, neither tree is considered or identified as a significant or landmark tree within the Mission Beach Precise Plan or other applicable planning document. Additional trees and other vegetation would be introduced to the project site through implementation of the project's landscaping plan. The existing large ficus tree along the northern boundary of the project site would be removed and replaced at the northwestern corner of the project site by a planting of the same species. This existing large ficus was nominated by a member of the community to be designated as a landmark tree for consideration by the City's Community Forest Advisory Board in July 2014; however, the City did not designate the tree as landmark. A qualified arborist further determined that, due to the physical structure of the tree and previous method of pruning, the current state of the existing ficus tree presents a risk of failure and thus a hazard to people, cars, and structures in the future (Atlas Environmental Services, Inc. 2014). The arborist recommends that the ficus tree be removed as part of the Santa Barbara Place Residences Project due to safety concerns.

Combined Project Analysis

Bulk, Scale, and Size

Separately, the Mission Beach Residences Project and the Santa Barbara Place Residences Project would not exceed the development requirements regarding bulk and scale of structures, including height, setbacks, and lot coverages. Because both projects would be consistent with the bulk and scale of the Mission Beach community, no new or greater impacts would result from combining the projects.

Architectural Style and Aesthetic

The Mission Beach Residences Project and the Santa Barbara Place Residences Project would employ similar architectural design that can be described as coastal cottage and craftsman inspired. Both projects would use similar earth-toned finishes and accent colors, wood balconies, cement shingle and horizontal paneling, shingle roofing, and decorative metal fixtures. Both projects would have an overall consistent visual character that would not starkly contrast with surrounding development. The development of both projects would result in the complete removal of the former and vacant buildings currently on site and increase the residential land uses of the area, furthering the low-profile, medium-density residential character of the Mission Beach community more so than the development of each project individually.

Landform and Grading

Each project site is essentially flat and would be developed with minimal sloping of the finished pad grade for drainage considerations. Proposed grading for both projects is estimated to require approximately 2,780 cubic yards of cut and 315 cubic yards of fill. Although this grading is not balanced, both project sites will remain flat, similar to the existing conditions. Combined, the projects would not result in any new or greater impacts than those identified for each project individually.

Landmark Trees

Each project would result in the removal of existing trees on each project site, including several trees that line roadways. None of these existing trees are designated as landmark or significant by the Mission Beach Precise Plan, General Plan, or other applicable planning document. Combined, the projects would not result in any new or greater impacts than those identified for each project individually.

7.12.6 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The Mission Beach Residences Project would be developed in conformance with the PDO to ensure consistency with the bulk, scale, size, character, and massing of the surrounding neighborhood. The project would also improve the visual quality of the area due to the current vacant, dilapidated state of the current site that detracts from the visual quality of the environment. No substantial alterations to landforms or removal of landmark or significant trees would occur. Impacts would be less than significant.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would be developed in conformance with the PDO to ensure consistency with the bulk, scale, size, character and massing of the surrounding neighborhood. The project would also improve the visual quality of the area due to the current vacant, dilapidated state of the current site that detract from the visual quality of the environment. No substantial alterations to landforms or removal of landmark or significant trees would occur. Impacts would be less than significant.

Combined Project Analysis

Combined, the projects would not result in any new or greater impacts than those identified for each project individually. Impacts would be less than significant.

7.12.7 IMPACT

Issue 7: Would the proposal result in substantial light or glare which would adversely affect daytime or nighttime views in the area?

According to the City's CEQA Significance Determination Thresholds (City of San Diego 2011), light, glare, and shading impacts may be significant if the project would:

- Be moderate to large in scale, more than 50% of any single elevation of a building's exterior is built with a material with a light reflectivity greater than 30% (see LDC Section 142.0730(a)), and the project is adjacent to a major public roadway or public area.
- Shed substantial light onto adjacent light-sensitive property or land use, or would emit a substantial amount of ambient light into the nighttime sky. Uses considered sensitive to nighttime light include, but are not limited to, residential, some commercial and industrial uses, and natural areas.

Mission Beach Residences Project

All exterior finishes and materials of Mission Beach Residences Project buildings and related structures would be non-reflective and earth-toned in color; exterior finishes and materials would consist of stucco, wood, cement, and asphalt shingle, and non-reflective decorative metal accent pieces. While each building would have multiple windows of a variety of sizes, no large glass window expanses are within the proposed designs. Glass for windows would be chosen to comply with the City's development code. Overall, the design of the project would comply with Chapter 14, Article 2, Division 7, Section 142.0730, Glare Regulations of the City's Municipal Code.

Exterior lighting for the Mission Beach Residences Project would consist of decorative lighting at entryways, walkway/security lighting, and park lighting. While no specific details are available for outdoor lighting at this time, all outdoor lighting fixtures would comply with Chapter 14, Article 2, Division 7, Section 142.0740, Outdoor Lighting Regulations, of the City's Municipal Code. In general, all outdoor lighting would be shielded except for residential decorative lighting, directed away from adjacent properties resulting in zero direct light trespass, and would be shut off at 11:00 p.m. so as to be compliant with City requirements. Additionally, an Electric Permit would be required of the project's outdoor lighting fixtures and would be required to show compliance with the City's Municipal Code.

Santa Barbara Place Residences Project

All exterior finishes and materials of Santa Barbara Place Residences Project buildings and related structures would be non-reflective and earth-toned in color; exterior finishes and materials would consist of stucco, wood, cement, and asphalt shingle, and non-reflective decorative metal accent pieces. While each building would have multiple windows of a variety of sizes, no large glass window expanses are within the proposed designs. Glass for windows would be chosen to comply with the City's development code. Overall, the design of the Santa Barbara Place Residences Project would comply with Chapter 14, Article 2, Division 7, Section 142.0730, Glare Regulations, of the City's Municipal Code.

Exterior lighting for the Santa Barbara Place Residences Project would consist of decorative/landscape lighting and entryway lighting. While no specific details are available for outdoor lighting at this time, all outdoor lighting fixtures would comply with Chapter 14, Article 2, Division 7, Section 142.0740, Outdoor Lighting Regulations, of the City's Municipal Code. In general, all outdoor lighting would be shielded except for residential decorative lighting, directed away from adjacent properties resulting in zero direct light trespass, and would be shut off at 11:00 p.m. so as to be compliant with City requirements. Additionally, an Electric Permit would be required of the project's outdoor lighting fixtures and would be required to show compliance with the City's Municipal Code.

Combined Project Analysis

The two projects do not include substantial sources of light or glare. Each project would individually comply with Chapter 14, Article 2, Division 7, of the City's Municipal Code regarding glare and outdoor lighting. As glare and lighting would be minimized individually, the two projects are not anticipated to result in any greater impacts to lighting and glare when combined.

7.12.8 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

Through compliance with the development code requirements for glare and outdoor lighting, which are intended to minimize glare and lighting impacts to off-site uses, the Mission Beach Residences Project would result in less-than-significant impacts.

Santa Barbara Place Residences Project

Through compliance with the development code requirements for glare and outdoor lighting, which are intended to minimize glare and lighting impacts to off-site uses, the Santa Barbara Place Residences Project would result in less-than-significant impacts.

Combined Project Analysis

As glare and lighting would be minimized individually, the two projects are not anticipated to result in any greater impacts to lighting and glare when combined. Therefore, combined impacts to lighting and glare would be less than significant.

7.13 BIOLOGICAL RESOURCES

7.13.1 INTRODUCTION

This section provides information about the existing biological resources of both the Mission Beach Residences Project and Santa Barbara Place Residences Project sites, and analysis of the potential impacts to these resources through implementation of both projects.

7.13.2 EXISTING CONDITIONS

Mission Beach Residences Project

The Mission Beach Residences Project site is fully developed as the former Mission Beach Elementary School. The project site is located on the east side of Mission Boulevard in the highly urbanized Mission Beach community of the City of San Diego (City). The previous school building is located along the southern and western portion of the site, with an interior

non-native grass courtyard and mature paperbark trees. The northern half of the site is a paved surface parking lot. Existing vegetation on site is minimal and consists of non-native grasses and plantings. The western perimeter of the project site is lined with existing paperbark trees and other shrubs, as a part of ornamental landscaping of the former Mission Beach Elementary School.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project site is directly south of the Mission Beach Residences Project site along Mission Boulevard within the highly urbanized Mission Beach community. The Santa Barbara Place Residences Project site is also fully developed as educational support buildings and parking associated with the former Mission Beach Elementary School. The existing educational building on site covers the majority of the parcel, with grass lawns lining the northern perimeter and a gated grass courtyard near the southeastern corner of the site. The southern and eastern perimeter of the site is developed as a paved surface parking lot. Existing on-site vegetation includes non-native grasses and shrubs.

Paperbark trees line the western perimeter, and a large mature ficus tree is located on the northeastern corner of the site. The ficus is the largest tree on site and is considered full size for the species at approximately 45 to 55 years old (Atlas Environmental Services 2014).

7.13.3 REGULATORY SETTING

Federal Level

Federal Endangered Species Act

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

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.) is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The list of bird species covered by the MBTA is extensive and is detailed in 50 CFR 10.13. The regulatory definition of "migratory bird" is broad and includes any mutation or

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

Clean Water Act

The federal Water Pollution Control Act Amendments of 1972 (also known as the Clean Water Act) (33 U.S.C. 1251 et seq.), as amended by the Water Quality Act of 1987 (PL 1000-4), is the major federal legislation governing water quality. The purpose of the Clean Water Act is to "restore and maintain the chemical, physical, and biological integrity of the nation's waters." Discharges into waters of the United States are regulated under Section 404. Waters of the United States include (1) all navigable waters (including all waters subject to the ebb and flow of tides); (2) all interstate waters and wetlands; (3) all other waters, such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sand flats, wetlands, sloughs, or natural ponds; (4) all impoundments of waters mentioned above; (5) all tributaries to waters mentioned above; (6) the territorial seas; and (7) all wetlands adjacent to waters mentioned above. In California, the State Water Resources Control Board and the nine Regional Water Quality Control Boards are responsible for implementing the Clean Water Act. Important applicable sections of the Clean Water Act are discussed below:

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

with Section 402 is typically addressed in conjunction with water quality certification under Section 401.

- **Section 404** provides for issuance of dredge/fill permits by the U.S. Army Corps of Engineers (ACOE). Permits typically include conditions to minimize impacts on water quality. Common conditions include (1) ACOE review and approval of sediment quality analysis before dredging, (2) a detailed pre- and post-construction monitoring plan that includes disposal site monitoring, and (3) required compensation for loss of waters of the United States.

U.S. Army Corps of Engineers

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

State Level

California Endangered Species Act

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

California Fish and Game Code

The California Fish and Game Code regulates the handling and management of the state's fish and wildlife. Most of the code is administered or enforced by the California Department of Fish and Wildlife (CDFW; prior to September 2012, California Department of Fish and Game (CDFG)). One section of the code generally applies to public infrastructure projects:

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

Porter-Cologne Water Quality Act

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

Local Level

City of San Diego Multiple Species Conservation Plan Subarea Plan

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

The City of San Diego Multi-Habitat Planning Area (MHPA) was developed by the City in cooperation with the wildlife agencies, property owners, developers, and environmental groups. The preserve design criteria contained in the MSCP plan and the City Council adopted criteria for the creation of the MHPA were used as guidelines in the development of the City's MHPA. The MHPA delineates core biological resource areas and corridors targeted for conservation. The MSCP and MHPA are shown on Figure 7.13-1.

7.13.4 IMPACTS

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

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

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

According to the City's CEQA Significance Determination Thresholds (City of San Diego 2011), biological impacts may be significant if the project would cause a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in the MSCP or other local or regional plans, policies, or regulations, or by the CDFW or USFWS. According to the Biology Guidelines of the City's Land Development Manual, the different habitat tiers are classified as follows: Tier I Habitats include lands classified as southern fore dunes, Torrey pines forest, coastal bluff scrub, maritime succulent scrub, maritime chaparral, native grasslands, and oak woodlands. Tier II includes lands classified as coastal sage scrub and coastal sage scrub/chaparral. Tier IIIA includes lands classified as mixed chaparral and chamise chaparral. Tier IIIB includes lands classified as non-native grassland. Tier IV includes lands classified as disturbed, agriculture, and eucalyptus.

Mission Beach Residences Project

The site has been fully developed and does not contain or support any Environmentally Sensitive Lands as defined by the Biology Guidelines of the City's Land Development Manual, native or sensitive vegetation communities, wetlands that would be expected to support special-status wildlife species, or lands that are classified as Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats.

Construction of the Mission Beach Residences Project, however, would involve the removal of mature paperbark trees lining Mission Boulevard and scattered across the project site. Although

these trees are not a protected biological resource, they may be used during nesting season for any avian species protected under the MBTA. Therefore, construction may impact avian species that use these trees as nesting habitat.

The Mission Beach Residences Project site is located within the limits of the City's Subarea Plan; however, this project is not located within the limits of the City's MHPA.

Santa Barbara Place Residences Project

Similar to the Mission Beach Residences Project, the Santa Barbara Place Residences Project site is fully developed and does not contain or support any Environmentally Sensitive Lands as defined by the Biology Guidelines of the City's Land Development Manual, native or sensitive vegetation communities, wetlands that would be expected to support special-status wildlife species, or lands that are classified as Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats. Several existing on-site trees, including paperbark trees, line the western perimeter of the site and a large, mature ficus tree is located in the northeastern corner of the site.

An arborist with the American Society of Consulting Arborists, examined the mature ficus tree on May 20, 2014 and determined that the tree is not structurally sound, presents a risk for tree failure, and should be removed as a part of any future development (Atlas Environmental Services 2014).

Although this ficus tree, along with the additional paperbark trees on site, are not protected biological resources, they may serve as nesting habitat to any avian species protected under the MBTA. Construction activities may impact avian species that use these trees as nesting habitat.

The Santa Barbara Place Residences Project site is located within the limits of the City's Subarea Plan, but is not located within the City's MHPA.

Combined Project Analysis

Both the Mission Beach Residences Project and the Santa Barbara Place Residences Project sites are fully developed and do not contain or support any Environmentally Sensitive Lands as defined by the Biology Guidelines of the City's Land Development Manual, native or sensitive vegetation communities, or wetlands that would be expected to support special-status wildlife species. Although both projects involve the removal of paperbark trees, and the Santa Barbara Place Residences Project involves removal of the ficus tree on site, the combination of the projects does not result in the removal of any additional trees than those identified for each project separately. In addition, potential impacts to nesting birds during construction of both projects would not be any greater with each project implemented separately. Landscape plans

have been designed to include tree plantings to maintain the integrity of the habitat type that would be removed on both project sites.

7.13.5 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

Construction of the Mission Beach Residences Project may cause a substantial adverse impact through habitat modifications, such as removing on-site trees during nesting season for any avian species protected under the MBTA. The Mission Beach Residences Project, however, would not result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats, as identified in the Biology Guidelines of the Land Development manual, or other sensitive natural community, or result in a substantial adverse impact on wetlands. Project compliance with the state and federal MBTA regulations would ensure impacts would be less than significant.

Santa Barbara Place Residences Project

Construction of the Santa Barbara Place Residences Project may cause a substantial adverse impact through habitat modifications, such as removing on-site trees during nesting season for any avian species protected under the MBTA. However, the Santa Barbara Place Residences Project would not result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats, as identified in the Biology Guidelines of the Land Development manual, or other sensitive natural community, or result in a substantial adverse impact on wetlands. Project compliance with the state and federal MBTA regulations would ensure impacts would be less than significant.

Combined Project Analysis

Construction of both the Mission Beach Residences Project and the Santa Barbara Place Residences Project may cause substantial adverse impacts through habitat modifications, such as tree removal on both project sites during nesting season for any avian species protected under the MBTA. However, neither the Mission Beach Residences Project nor the Santa Barbara Place Residences Project would result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats, as identified in the Biology Guidelines of the Land Development manual, or other sensitive natural community, or result in a substantial adverse impact on wetlands. Both projects' compliance with state and federal MBTA regulations would ensure that all impacts would be less than significant.

7.13.6 IMPACTS

Issue 4: Would the proposal conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region?

Issue 5: Would the proposal result in a conflict with any local policies or ordinances protecting biological resources?

Issue 6: Would the proposal result in interfering substantially with the movement of any native resident or migratory fish or wildlife species or with the established movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites?

Mission Beach Residences Project

The Mission Beach Residences Project site is fully developed, with buildings and an associated paved parking lot in the highly urbanized Mission Beach community. As identified in the City's MSCP Subarea Plan, the Mission Beach Residences Project site is not within or adjacent to the MHPA. In addition, the site does not possess any conserved vegetation communities. The project site as well as the areas surrounding the project site are fully developed urban areas and are not within an area that serves as an important habitat linkage or wildlife corridor (City of San Diego 1997). Therefore, the project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species. Due to the lack of sensitive biological resources on site or in the surrounding area, implementation of the Mission Beach Residences Project would not conflict with provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or any local polices or ordinances protecting biological resources.

Santa Barbara Place Residences Project

Similar to the Mission Beach Residences Project, the Santa Barbara Place Residences Project site is fully developed, with buildings and an associated paved parking lot in the highly urbanized Mission Beach community. As identified in the City's MSCP Subarea Plan, the Santa Barbara Place Residences Project site is not within or adjacent to the MHPA. In addition, the site does not possess any conserved vegetation communities. The project site as well as the areas surrounding the project site are fully developed urban areas and are not within an area that serves as an important habitat linkage or wildlife corridor (City of San Diego 1997). Therefore, the

project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species. Due to the lack of sensitive biological resources on site or in the surrounding area, implementation of the Santa Barbara Place Residences Project would not conflict with provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or with any local polices or ordinances protecting biological resources.

Combined Project Analysis

Both project sites are located within the City's MSCP Subarea Plan boundary, but neither the Mission Beach Residences Project site nor the Santa Barbara Place Residences Project site is located within or adjacent to the City's MHPA. Neither site possesses any conserved vegetation communities, or is within an area that serves as an important habitat linkage or wildlife corridor.

7.13.7 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

The Mission Beach Residences Project would not conflict with an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. The project would not conflict with any local policies or ordinances protecting biological resources, or interfere with the movement of any native resident or migratory wildlife species. No impacts would result.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would not conflict with an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. The project would not conflict with any local policies or ordinances protecting biological resources, or interfere with the movement of any native resident or migratory wildlife species. No impacts would result.

Combined Project Analysis

Neither the Mission Beach Residences Project nor the Santa Barbara Place Residences Project would conflict with adopted policies, ordinances, or plans protecting biological resources. Implementation of both projects would not change the compatibility of either project individually with plans, policies, and ordinances protecting biological resources. No impacts would result.

7.13.8 IMPACTS

Issue 7: Would the proposal result in introducing land use within an area adjacent to the MHPA that would result in adverse edge effects?

Issue 8: Would the proposal result in an introduction of invasive species of plants into a natural open space area?

Mission Beach Residences Project

The Mission Beach Residences Project is located on a fully developed site within the urban and developed Mission Beach community. The Mission Beach Residences Project would implement residential land use on site consistent with the surrounding land uses directly adjacent to the site, as well as the general character of the surrounding community. Although the project site is located within the City's MSCP Subarea Plan boundaries, the project site is not within or adjacent to the MHPA. Additionally, the landscape plan for the Mission Beach Residences Project requires implementation of solely native species on site, and no invasive species are proposed.

Santa Barbara Place Residences Project

Similar to the Mission Beach Residences Project, the Santa Barbara Place Residences Project is located on a fully developed site within the urban, developed Mission Beach community. The Santa Barbara Place Residences Project would implement a residential land use consistent with the surrounding land uses directly adjacent to the site, as well as the general character of the surrounding community. Although the project site is located within the City's MSCP Subarea Plan boundaries, the project site is not within or adjacent to the MHPA. Additionally, the landscape plan for the Santa Barbara Place Residences Project requires implementation of solely native species on site, and no invasive species are proposed.

Combined Project Analysis

Both the Mission Beach Residences Project and Santa Barbara Residences Project are proposed on fully developed sites within the urban, developed Mission Beach community. Implementation of both projects would not increase any impacts to surrounding biological resources, or create any edge effects on adjacent areas. Since both projects include landscape plans that only include native species, no additional combined impacts would result in introduction of non-native species.

7.13.9 SIGNIFICANCE OF IMPACT

Mission Beach Residences Project

Implementation of the Mission Beach Residences Project would not result in an introduction of invasive species of plants into a natural open space area or result in adverse edge effects. No impacts would result.

Santa Barbara Place Residences Project

Implementation of the Santa Barbara Place Residences Project would not result in an introduction of invasive species of plants into a natural open space area or result in adverse edge effects. No impacts would result.

Combined Project Analysis

Neither the Mission Beach Residences Project nor the Santa Barbara Place Residences Project would result in edge effects on the surrounding biological resources. Neither project site is included or adjacent to the City's MHPA. Therefore, implementation of both projects would not create combined additional impacts to the surrounding area. No impacts would result.

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SOURCE: Leppert Engineering, 04/02/2014.

Mission Beach Residences Project Pervious and Impervious Area On Site In Existing Condition

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 7.6-1

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SOURCE: Leppert Engineering, 04/02/2014.

Mission Beach Residences Project Pervious and Impervious Area On-site Proposed Condition

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 7.6-2

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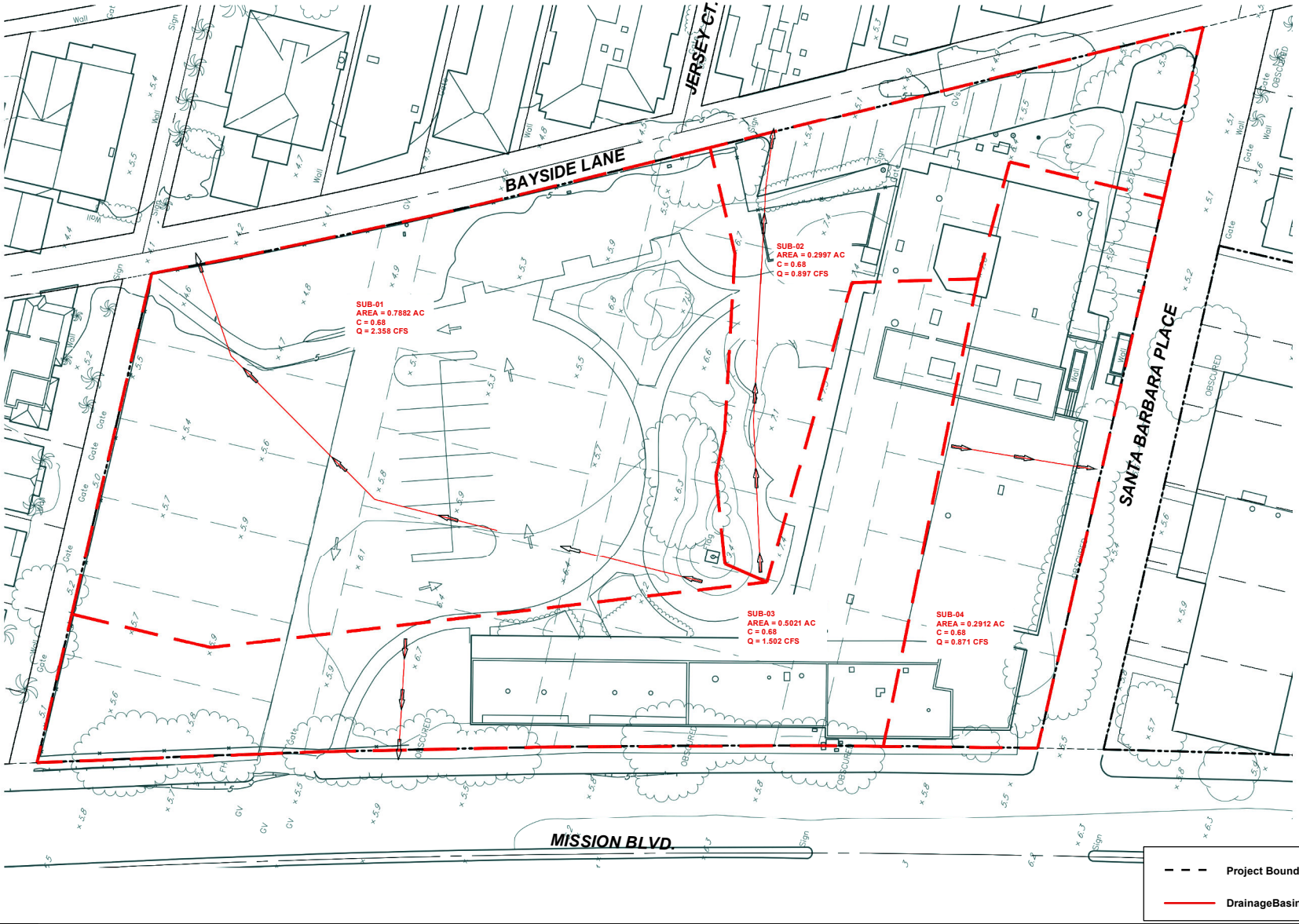

SOURCE: Leppert Engineering, 02/23/2015.

Mission Beach Residences Project On-Site Drainage Basins In Existing Condition

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 7.6-3

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SOURCE: Leppert Engineering, 02/23/2015.

Mission Beach Residences Project On-Site Drainage Basins In Proposed Condition

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 7.6-4

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SOURCE: Leppert Engineering, 2014.

Santa Barbara Place Residences Project Pervious and Impervious Area On Site In Existing Condition

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 7.6-5

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SOURCE: Leppert Engineering, 2014.

Santa Barbara Place Residences Project Pervious and Impervious Area On Site In Proposed Condition

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 7.6-6

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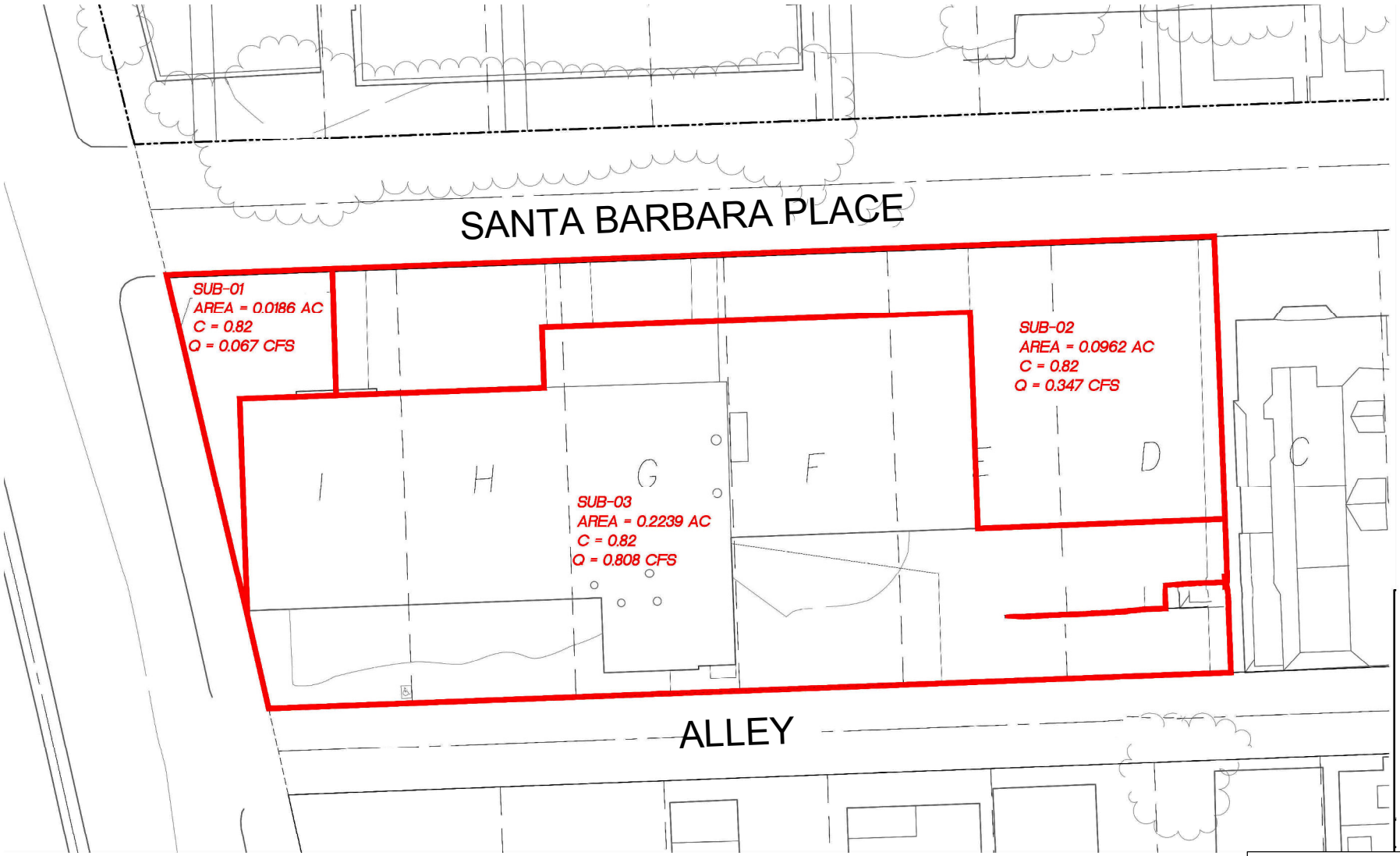

SOURCE: Leppert Engineering, 2014.

Santa Barbara Place Residences Project On-Site Drainage Basins In Existing Condition

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 7.6-7

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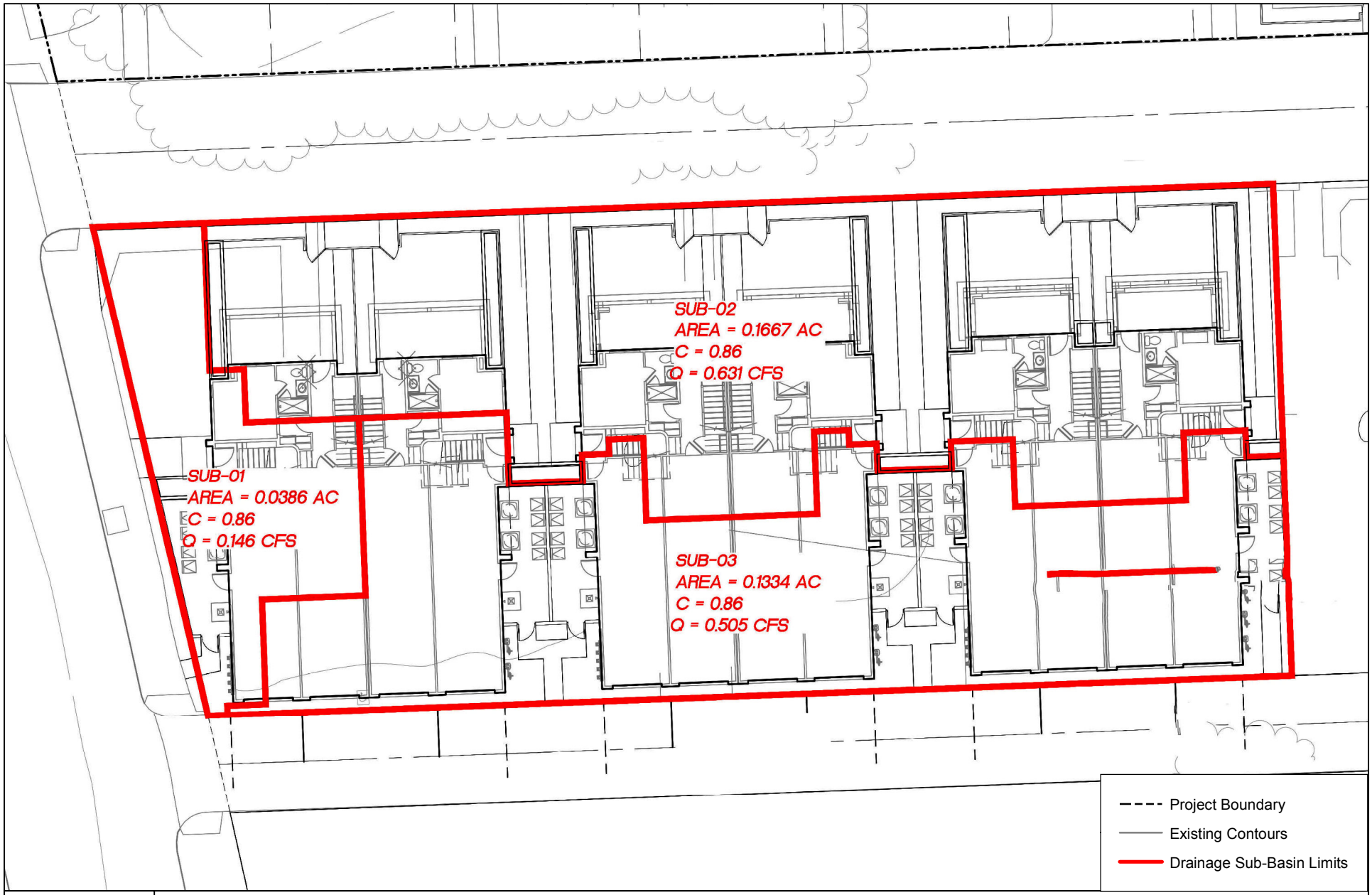

SOURCE: Leppert Engineering, 2014.

Santa Barbara Place Residences Project On-Site Drainage Basins Proposed

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 7.6-8

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Floodplain Map

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

SOURCE: Leppert Engineering, 2014; FEMA 2014.

FIGURE 7.6-9

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Mission Bay Park Assets

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

SOURCE: Bing Maps 2014; SANGIS 2014.

FIGURE 7.10-1

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Existing Site Photos Index Map - Mission Beach Residences Project

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
7.12-1a

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Photo 1: Westerly view of project site from eastern project boundary

Photo 2: View of northeast corner of project site looking southwest

Mission Beach Residences Project Existing Site Photos

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
7.12-1b

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Photo 3:View of southwest corner of project site looking northeast

Photo 4: View of gravel parking lot from northern project boundary

Mission Beach Residences Project Existing Site Photos

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE

7.12-1c

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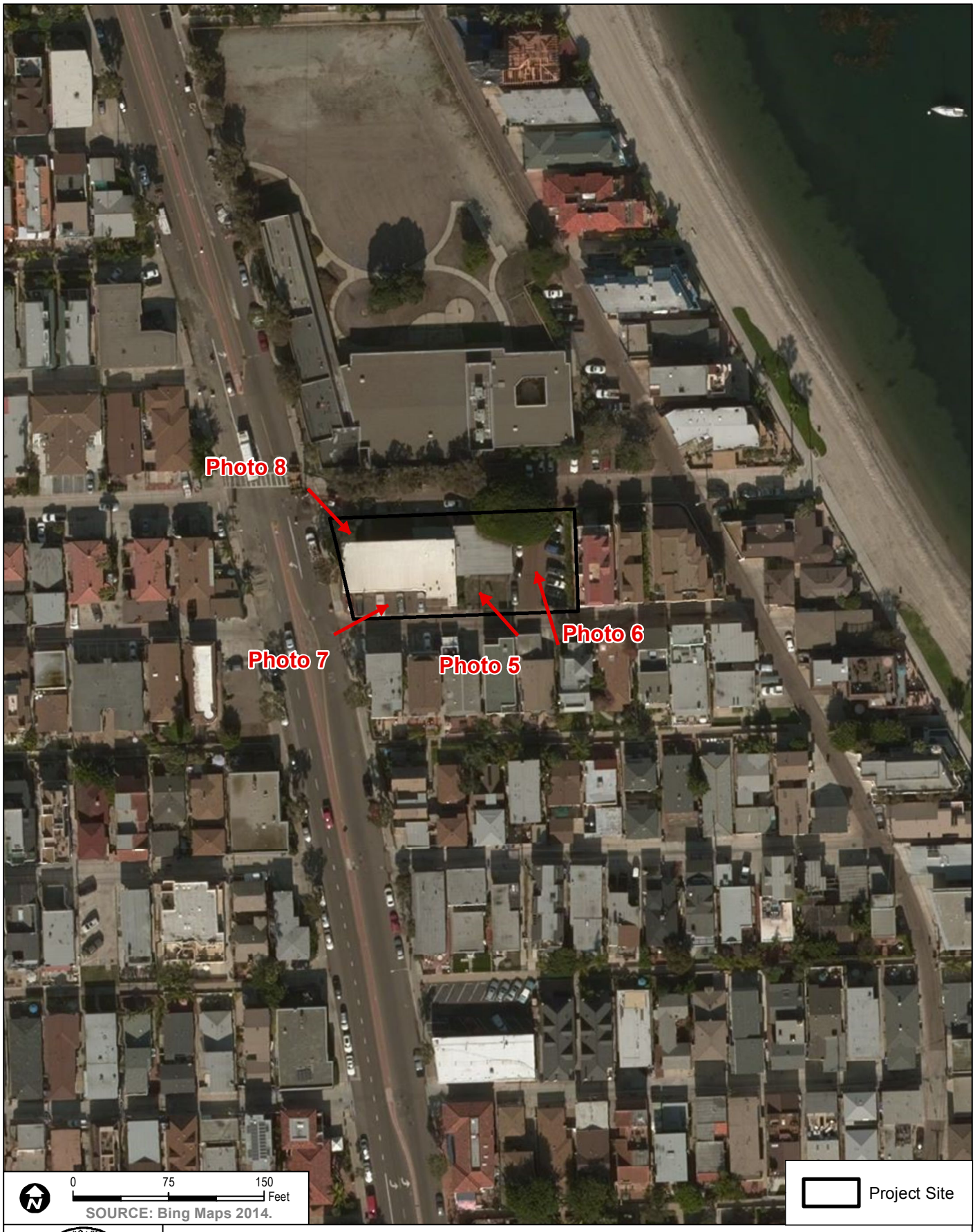

Existing Site Photos Index Map - Santa Barbara Place Residences Project

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
7.12-2a

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Photo 5: View of southeast corner of project site looking northwest

Photo 6: View of project site parking lot at southeast corner

Santa Barbara Place Residences Project Existing Site Photos

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE

7.12-2b

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Photo 7: View of Santa Barbara Place south of project site from unnamed alley

Photo 8: Northwest corner view from Santa Barbara Place

Santa Barbara Place Residences Project Existing Site Photos

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
7.12-2c

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Existing View from Jersey Court

Proposed View from Jersey Court

Existing and Proposed Views From Jersey Court
Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139
CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
7.12-3

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Existing View from Mission Boulevard

Proposed View from Mission Boulevard - Proposed Park

SOURCE: Robert Hidey Architects 2014

Existing and Proposed View from Mission Boulevard - Proposed Park

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 7.12-4

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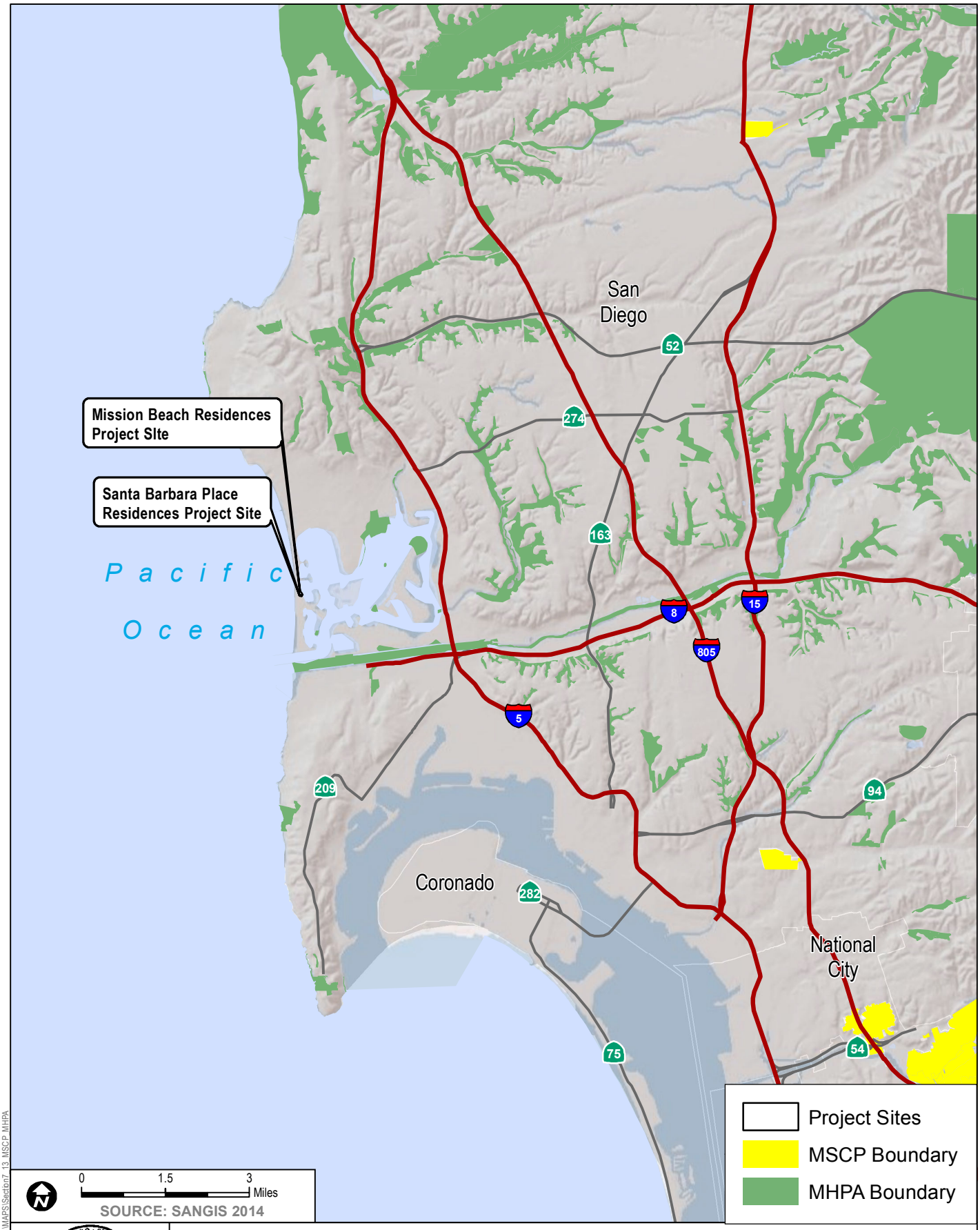

City of San Diego Multiple Species Conservation Plan (MSCP) and Multiple Habitat Planning 8133 Area (MHPA) Boundaries

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 7.13-1

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CHAPTER 8 MANDATORY DISCUSSION AREAS

This section discusses other issues for which the California Environmental Quality Act (CEQA) requires analysis in addition to the specific issue areas discussed in *Chapter 5.0, Environmental Analysis*. These additional issues include (1) significant effects which cannot be avoided; (2) significant irreversible environmental changes which cannot be avoided if the Mission Beach Residences Project and/or the Santa Barbara Place Residences Project are implemented; and (3) growth-inducing impacts.

8.1 SIGNIFICANT EFFECTS WHICH CANNOT BE AVOIDED

Section 15126.2 of the CEQA Guidelines requires a discussion of significant environmental effects which cannot be avoided if the project is implemented (14 CCR 15000 et seq.). In *Chapter 5.0,* impacts of the Mission Beach Residences Project and the Santa Barbara Place Residences Project were analyzed to determine if each project individually and both projects combined would cause significant impacts in each environmental issue area. Where significant impacts were identified, mitigation measures were developed that would reduce impacts to less than significant.

The analysis for the Mission Beach Residences Project found that the project would result in the following significant and unavoidable impact after the incorporation of mitigation: construction noise to nearby residences.

The analysis for the Santa Barbara Place Residences Project found that the project would result in the same significant and unavoidable impacts after the incorporation of mitigation.

Table ES-1 summarizes the Mission Beach Residences Project's significant environmental impacts and mitigation measures; *Table ES-2* summarizes the Santa Barbara Place Residences Project's significant environmental impacts and mitigation measures; and *Table ES-3* summarizes the significant environmental impacts and mitigation measures for the two projects combined. *Chapter 10.0* of the MEIR is the Mitigation Monitoring and Reporting Program that lists the project-specific mitigation measures that would reduce impacts to below a level of significance for both the Mission Beach Residences Project and the Santa Barbara Place Residences Project.

8.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES THAT CANNOT BE AVOIDED IF THE PROJECTS ARE IMPLEMENTED

CEQA Guidelines Section 15126.2(c) requires the evaluation of:

> [u]ses of nonrenewable resources during the initial and continued phases of the project [that] may be irreversible since a large commitment of such resources

> makes removal or non-use thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as a highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Mission Beach Residences Project

The predominant irreversible environmental change that would occur as a result of the Mission Beach Residences Project implementation would be the planned commitment of land resources to redevelop the former Mission Beach Elementary School site. The project would irreversibly alter the previously developed site to residential, park, and associated uses for the foreseeable future. This would constitute a permanent change. Once construction occurs, reversal of the land to its original condition is highly unlikely. The site is currently vacant and does not generate traffic, noise, or result in an increase in human presence. Permanent changes as a result of project implementation would include traffic, noise, and an increased human presence in the area. Additionally, irreversible commitments of resources, such as electricity, natural gas, potable water, and building materials, and incremental demands for construction materials, such as lumber, petrochemicals, fuel, and gas, would occur.

Construction of the Mission Beach Residences Project would result in incremental demands on lumber and forest products, sand and gravel, petrochemicals, and other materials. Construction would also incrementally reduce existing supplies of fuel oil, natural gas, and gasoline.

Santa Barbara Place Residences Project

The Santa Barbara Place Residences Project would result in similar significant irreversible changes as a result of implementation. Implementation of the project would result in the commitment of land resources to redevelop the educational building associated with the Mission Beach Elementary School. The project would irreversibly alter the previously developed site to residential and associated uses for the foreseeable future, which would be considered a permanent change. The site is currently vacant and does not generate traffic, noise, or result in an increase in human presence. The Santa Barbara Place Residences Project would result in permanent changes including traffic, noise, and increased human presence to the area. Additionally, irreversible commitments of resources, such as electricity, natural gas, potable water, and building materials, and incremental demands for construction materials, such as lumber, petrochemicals, fuel, and gas, would occur.

Combined Project Analysis

Individually, the Mission Beach Residences Project and the Santa Barbara Place Residences Project would result in the irreversible commitment of land resources, energy, and demand for materials as previously described. Each project would alter the existing environment by introducing traffic, noise, and human presence. Additionally, irreversible commitments of resources, such as electricity, natural gas, potable water, and building materials, and incremental demands for construction materials, such as lumber, petrochemicals, fuel, and gas, would occur. The irreversible changes that would result when the two projects are combined would be the sum of each project individually and would not result in any greater changes than what is described above.

8.3 GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines mandates that the growth-inducing impact of a project be discussed. This guideline states that the growth-inducing analysis is intended to address the potential for the project to "foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment," and to "encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively," through extension or expansion of existing services, utilities, or infrastructure (14 CCR 15000 et seq.).

Typically, the growth-inducing potential of a project would be considered significant if it stimulates population growth or a population concentration above what is assumed in local and regional land use plans, or in projections made by regional planning authorities, such as the San Diego Association of Governments. Significant growth impacts could also occur if the project provides infrastructure or service capacity to accommodate growth levels beyond those anticipated by local or regional plans and policies. The City's CEQA *Significance Determination Thresholds* (City of San Diego 2011) state that a project would have a significant impact related to growth inducement if it would:

1. Induce substantial population growth in an area;
2. Substantially alter the planned location, distribution, density, or growth rate of the population of an area;
3. Include extensions of roads or other infrastructure not assumed in the community plan or adopted Capital Improvement Project list, when such infrastructure exceeds the needs of the project and could accommodate future development.

Using the City's CEQA *Significance Determination Thresholds* for growth inducement, the projects would not result in significant impacts. These conclusions are presented in the following discussion.

Per the CEQA Guidelines, it should be noted that growth-inducing effects are not necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information about ways in which this project could contribute to significant changes in the environment, beyond the direct consequences of implementing a project.

Mission Beach Residences Project

The Mission Beach Residences Project is an infill development adding 51 residential units to a 1.88-acre parcel in Mission Beach community. As discussed in *Section 5.1, Land Use*, the project is located within the Mission Beach Precise Plan area, which is within a larger area of medium-density, residential development (City of San Diego 1989).

As discussed in *Section 5.1*, the project would initiate development that is consistent with the density of the existing surrounding residential community, as well as the zoning restrictions for Mission Beach, as outlined in the San Diego Municipal Code. With 1.89 persons on average per household, the 51-unit proposed development would add approximately 96 persons (SANDAG 2010). With a population in Mission Beach in 2014 of 3,604, the project itself would not substantially increase population (City Data 2014). In addition, this is the last parcel of this size proposed for residential development within the built out Mission Beach community, and it is surrounded on all sides with existing residential development and the proposed Santa Barbara Place Residences Project. Therefore, the project would not induce substantial population growth in the area.

As the site is located within a community that is nearly built out, all major public services and utilities currently service the project area. As discussed is *Section 7.10, Public Utilities*, the project would use existing utility connections and no major new infrastructure facilities are required to accommodate the project. The units would be served by existing infrastructure, and only on-site private connections to this infrastructure would be required for development. No existing capacity deficiencies were identified for water, wastewater, or storm drain facilities that would serve the project. Furthermore, the project would not generate sewage flow or stormwater that would exceed the capacity already planned for the sewer or stormwater facilities. Therefore, the project would not result in the extension of major infrastructure facilities into areas that would induce population growth or reduce barriers to additional growth. In addition to available utility capacity for the additional residential units, the Mission Beach Residences Project would not adversely impact the public services associated with the Mission Beach Community. Public school facilities, police services, and fire and medical services would not be compromised due to the increase in population growth associated with the project; therefore, the project would not induce additional growth through construction of public services facilities (see *Section 7.11, Public Services and Facilities*).

The Mission Beach Residences Project would be located on a previous vacant elementary school site, which does not contain residential properties. Therefore, the project would not displace any housing or people. The project would meet existing housing demand by providing 51 dwelling units in a highly developed area. The project would not substantially alter the planned location, distribution, density, or growth rate of the population of an area. For these reasons, approval of the Mission Beach Residences Project would not result in significant growth-inducing impacts.

Santa Barbara Residences Project

The Santa Barbara Place Residences Project is an infill development adding 12 residential units to a 0.34-acre parcel in Mission Beach community. As discussed in *Section 5.1, Land Use*, the project is located within the Mission Beach Precise Plan area, which is within a larger area of medium-density, residential development. The project would initiate development that is consistent with the density of the existing surrounding residential community, as well as the zoning restrictions for Mission Beach, as outlined in the San Diego Municipal Code and the Mission Beach Precise Plan. With 1.89 persons on average per household, the 12-unit proposed development would add approximately 23 persons (SANDAG 2010). The project itself would not substantially increase population. In addition, the project site is surrounded on all sides with existing residential development and the Mission Beach Residences Project, in an area that is built out. Therefore, the project would not induce substantial population growth in the area.

As the site is located within a community that is nearly built out, all major public services and utilities currently service the project area. As discussed is *Section 7.10, Public Utilities*, the development would use existing utility connections, and no major new infrastructure facilities are required to accommodate the project. The units would be served by existing infrastructure, and only on-site private connections to this infrastructure would be required for development. Therefore, the project would not result in the extension of major infrastructure facilities into areas that would induce population growth or reduce barriers to additional growth. Similar to the Mission Beach Residences Project, public school facilities, police services, and fire and medical services would adequately serve the Santa Barbara Place Residences Project; no additional facilities would be induced because of the project (see *Section 7.11, Public Services and Facilities*).

The Santa Barbara Place Residences Project site does not currently contain housing. Therefore, the project would not displace any housing or people. The project would meet existing housing demand in a highly developed area. The project would not substantially alter the planned location, distribution, density, or growth rate of the population of an area. For these reasons, approval of the project would not result in significant growth-inducing impacts.

Combined Project Analysis

The Mission Beach Residences Project and the Santa Barbara Place Residences Project would not individually result in growth inducing impacts. For the same reasons discussed earlier, the two projects combined would not result in new or greater impacts beyond each project individually. The projects are located in a generally built out area and would be adequately served by existing utilities and public services. The combination of both projects would not substantially alter the planned location, distribution, density, or growth rate of the population of an area. For these reasons, approval of both projects would not result in significant growth-inducing impacts.

CHAPTER 9 ALTERNATIVES

9.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) evaluate a "reasonable" range of alternatives. According to the CEQA Guidelines, an EIR "shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (14 CCR 15126.6(a)). Specifically, the CEQA Guidelines require the analysis of the No Project Alternative and alternatives that would be "capable of avoiding or substantially lessening any significant effects of the project" (14 CCR 15126.6(b)). The CEQA Guidelines also require a discussion of why other alternatives were rejected if they were considered in developing the project and still would meet the project objectives. Although an exhaustive analysis is not necessary, an EIR "must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation" (14 CCR 15126.6(a)).

Pursuant to the CEQA Guidelines, a range of alternatives to the projects are considered and evaluated in this Master Environmental Impact Report (MEIR). These alternatives were developed in the course of project planning, environmental review, and public scoping. Per CEQA Guidelines, Section 15126.6(c), the alternatives were chosen by considering whether they can meet the basic project objectives, their feasibility, and their ability to avoid the project's significant environmental effects. The discussion in this section provides:

1. A description of alternatives considered.
2. An analysis of how many objectives of the projects each alternative completes.
3. Per CEQA Guidelines, Section 15126.6(d), a comparative analysis of the projects and the alternatives under consideration.

Factors that may be taken into account when addressing the feasibility of alternatives include site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to alternative sites (14 CCR 15126.6(f)(1)).

A range of alternatives have been considered in an effort to meet most of the basic project objectives (*Section 9.2*). Potential Off-Site Location Alternatives were considered and eliminated from detailed consideration for the reasons identified in detail in *Section 9.4*.

9.2 PROJECT OBJECTIVES

The CEQA Guidelines require an EIR to include a statement of objectives sought by the project (14 CCR 15124). This disclosure assists in developing the range of project alternatives to be evaluated in the EIR. The project objectives for each project are listed in *Sections 3.1.3* and *3.2.3* of the MEIR and included here as follows:

The objectives of the Mission Beach Residences Project are as follows:

- Adaptively reuse a vacant, developed site.
- Develop new multifamily condominium dwelling units on the Mission Beach Residences Project site on the 27 existing legal lots to accommodate the current and growing housing demand in the Mission Beach Community Planning Area as called for in the City of San Diego General Plan.
- In keeping with the City of Villages strategy and Smart Growth policies of the City of San Diego General Plan, maximize residential development at an infill site, where public facilities, transit and services are within walking distance.
- Contribute to a cohesive development that is compatible in scale and character and enhances the existing community character in the Mission Beach Community Planning Area, in compliance with Mission Beach Planned District Ordinance standards.
- Implement a roof-mounted photovoltaic (PV) system consisting of solar panels sufficient to generate at least 50% of the project's project energy consumption, in conformance with the criteria of the Affordable/In-fill Housing and sustainable Buildings Expedite Program and sustainable building design measures to ensure compliance with Leadership in Energy and Environmental Design (LEED) Silver Certification Standards.
- Increase and improve public vehicular and pedestrian access.
- Create a new pedestrian access and public view to Mission Bay from Jersey Court.

The objectives of the Santa Barbara Place Residences project are as follows:

- Adaptively reuse a vacant, developed site.
- Develop new multifamily condominium dwelling units on the existing six legal lots to accommodate the current and growing housing demand in the Mission Beach Community Planning Area as called for in City of San Diego General Plan.
- In keeping with the City of Villages strategy and Smart Growth policies of the City of San Diego General Plan, maximize residential development at an infill site, where public facilities, transit, and services are within walking distance.

- Create cohesive development that is compatible in scale and character and enhances the existing community character in the Mission Beach Community Planning Area in compliance with Mission Beach Planned District Ordinance standards.
- Implement a roof-mounted photovoltaic (PV) system consisting of solar panels sufficient to generate at least 50% of the project's project energy consumption, in conformance with the criteria of the Affordable/In-fill Housing and sustainable Buildings Expedite Program and sustainable building design measures to ensure compliance with LEED Silver Certification Standards.
- Increase and improve public vehicular access.
- Create a small corner landscape element at the corner of Santa Barbara Place and Mission Boulevard.

9.3 SIGNIFICANT IMPACTS

As previously mentioned, an EIR should consider a range of feasible alternatives that would attain most of the project objectives, listed above, while reducing one or more of the significant impacts of the project. As presented in Chapter 5 of this EIR, the proposed Mission Beach Residences Project would result in potentially significant impacts to noise, health and safety, and historical resources. For most of these impact areas, mitigation measures have been identified that would reduce potentially significant impacts to less-than-significant levels. With regard to construction noise, however, impacts would be mitigated to the extent feasible, but would remain unavoidable.

Likewise, for the Santa Barbara Place Residences Project, the same previously identified potentially significant impacts and significant and unavoidable impacts as the Mission Beach Residences Project would result.

For the Combined Project Analysis, this scenario would result in significant unavoidable construction noise impacts, and it would result in similar significant but mitigated secondary impacts to land use. In addition, this scenario would result in significant but mitigated impacts to transportation/circulation and parking.

9.4 ALTERNATIVES ELIMINATED FROM DETAILED CONSIDERATION

Alternate Locations

In accordance with CEQA Guidelines, Section 15126.6(f)(2), the applicants and City attempted to identify feasible alternative off-site locations within the project area that could be available for the proposed developments. Per CEQA Guidelines Section 15126.6(f)(2)(A), the key question and first

step in analysis of the off-site locations is whether any of the significant effects of the projects would be avoided or substantially lessened by putting the projects in another location.

There are few if any similarly sized sites in the project area. As previously disclosed, the existing 1.88-acre school site proposed for the Mission Beach Residences Project is uniquely sized site within the Mission Beach community. While smaller in size, the 0.34-acre site for the Santa Barbara Place Residences site is also of sufficient size to present a challenge to locate a similarly sized parcel in the relatively small and largely built out Mission Beach community. It does not appear that the applicant can reasonably acquire, control, or otherwise have access to other sites in the area that would meet the project objectives and at the same time reduce or avoid the project's potentially significant impacts such as construction noise, health and safety, transportation/circulation and parking, and historical resources. Therefore, off-site locations capable of accommodating the project are considered infeasible, and no off-site location alternatives were carried forward in this analysis.

Regardless, the availability of alternate sites does not in and of itself reduce impact potential. It is expected that developing similar projects at alternative sites would result in a similar array of project impacts and would simply transfer the impact potential to the off-site locations and hence the areas surrounding the alternate site locations. For these reasons, alternative site locations would not necessarily be preferred over the project sites.

9.5 ALTERNATIVES UNDER CONSIDERATION

The alternatives evaluated in this section were developed to try to avoid or lessen the environmental impacts of the projects as identified in this MEIR. The alternatives address the significant impacts identified in the project environmental analysis presented in *Chapter 5, Environmental Analysis*. The analysis of alternatives in the section focuses only on the effects found to be significant through the project's environmental analysis and provides a comparison analysis of those effects.

The discussion in this MEIR includes alternatives to each project, as provided in detail below.

9.5.1 MISSION BEACH RESIDENCES PROJECT

Alternatives to the Mission Beach Residences Project include the No Project/No Development, Development Under Existing Plans, and Reduced Development Alternative.

Mission Beach Residences Alternative 1: No Project/No Development Alternative

CEQA Guidelines, Section 15126.6(e), requires that an EIR evaluate a "no project" alternative along with its impact. The purpose of describing and analyzing a no project alternative is to

allow a lead agency to compare the impacts of approving the project to the impacts of not approving it. Specifically, Section 15126.6(e)(3)(B) requires that an EIR, for a development project on identifiable property, address the no project alternative as a "circumstance under which the project does not proceed." In other words, the no project alternative assumes that the project site would not be developed with the proposed Mission Beach Residences Project.

Under the No Project/No Development Alternative, the project would not be implemented on the site. The existing Mission Beach Elementary School would not be demolished and the site would be left vacant and in its dilapidated condition.

Environmental Analysis

Under this alternative, none of the environmental impacts associated with the construction and operation of the project would occur. Under the No Project/No Development Alternative, none of the goals or objectives of the Mission Beach Planned District Ordinance (PDO) or the City of San Diego General Plan would be achieved. The existing fenced-in, dilapidated vacant school site would remain in its current condition. As such the project's significant impacts would be avoided under this alternative.

Project Objectives

The No Project/No Development Alternative does not meet any of the objectives set forth in *Section 3.1.3* and restated in *Section 9.2* of this MEIR.

Mission Beach Residences Alternative 2: Development Under Existing Plans/ No Project

Under this alternative, a project would be constructed that would not require a Community Plan Amendment (CPA) and would be consistent with the current Mission Beach Precise Plan. That is, development would occur that is consistent with the current designation of School/Institutional & Public and Semi Public Facilities.

As indicated in the Mission Beach Precise Plan, while a goal within the Mission Beach Precise Plan is to attract families to Mission Beach, and potentially re-open the project site as a school, it is unlikely that this alternative would occur as SDUSD concluded that the property was excess and the potential of re-establishing the school no longer existed when it put the property up for auction. Therefore, development of a public school at the site is no longer considered potentially feasible. An elementary-age student population of a size sufficient to warrant an elementary school, per the SDUSD, does not likely exist within the community. Many students in Mission Beach have chosen to attend elementary school in Pacific Beach or receive a private education.

In addition, 4 of the 13 classrooms in the existing school facility are pre-Field Act, or no longer in compliance with State of California earthquake standards. Substantial renovations would be required to ensure the health and safety of those who would use the facility, which may not be economically feasible for the SDUSD, given the lack of demand for an elementary school in this community (City of San Diego 1989).

According to the City General Plan, the Institutional & Public and Semi Public Facilities designation includes uses that are identified as public or semi-public facilities in the community plan and which offer public and semi-public services to the community. Uses may include but are not limited to: airports, military facilities, community colleges, university campuses, landfills, communication and utilities, transit centers, water sanitation plants, schools, libraries, police and fire facilities, cemeteries, post offices, hospitals, park-and-ride lots, government offices and civic centers (City of San Diego 2008). Most of these uses would be unlikely to be developed on the site (e.g., airport, military, university campus, etc.). The site is privately owned and hence is highly likely to be developed under its current ownership for governmental, public or semi-public uses. Also, the site is not appropriately suited for the allowable kinds of land uses permitted by the City of San Diego General Plan designation because the site is adjacent to existing, dense residential development. Indeed, the Mission Beach Precise Plan indicates that these General Plan standards are difficult to apply to the Mission Beach community (City of San Diego 1989).

For the potential uses of library, police and fire facilities, government offices and civic centers, these uses already exist nearby. The Pacific Beach Taylor Library is 1.3 miles to the north of the project site. For police facilities, a Pacific Beach storefront is located at 4439 Olney Street, 2.1 miles northeast, and the Northern Division's office is located approximately 7.3 miles northeast, at 4275 Eastgate Mall. Fire Station 21 is the closest fire station to the project site, located approximately 1.4 miles northwest, at 750 Grand Avenue. For government offices, San Diego County Public Health is 3.2 miles southeast, and Caltrans is 3.1 miles southeast. Last, the nearest civic center use is the San Diego Civic Theatre, 6.5 miles southeast at 1100 3rd Avenue in San Diego.

Even if one of the designated uses were appropriate, most (if not all) would result in similar potential impacts caused by the requisite demolition of the existing structures (including construction noise, health and safety, and historical resource impacts), and similar or greater operational impacts when compared to the proposed residential project. As such, uses allowed under the Institutional & Public and Semi Public Facilities designation are not considered potentially feasible.

Environmental Analysis

Under this alternative, no school or other type of Institutional & Public or Semi Public development on the Mission Beach Residences site would occur. Since no school or other facility would be developed at the site, impacts would be the same as those presented under the No Project/No Development alternative; that is, the significant impacts resulting from the proposed project would be avoided under this alternative.

Project Objectives

The Development Under Existing Plans Alternative could not meet any of the project objectives set forth in *Section 3.1.3* and restated in *Section 9.2* of this MEIR.

Mission Beach Residences Alternative 3: Reduced Development Alternative

The Reduced Development Alternative would assume a reduced number of residential units with the goal of avoiding or substantially lessening one or more of the project's identified significant impacts. This alternative assumes 27 fewer units than the proposed project's 51 units, for a total of 24 units.

Fewer proposed units may reduce the project's significant impacts, including the scale of construction, potentially resulting in lesser construction noise effects, however, construction noise would still be significant and unavoidable, due to the adjacency of residences (i.e., a noise-sensitive land use). Regarding health and safety, it is assumed that any development of the site would necessitate demolition of the entire existing school facility, hence potential asbestos and lead-based paint impacts would be identical to those occurring under the project as proposed. Similarly, construction monitoring for unknown subsurface cultural resources and human remains would still be required.

While direct traffic impacts were less than significant under the proposed Mission Beach Residences project, this alternative would reduce the number of trips generated, and hence reduce impacts. This alternative would result in 152 average daily trips (ADT) which is a 53% reduction when compared to the proposed project. Hence, this alternative would reduce the cumulatively significant traffic impact at the Mission Boulevard/Santa Barbara Place intersection to less than significant (Urban Systems Associates 2015a).

Overall, impacts would be similar (albeit lessened) when compared to the proposed Mission Beach Residences Project.

Project Objectives

With the exception of the second project objective, the Reduced Development Alternative would meet most of the objectives set forth in *Section 3.1.3* and restated in *Section 9.2* of this MEIR.

9.5.2 SANTA BARBARA PLACE RESIDENCES PROJECT

Alternatives to the Santa Barbara Place Residences Project include the No Project/No Development and Reduced Development Alternative.

Santa Barbara Place Residences Alternative 1: No Project/ No Development Alternative

CEQA Guidelines, Section 15126.6(e), requires that an EIR evaluate a "no project" alternative along with its impact. The purpose of describing and analyzing a no project alternative is to allow a lead agency to compare the impacts of approving the project to the impacts of not approving it. Specifically, Section 15126.6(e)(3)(B) requires that an EIR, for a development project on identifiable property, address the no project alternative as a "circumstance under which the project does not proceed." In other words, the no project alternative assumes that the project site would not be developed with the proposed Santa Barbara Place Residences Project.

Under the No Project/No Development Alternative, the project would not be implemented on the site. The existing Mission Beach Elementary School building would not be demolished and would be left vacant and in its dilapidated condition.

Environmental Analysis

Under this alternative, none of the environmental impacts associated with the construction and operation of the project would occur. Under the No Project/No Development Alternative, none of the goals or objectives of the Mission Beach Planned District Ordinance (PDO) or the City of San Diego General Plan would be achieved. The existing fenced-in, dilapidated vacant school site would remain in its current condition. As such the proposed project's significant impacts would be avoided under this alternative.

Project Objectives

The No Project/No Development Alternative does not meet any of the objectives set forth in *Section 3.2.3* and restated in *Section 9.2* of this MEIR.

Santa Barbara Place Residences Alternative 2: Reduced Development Alternative

The Reduced Development Alternative would assume a reduced number of residential units, with the goal of avoiding or substantially lessening one or more of the project's identified significant impacts.

Environmental Analysis

Fewer proposed units may reduce the scale of construction, potentially resulting in lesser construction noise effects, however, construction noise would still be significant and unavoidable, due to the adjacency of residences. Regarding health and safety, it is assumed that any development of the site would necessitate demolition of the entire existing school facility, hence potential asbestos and lead-based paint impacts would be identical to those occurring under the project as proposed. Similarly, construction monitoring for unknown subsurface cultural resources and human remains would still be required. Thus, impacts would be similar to the proposed Santa Barbara Place Residences Project.

Project Objectives

With the exception of the second project objective, the Reduced Development Alternative would meet most of the objectives set forth in *Section 3.2.3* and restated in *Section 9.2* of this MEIR.

9.5.3 COMBINED PROJECT

Alternatives to the combined project include the No Project/No Development, Development Under Existing Plans, Reduced Development Alternative, and Expanded Park Alternative.

Combined Project Alternative 1: No Project/No Development Alternative

Similar to the two No Project/No Development Alternatives described previously, under this alternative, the project would not be implemented on the site. The existing Mission Beach Elementary School and associated facilities would not be demolished and would be left vacant in its dilapidated state.

Environmental Analysis

Under this alternative, none of the environmental impacts associated with the construction and operation under the combined project analysis would occur.

Project Objectives

The No Project/No Development Alternative does not meet any of the objectives set forth in *Sections 3.1.3* and *3.2.3* and restated in *Section 9.2* of this MEIR.

Combined Project Alternative 2: Development Under Existing Plans

Under this alternative, a project on the Mission Beach Residences site could theoretically be constructed that would not require a CPA and would be consistent with the current Mission Beach Precise Plan. That is, development would occur that is consistent with the current designation of School/Institutional & Public and Semi Public Facilities.

As indicated in the Mission Beach Precise Plan, while a goal within the Mission Beach Precise Plan is to attract families to Mission Beach, and potentially re-open the facility as a school, it is unlikely that this alternative would occur as SDUSD concluded that the property was excess and the potential of re-establishing the school no longer existed when SDUSD put the property up for auction. Therefore development of a public school at the site is no longer feasible. An elementary-age student population of a size sufficient to warrant an elementary school, per the SDUSD, does not likely exist within the community. Many students in Mission Beach have chosen to attend elementary school in Pacific Beach or receive a private education. In addition, 4 of the 13 classrooms in the existing school facility are pre-Field Act, or no longer in compliance with State of California earthquake standards. Substantial renovations would be required to ensure the health and safety of those who would use the existing facility, which may not be economically feasible for the SDUSD, given the lack of demand for an elementary school in this community (City of San Diego 1989).

As indicated above under the Mission Beach Residences Alternative 2: Development Under Existing Plans/No Project alternative, according to the City General Plan, this designation includes uses that are identified as public or semi-public facilities in the community plan and which offer public and semi-public services to the community. Uses may include but are not limited to: airports, military facilities, community colleges, university campuses, landfills, communication and utilities, transit centers, water sanitation plants, schools, libraries, police and fire facilities, cemeteries, post offices, hospitals, park-and-ride lots, government offices and civic centers (City of San Diego 2008). The site is privately owned and hence is not likely to be developed under its current ownership for governmental, public or semi-public uses. Also, the site is not appropriately suited for the allowable kinds of intense land uses permitted by the City of San Diego General Plan designation because the site is adjacent to existing, dense residential development. Indeed, the Mission Beach Precise Plan indicates that these General Plan standards are difficult to apply to the Mission Beach community (City of San Diego 1989). For the potential uses of library, police and fire facilities, government offices and civic centers, existing similar uses are nearby, as disclosed above under Mission Beach Residences Alternative 2. Even if one of the designated uses were appropriate, most (if not all) would result in similar potential impacts caused by the requisite demolition of the existing structures (including construction noise, health and safety, and historical resource impacts),

and similar or greater operational impacts when compared to the proposed residential project. As such, uses allowed under the Institutional & Public and Semi Public Facilities designation are not considered potentially feasible.

On the Santa Barbara Place Residences site, 12 residential units could still be developed under the existing Mission Beach Precise Plan. Hence, impacts would be identical to those occurring under the proposed Santa Barbara Place Residences project.

Environmental Analysis

Under this alternative, no school or other type of Institutional & Public or Semi Public development on the Mission Beach Residences site would occur.

On the Santa Barbara Place Residences site, 12 residential units could still be developed under the existing Mission Beach Precise Plan. Hence, impacts on the Santa Barbara Place Residences would be identical to those occurring under the proposed project. Specifically, significant construction noise impacts would still occur due to the adjacency of existing residences. Also, asbestos and lead-based paint would still be required to be removed. Similarly, construction monitoring for unknown subsurface cultural resources and human remains would still be required.

The combined project would also result in significant transportation/circulation and parking and associated secondary land use impacts. As disclosed in *Section 5.4.4*, the project's impacts would be fully mitigated to below a level of significance with implementation of mitigation measure CP-TRA-1. The significant transportation/circulation and parking and related secondary land use impacts would be avoided under this alternative, because no development would occur on the Mission Beach Residences site.

Project Objectives

The Development Under Existing Plans Alternative does not meet any of the objectives set forth in *Sections 3.1.3* and *3.2.3* and restated in *Section 9.2* of this MEIR for the Mission Beach Residences project. For the Santa Barbara Place Residences project, this alternative would meet all of the project objectives.

Combined Project Alternative 3: Reduced Development Alternative

The Reduced Development Alternative would assume a reduced number of residential units, with the goal of avoiding or substantially lessening one or more of the project's identified significant impacts. Under this alternative, a total of 32 units are proposed, which is 31 fewer units than the 63 units proposed under the combined project.

Environmental Analysis

Similar to the two individual projects, the Reduced Development Alternative would assume a reduced number of residential units, with the goal of avoiding or substantially lessening one or more of the project's identified significant impacts, particularly transportation/circulation and parking and noise impacts. Fewer proposed units may reduce the scale of construction, potentially resulting in lesser incremental construction noise effects and resultant traffic trips.

However, construction noise would still be significant and unavoidable, due to the adjacency of residences. Thus, noise impacts would be similar to the project as proposed.

The combined project would result in significant transportation/circulation and parking and associated secondary land use impacts. As disclosed in *Section 5.4.4*, the project's impacts would be fully mitigated to below a level of significance. A Reduced Development Alternative would result in a corresponding reduction in vehicular trips generated by the project, thereby reducing impacts and potentially eliminating the need for mitigation measures.

To reduce impacts to below a level of significance, it was calculated that an approximate 50% reduction in daily vehicle trips to and from the project would be required (Urban Systems Associates 2015b). This equates to 31 fewer units than the 63 units proposed under the combined project, for a total of 32 units. This alternative would generate 200 ADT (Urban Systems Associates 2015b).

Regarding health and safety, it is assumed that any development of the site would necessitate demolition of the entire or substantial portion of existing school facility or substantial remodeling and renovation, hence asbestos and lead-based paint impacts would be identical to those occurring under the proposed project. Thus, impacts would be similar to the project as proposed.

For impacts to historical resources, construction monitoring for unknown subsurface cultural resources and human remains would still be required. Thus, impacts would be similar to the project as proposed.

Project Objectives

This alternative would not meet the third project objective for both projects set forth in *Sections 3.1.3* and *3.2.3* and restated in *Section 9.2* of this MEIR, because with 32 units proposed, it would not maximize residential development on the infill site. It would also not meet the fourth project objective, because with a less dense development, it would not be compatible in scale and character to the existing surrounding character. This alternative would meet the rest of the project objectives.

Combined Project Alternative 4: Expanded Park Alternative

The Expanded Park Alternative would assume a reduced number of residential units, with the goal of avoiding or substantially lessening one or more of the project's identified significant impacts. Under this alternative, a total of 57 units are proposed, which is 6 fewer units than the 63 units proposed under the combined project. Fifty-five (55) units would be located on the Mission Beach Residences project site, and two units (a duplex) would be located on the eastern part of the Santa Barbara Place Residences site, as shown in Figure 9-1. The other 10 units in the proposed project would be replaced with an approximately 0.28-acre passive park on the Santa Barbara Place Residences site (Figure 9-1). The park would be open for public use. The park would provide passive recreation uses that will be programmed and designed through the General Development Plan public input process. Park amenities and elements would be determined through preparation of the General Development Plan. The two smaller triangular areas along the western site boundary along Mission Boulevard would be Homeowners' Association-maintained landscape areas and are not intended to count toward the project's park acreage.

The existing ficus tree on the site would not be removed under this alternative. No pocket park would be built on the Mission Beach Residences project site, as with the proposed combined project.

The alternative would result in the same deviations as required under the proposed project in *Section 3.1.7*, with the two additional triple lots not providing street frontage requirements per Mission Beach Precise Plan Section 1513.0304. The buildings would comply with all setback requirements found in the Mission Beach Planned District Ordinance (PDO), including the solar setbacks required of buildings on the north and south sides of Courts and Places. The lot sizes, building sizes, and general pattern of development would be consistent with the Mission Beach PDO.

Environmental Analysis

Similar to the Reduced Development Alternative, the Expanded Park Alternative would assume a reduced number of residential units, with the goal of avoiding or substantially lessening one or more of the project's identified significant impacts, particularly transportation/circulation and parking and noise impacts. Fewer proposed units may reduce the scale of construction, potentially resulting in lesser incremental construction noise effects and resultant traffic trips. Also, this alternative would increase the available park acreage for the community.

Construction noise would still be significant and unavoidable, due to the adjacency of existing and proposed residences that would be affected. Construction of the park and duplex on the Santa Barbara Place Residences site would not be as long in duration as construction of the

proposed 12 residences under the proposed project, so the duration of construction noise would be reduced on the Santa Barbara Place site. Thus, noise impacts would be reduced, but would remain significant and unavoidable.

The combined project would result in significant transportation/circulation and parking and associated secondary land use impacts. As disclosed in *Section 5.4.4*, the project's impacts would be fully mitigated to below a level of significance. This alternative, which contains less units than the proposed combined project, would result in a corresponding reduction in vehicular trips generated by the project, thereby reducing impacts. This alternative would result in 362 ADT, which is a 7% reduction in ADT when compared to the proposed combined project (Urban Systems Associates 2015c). This alternative would result in a significant impact at the intersection of Santa Barbara Place and Mission Boulevard in the Year 2030 with Project scenario (Urban Systems Associates 2015c), which is the same impact as with the proposed combined project. And similar to the proposed combined project, the same mitigation, installation of a traffic signal at the intersection, would reduce impacts tot below a level of significance (Urban Systems Associates 2015c).

It is noted that when compared to existing conditions, pedestrian trips at the intersection of Santa Barbara Place and Mission Boulevard would increase by 44% under this alternative due to the increase in park size. When compared to the proposed combined project, pedestrian trips would increase 20% (Urban Systems Associates 2015c).

Regarding health and safety, it is assumed that any development of the site would necessitate demolition of the entire or substantial portion of existing school facility, hence asbestos and lead-based paint impacts would be identical to those occurring under the proposed project. Thus, impacts would be similar to the combined project as proposed.

For impacts to historical resources, construction monitoring for unknown subsurface cultural resources and human remains would still be required. Thus, impacts would be similar to the combined project as proposed.

Project Objectives

With the exception of the third project objective for both projects, the Expanded Park Alternative would meet most of the objectives set forth in *Sections 3.1.3* and *3.2.3* and restated in *Section 9.2* of this MEIR.

9.6 SUMMARY MATRICES

Alternatives discussed in *Section 9.5.1* through *9.5.3* are compared to the project in *Tables 9-1* through *9-3*.

Table 9-1
Mission Beach Residences Project: Summary of Alternatives' Impacts

Environmental Issue	Project	No Project/No Development Alternative	Development Under Existing Plans Alternative/No Project	Reduced Development Alternative
Noise	Significant and unavoidable	Impacts avoided	Impacts avoided	Similar impacts
Health and Safety	Less than significant with incorporation of mitigation measures	Impacts avoided	Impacts avoided	Similar impacts
Historical Resources	Less than significant with incorporation of mitigation measures	Impacts avoided	Impacts avoided	Similar impacts
Meets Most of the Basic Project Objectives?	**Yes**	**No**	**No**	**Yes**

Table 9-2
Santa Barbara Place Residences Project: Summary of Alternatives' Impacts

Environmental Issue	Project	No Project/No Development Alternative	Reduced Development Alternative
Noise	Significant and unavoidable	Impacts avoided	Similar impacts
Health and Safety	Less than significant with incorporation of mitigation measures	Impacts avoided	Similar impacts
Historical Resources	Less than significant with incorporation of mitigation measures	Impacts avoided	Similar impacts
Meets Most of the Basic Project Objectives?	**Yes**	**No**	**Yes**

Table 9-3
Combined Project: Summary of Alternatives' Impacts

Environmental Issue	Project	No Project/No Development Alternative	Development Under Existing Plans Alternative	Reduced Development Alternative	Expanded Park Alternative
Secondary Land Use Compatibility Impacts (Traffic)	Less than significant with incorporation of mitigation measures	Impacts avoided	Impacts avoided	Impacts avoided	Similar impacts
Noise	Significant and unavoidable	Impacts avoided	Impacts avoided	Similar impacts	Impacts reduced but still significant and unavoidable
Transportation/ Circulation and Parking	Less than significant with incorporation of mitigation measures	Impacts avoided	Impacts avoided	Impacts avoided	Similar impacts
Health and Safety	Less than significant with incorporation of mitigation measures	Impacts avoided	Reduced but still significant and unavoidable	Similar Impacts	Similar impacts
Historical Resources	Less than significant with incorporation of mitigation measures	Impacts avoided	Reduced but still significant and unavoidable	Similar Impacts	Similar impacts
Meets Most of the Basic Project Objectives?	**Yes**	**No**	**No**	**Yes**	**Yes**

9.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVES

Per Section 15126.6(e)(2) of the CEQA Guidelines, an environmentally superior alternative must be identified (other than the No Project Alternative). CEQA also requires that the environmentally superior alternative be selected from the range of reasonable alternatives that could feasibly attain the basic objectives of the project.

Mission Beach Residences Project

As discussed in *Section 9.5.1* and summarized in *Table 9-1, Mission Beach Residences Project Summary of Alternatives' Impacts*, impacts resulting from implementation of the project would not occur under the No Project Alternative. Under this alternative, however, none of the project objectives would be met. CEQA Guidelines, Section 15126.6(e)(2), states that "if the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

The Development Under Existing Plans Alternative would avoid all of the significant impacts of the proposed project, but would not meet any of the project objectives. Under the Reduced

Development Alternative, the project may result in slightly reduced impacts to construction noise, although the level of impacts would be similar (significant and unavoidable). Regarding health and safety and historical resources, impacts would be identical (reduced to less than significant with mitigation). This alternative also meets most of the project objectives. Hence, it is considered the environmentally superior alternative.

Santa Barbara Place Residences Project

As discussed in *Section 9.5.2* and summarized in *Table 9-2, Santa Barbara Place Residences Project Summary of Alternatives' Impacts*, impacts resulting from implementation of the project would not occur under the No Project Alternative. Under this alternative, however, none of the project objectives would be met. CEQA Guidelines, Section 15126.6(e)(2), states that "if the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

Under the Reduced Development Alternative, the project may result in slightly reduced impacts to noise due to a shorter construction duration, although the level of impacts would be similar (significant and unavoidable for construction noise). Regarding health and safety and historical resources, impacts would be identical (reduced to less than significant with mitigation). It also meets most of the project objectives. Hence, it is considered the environmentally superior alternative.

Combined Project

As discussed in *Section 9.5.3* and summarized in *Table 9-3, Combined Project Summary of Alternatives' Impacts*, impacts resulting from implementation of the project would not occur under the No Project Alternative. Under this alternative, however, none of the project objectives would be met. CEQA Guidelines, Section 15126.6(e)(2), states that "if the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

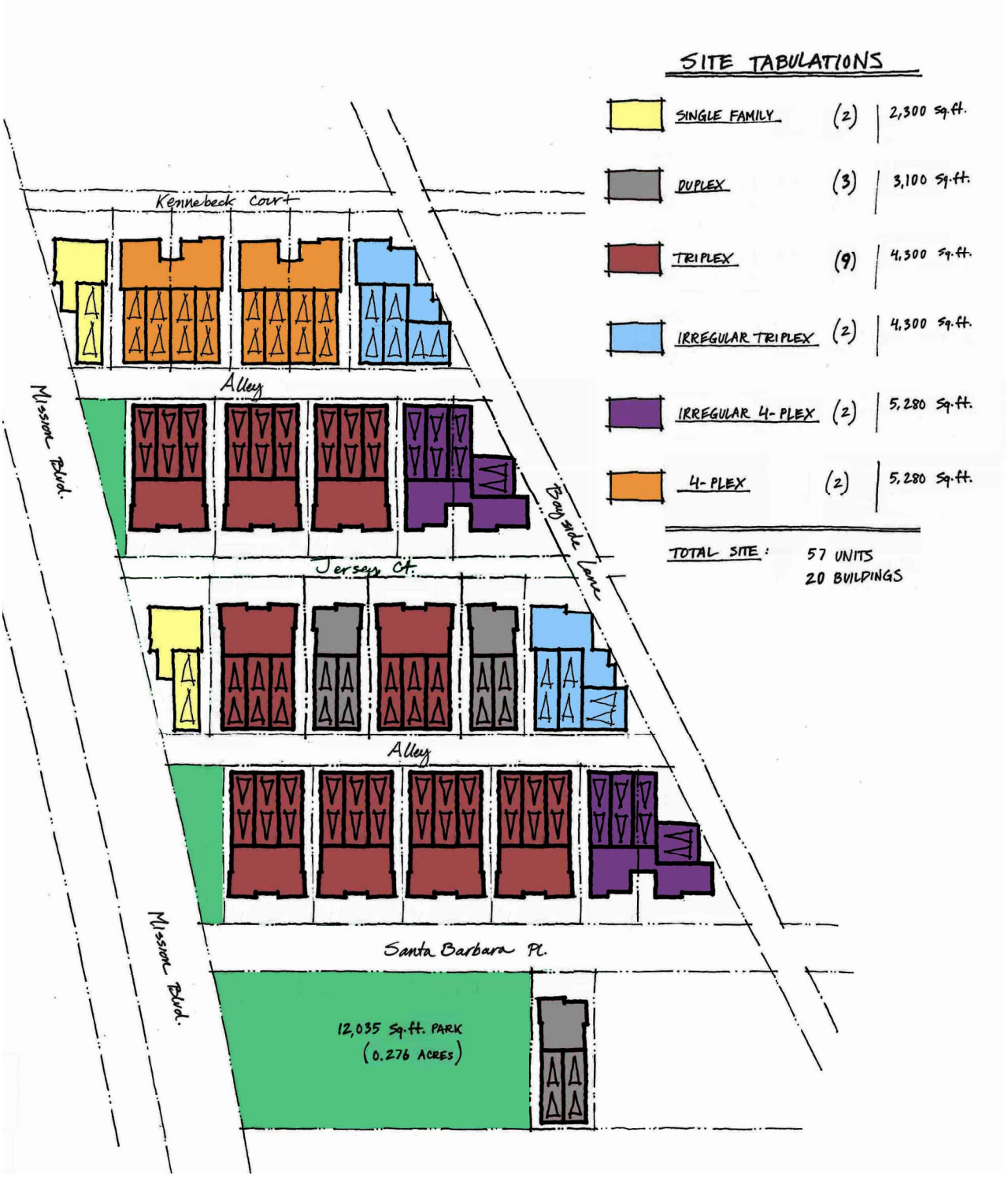
The Development Under Existing Plans Alternative would avoid or reduce all of the significant impacts of the proposed project, but would not meet any of the project objectives, and hence, is considered infeasible.

Under the Reduced Development Alternative, the alternative would avoid the proposed project's significant transportation/circulation and parking and related secondary land use effects. It would result in slightly reduced impacts from construction noise, although the level of impacts would be similar (significant and unavoidable). Regarding health and safety and historical resources, impacts

would be identical to those occurring under the proposed combined project (reduced to less than significant with mitigation). It would meet most of the project objectives.

The Expanded Park Alternative would reduce the proposed combined project's significant transportation/circulation and parking impacts, although the level of impacts would be similar (reduced to less than significant with mitigation). Regarding construction noise, this alternative would reduce the impacts of the proposed project, although the level of impacts would be similar (significant and unavoidable). Regarding health and safety and historical resources, impacts would be identical (reduced to less than significant with mitigation). It would meet most of the project objectives.

Overall, the Reduced Development Alternative has the greatest impact reducing potential and is considered the environmentally superior alternative.



SOURCE: Robert Hidey Architects, 04/30/2015.

Expanded Park Alternative

Mission Beach Residences Project and Santa Barbara Place Residences Project MEIR Project No. 366139

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 9-1

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CHAPTER 10 MITIGATION MONITORING AND REPORTING PROGRAM

The California Environmental Quality Act (CEQA) Section 21081.6 requires that a mitigation monitoring and reporting program (MMRP) be established upon certification of an Environmental Impact Report (EIR). It stipulates that "the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation."

This MMRP has been developed in compliance with Section 21081.6 of CEQA and identifies (1) mitigation measures to be implemented prior to, during, and after construction of the Mission Beach Residences Project and the Santa Barbara Place Residences Project; (2) the individual/agency responsible for that implementation; and (3) criteria for completion or monitoring of the specific measures.

10.1 GENERAL

10.1.1 GENERAL REQUIREMENTS – PART I OF II

Mission Beach Residences Project and Santa Barbara Place Residences Project

Plan Check Phase (prior to permit issuance)

1. Prior to the issuance of a Notice To Proceed (NTP) for a subdivision, or any construction permits, such as Demolition, Grading or Building, or beginning any construction related activity on site, the Development Services Department (DSD) Director's Environmental Designee (ED) shall review and approve all Construction Documents (CD), (plans, specification, details, etc.) to ensure the MMRP requirements are incorporated into the design.
2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply **ONLY** to the construction phases of this project are included **VERBATIM,** under the heading, **"ENVIRONMENTAL/MITIGATION REQUIREMENTS."**
3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website: http://www.sandiego.gov/development-services/industry/information/standtemp.shtml
4. The **TITLE INDEX SHEET** must also show on which pages the "Environmental/ Mitigation Requirements" notes are provided.
5. **SURETY AND COST RECOVERY** – The Development Services Director or City Manager may require appropriate surety instruments or bonds from private Permit

Holders to ensure the long term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

10.1.2 GENERAL REQUIREMENTS - PART II OF II

Post Plan Check (After permit issuance/Prior to start of construction)

1. **PRECONSTRUCTION MEETING IS REQUIRED TEN (10) WORKING DAYS PRIOR TO BEGINNING ANY WORK ON THIS PROJECT.** The PERMIT HOLDER/OWNER is responsible to arrange and perform this meeting by contacting the CITY RESIDENT ENGINEER (RE) of the Field Engineering Division and City staff from MITIGATION MONITORING COORDINATION (MMC). Attendees must also include the Permit holder's Representative(s), Job Site Superintendent and the following consultants: **Lead and Asbestos Abatement Contractor, and Environmental Specialist** to inspect for hazardous building materials. The Lead and Asbestos Abatement Contractor may also perform the pre-demolition inspection for non-lead and non-asbestos hazardous building materials. In this case, the Lead and Asbestos Abatement Contractor would be the only consultant required to attend the pre-construction meeting.

   NOTE: Failure of all responsible Permit Holder's representatives and consultants to attend shall require an additional meeting with all parties present.

   CONTACT INFORMATION:

   a. The PRIMARY POINT OF CONTACT is the RE at the Field Engineering Division – 858.627.3200

   b. For Clarification of ENVIRONMENTAL REQUIREMENTS, it is also required to call RE and MMC at 858.627.3360

2. **MMRP COMPLIANCE:** This Project, Project Tracking System (PTS) No. 366139 and/or Environmental Document No./State Clearinghouse No. 2014081097, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD's Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (e.g., to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.

NOTE: Permit Holder's Representatives must alert RE and MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by RE and MMC BEFORE the work is performed.

3. **OTHER AGENCY REQUIREMENTS:** Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution or other documentation issued by the responsible agency: The San Diego RWQCB would use the MEIR and supporting documentation in its decision to issue a NPDES General Construction Activity Stormwater Permit.
4. **MONITORING EXHIBITS:** All consultants are required to submit, to RE and MMC, a monitoring exhibit on a 11x17 reduction of the appropriate construction plan, such as site plan, grading, landscape, etc., marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicating when in the construction schedule that work will be performed. When necessary for clarification, a detailed methodology of how the work will be performed shall be included.
5. ***NOTE:*** Surety and Cost Recovery – When deemed necessary by the Development Services Director or City Manager, additional surety instruments or bonds from the private Permit Holder may be required to ensure the long term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.
6. **OTHER SUBMITTALS AND INSPECTIONS:** The Permit Holder/Owner's representative shall submit all required documentation, verification letters, and requests for all associated inspections to the RE and MMC for approval per the schedule in *Table 10-1*.

Table 10-1
Document Submittal/Inspection Checklist

Issue Area	Document Submittal	Associated Inspection/Approvals/Notes
General	Consultant Qualification Letters	Prior to Preconstruction Meeting
General	Consultant Construction Monitoring Exhibits	Prior to or at Preconstruction Meeting
Transportation	Traffic Report	Traffic Mitigation Option Review
Noise	Acoustical Reports	Noise Mitigation Features Inspection

Table 10-1
Document Submittal/Inspection Checklist

Issue Area	Document Submittal	Associated Inspection/Approvals/Notes
Health and Safety	Hazardous Materials Reports and Asbestos/Lead-Based Paint Surveys	• Hazardous building materials inspection (not including asbestos and lead-based paint) prior to demolition. • Asbestos and lead-based paint abatement work plan approved prior to demolition. • Hazardous substance management, handling, storage, disposal, and emergency response plan approved prior to construction activities.
Historical Resources	1. Research Design and Data Recovery Program 2. Letter of acceptance from curation institution 3. Cultural Monitoring Report 4. Appropriate California Department of Parks and Recreation (DPR) forms—DPR 523 A and B	1. If significant cultural resources are discovered, prior to resumption of grading activities in the area of discovery. 2. If significant cultural materials are discovered, letter submitted to City. 3. Two copies of monitoring results report (even if negative) and/or evaluation report, if applicable, submitted to City. 4. Completion of forms if any significant or potentially significant resources are encountered during the archaeological monitoring program. Submittal of forms to the South Coastal Information Center at San Diego State University with the final monitoring results report.

10.2 SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS

10.2.1 MISSION BEACH RESIDENCES PROJECT

Noise

The following mitigation measure would reduce construction noise-related impacts, but not to a level below significance.

MB-NOI-1 **Construction Noise Mitigation**: prior to the issuance of the first demolition permit, the applicant shall ensure the following, to the satisfaction of the City of San Diego Development Services Department:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.
- Temporary sound barriers/shielding are installed. This may comprise shielding of equipment in the vicinity of non-mobile equipment where this is the source, or alternatively shielding at the site boundaries (i.e., the northern, southern, and eastern sides, where adjacent residences are closest).

- Construction noise reduction methods, such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools rather than diesel equipment, shall be used where feasible.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive noise receivers.
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive land uses.
- The project shall limit construction activities, including grading, to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday.

The following mitigation measure would reduce interior noise levels to a level below significance.

MB-NOI-2 **Interior Noise Mitigation Analysis for Proposed Lots 1, 11, and 16:** Upon completion of detailed building plans (i.e., room dimensions, wall and roof assemblies and window/door schedules) and prior to the issuance of the first occupancy permit, the applicant shall ensure that an interior noise mitigation analysis be prepared, to the satisfaction of the City of San Diego Development Services Department. The analysis shall identify specific mitigation measures to ensure interior noise levels remain at or below 45 dB per the City of San Diego's interior noise standard. Noise abatement features shall be identified to attenuate noise and shall be incorporated into project design as necessary. Such features may include mechanical ventilation or an air-conditioning system, sound-rated windows and sound-rated doors.

Health and Safety

To reduce identified significant impacts from the release of hazardous materials to below a level of significance, the following mitigation measures are provided for the Mission Beach Residences Project:

MB-HS-1 Prior to demolition permit issuance, the project applicant shall provide proof to the City of San Diego that: A qualified environmental specialist has inspected the site buildings for the presence of polychlorinated biphenyls, mercury, and other hazardous building materials. If found, these materials shall be managed in accordance with the Metallic Discards Act of 1991 (California Public Resources Code, Sections 42160–42185) and other state and federal guidelines and regulations. Demolition plans and contract specifications shall incorporate any

necessary abatement measures in compliance with the Metallic Discards Act, particularly Section 42175, which describes materials requiring special handling, for the removal of mercury switches, polychlorinated biphenyl-containing ballasts, and refrigerants.

MB-HS-2 Prior to demolition permit issuance, an asbestos and lead-based paint abatement work plan shall be prepared in compliance with local, state, and federal regulations for any necessary removal and disposal of such materials. Prior to implementation, the work plan must be reviewed and accepted by the San Diego County Department of Environmental Health. A California-certified asbestos removal contractor shall be utilized for the removal work and proper removal methodology as outlined in CalOSHA 8CCR1529, and all other applicable federal, state, and local regulations regarding the removal, transport and disposal of asbestos-containing material shall be applied. The asbestos and lead-based paint abatement work plan shall include a monitoring plan to be conducted by a qualified consultant during abatement activities to ensure compliance with the work plan requirements and abatement contractor specifications. The work plan shall include provisions for construction worker training, worker protection, and conduction of exposure assessments as needed. As part of the work plan, construction contractors shall consult federal Occupational Safety and Health Administration (OSHA) Regulations at 29 CFR 1926.62 and Cal-OSHA Regulations at Title 8, 1532.1, "Lead in Construction" standards for complete requirements. Demolition plans and contract specifications shall incorporate any necessary abatement measures for the removal of materials containing lead-based paint and asbestos to the satisfaction of the City Planning and Building Department. The measures shall be consistent with the abatement work plan prepared for the project and conducted by a California-licensed lead/asbestos abatement contractor.

MB-HS-3 To reduce the risk of accidental release of hazardous materials during construction activities at the site, the project applicant shall prepare and implement during all construction activities a hazardous substance management, handling, storage, disposal, and emergency response plan prior to demolition on-site. This plan shall be implemented during all project related construction activities. A hazardous materials spill kit shall be maintained on site for small spills. Additionally, the project applicant shall monitor all contractors for compliance with applicable regulations, including regulations regarding hazardous materials and hazardous wastes, including disposal. Hazardous materials shall not be disposed of or released on the ground, in the underlying

groundwater, or any surface water. Totally enclosed containment shall be provided for all trash. All construction waste, including trash and litter, garbage, and other solid waste shall be diverted, recycled, or properly disposed. Petroleum products and other potentially hazardous materials shall be removed to a waste facility permitted to treat, store, or dispose of such materials. The hazardous substance management, handling, storage, disposal, and emergency response plan shall be prepared prior to demolition permit issuance, to the satisfaction of the City of San Diego. The plan shall be provided to the City of San Diego Development Services for review prior to issuance of a grading permit.

Historical Resources

Mitigation measure MB-CUL-1 would reduce potentially significant impacts to unknown subsurface cultural resources and human remains to a less-than-significant level:

MB-CUL-1 The following shall be implemented to protect unknown archaeological resources and/or grave sites that may be identified during project construction phases. The following City of San Diego mitigation measure is current through October 2011.

I. Prior to Permit Issuance

A. Entitlements Plan Check

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

B. Letters of Qualification have been submitted to ADD

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

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

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

II. Prior to Start of Construction

A. Verification of Records Search

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

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

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

B. PI Shall Attend Precon Meetings

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

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

2. Identify Areas to be Monitored

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

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

3. When Monitoring Will Occur

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

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

III. During Construction

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

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

2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/excavation/trenching activities based on the AME and provide that information to the PI and

MMC. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Section III.B-C and IV.A-D shall commence.

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

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

B. Discovery Notification Process

1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to digging, trenching, excavating or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate.

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

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

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

C. Determination of Significance

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

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

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

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

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:

A. Notification

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

2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

B. Isolate discovery site

1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains.

2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance.

3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.

C. If Human Remains ARE determined to be Native American

1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, ONLY the Medical Examiner can make this call.

2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.

3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health & Safety Codes.

4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.

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

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

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

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

i. Record the site with the NAHC;

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

iii. Record a document with the County.

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

D. If Human Remains are NOT Native American

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

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

3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man.

V. Night and/or Weekend Work

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

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

2. The following procedures shall be followed.

   a. No Discoveries

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

   b. Discoveries

      All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.

   c. Potentially Significant Discoveries

      If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed.

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

B. If night and/or weekend work becomes necessary during the course of construction

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

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

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

VI. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

   1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix C/D) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. **It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis,**

special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.

a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.

b. Recording Sites with State of California Department of Parks and Recreation

The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.

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

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

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

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

B. Handling of Artifacts

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

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

3. The cost for curation is the responsibility of the property owner.

C. Curation of artifacts: Accession Agreement and Acceptance Verification

1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are

permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.

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

3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5.

D. Final Monitoring Report(s)

1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.

2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

10.2.2 SANTA BARBARA PLACE RESIDENCES PROJECT

Noise

The following mitigation measure would reduce construction noise related impacts, but not to a level below significance.

SBP-NOI-1 **Construction Noise Mitigation**: prior to the issuance of the first demolition permit, the applicant shall ensure the following, to the satisfaction of the City of San Diego Development Services Department:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.

- Temporary sound barriers/shielding are installed. This may comprise shielding of equipment in the vicinity of non-mobile equipment where this is the source, or alternatively shielding at the site boundaries (i.e., the southern and eastern sides, where adjacent residences are closest).
- Construction noise reduction methods, such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools rather than diesel equipment, shall be used where feasible.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive noise receivers.
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive land uses.
- The project shall limit construction activities, including grading, to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday.

The following mitigation measure would reduce interior noise levels to a level below significance.

SBP-NOI-2 **Interior Noise Mitigation Analysis for Proposed Lot 1:** Upon completion of detailed building plans (i.e., room dimensions, wall and roof assemblies and window/door schedules) and prior to the issuance of the first occupancy permit, the applicant shall ensure that an interior noise mitigation analysis be prepared, to the satisfaction of the City of San Diego Development Services Department. The analysis shall identify specific mitigation measures to ensure interior noise levels remain at or below 45 dB per the City of San Diego's interior noise standard. Noise abatement features shall be identified to attenuate noise and shall be incorporated into project design as necessary. Such features may include mechanical ventilation or an air-conditioning system, sound-rated windows and sound-rated doors.

Health and Safety

To reduce identified significant impacts from the release of hazardous materials to below a level of significance, the following mitigation measures are provided for the Santa Barbara Place Residences Project:

SBP-HS-1 Prior to demolition permit issuance, the project applicant shall provide proof to the City of San Diego that: A qualified environmental specialist has inspected the

site buildings for the presence of polychlorinated biphenyls, mercury, and other hazardous building materials. If found, these materials shall be managed in accordance with the Metallic Discards Act of 1991 (California Public Resources Code, Sections 42160–42185) and other state and federal guidelines and regulations. Demolition plans and contract specifications shall incorporate any necessary abatement measures in compliance with the Metallic Discards Act, particularly Section 42175, which describes materials requiring special handling, for the removal of mercury switches, polychlorinated biphenyl-containing ballasts, and refrigerants.

SBP-HS-2 Prior to demolition permit issuance, an asbestos and lead-based paint abatement work plan shall be prepared in compliance with local, state, and federal regulations for any necessary removal and disposal of such materials. Prior to implementation, the work plan must be reviewed and accepted by the San Diego County Department of Environmental Health. A California-certified asbestos removal contractor shall be utilized for the removal work and proper removal methodology as outlined in CalOSHA 8CCR1529, and all other applicable federal, state, and local regulations regarding the removal, transport and disposal of asbestos-containing material shall be applied. The asbestos and lead-based paint abatement work plan shall include a monitoring plan to be conducted by a qualified consultant during abatement activities to ensure compliance with the work plan requirements and abatement contractor specifications. The work plan shall include provisions for construction worker training, worker protection, and conduction of exposure assessments as needed. As part of the work plan, construction contractors shall consult federal Occupational Safety and Health Administration (OSHA) Regulations at 29 CFR 1926.62 and Cal-OSHA Regulations at Title 8, 1532.1, "Lead in Construction" standards for complete requirements. Demolition plans and contract specifications shall incorporate any necessary abatement measures for the removal of materials containing lead-based paint and asbestos to the satisfaction of the City Planning and Building Department. The measures shall be consistent with the abatement work plan prepared for the project and conducted by a California-licensed lead/asbestos abatement contractor.

SBP-HS-3 To reduce the risk of accidental release of hazardous materials during construction activities at the site, the project applicant shall prepare a hazardous substance management, handling, storage, disposal, and emergency response plan prior to demolition on-site. This plan shall be implemented during all project related construction activities. A hazardous materials spill kit shall be maintained on site

for small spills. Additionally, the project applicant shall monitor all contractors for compliance with applicable regulations, including regulations regarding hazardous materials and hazardous wastes, including disposal. Hazardous materials shall not be disposed of or released on the ground, in the underlying groundwater, or any surface water. Totally enclosed containment shall be provided for all trash. All construction waste, including trash and litter, garbage, and other solid waste shall be diverted, recycled, or properly disposed. Petroleum products and other potentially hazardous materials shall be removed to a waste facility permitted to treat, store, or dispose of such materials. The hazardous substance management, handling, storage, disposal, and emergency response plan shall be prepared prior to demolition permit issuance, to the satisfaction of the City of San Diego. The plan shall be provided to the City of San Diego Development Services for review prior to issuance of a grading permit.

Historical Resources

Mitigation measure SBP-CUL-1 would reduce potentially significant impacts to unknown subsurface cultural resources and human remains to a less-than-significant level:

SBP-CUL-1 The following shall be implemented to protect unknown archaeological resources and/or grave sites that may be identified during project construction phases. The following City of San Diego mitigation measure is current through October 2011.

I. Prior to Permit Issuance

A. Entitlements Plan Check

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

B. Letters of Qualification have been submitted to ADD

1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in

the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.

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

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

II. Prior to Start of Construction

A. Verification of Records Search

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

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

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

B. PI Shall Attend Precon Meetings

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

a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE,

CM or BI, if appropriate, prior to the start of any work that requires monitoring.

2. Identify Areas to be Monitored

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

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

3. When Monitoring Will Occur

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

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

III. During Construction

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

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

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

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

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

B. Discovery Notification Process

1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to digging, trenching, excavating or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate.

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

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

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

C. Determination of Significance

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

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

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

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

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:

A. Notification

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

2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

B. Isolate discovery site

1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains.

2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance.

3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.

C. If Human Remains ARE determined to be Native American

1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, ONLY the Medical Examiner can make this call.

2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.

3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health & Safety Codes.

4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.

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

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

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

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

i. Record the site with the NAHC;

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

iii. Record a document with the County.

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

D. If Human Remains are NOT Native American

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

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

3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man.

V. Night and/or Weekend Work

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

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

2. The following procedures shall be followed.

   a. No Discoveries

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

   b. Discoveries

      All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.

   c. Potentially Significant Discoveries

      If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed.

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

B. If night and/or weekend work becomes necessary during the course of construction

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

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

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

VI. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

   1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix C/D) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. **It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis,**

special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.

a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.

b. Recording Sites with State of California Department of Parks and Recreation

The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.

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

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

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

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

B. Handling of Artifacts

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

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

3. The cost for curation is the responsibility of the property owner.

C. Curation of artifacts: Accession Agreement and Acceptance Verification

1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are

permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.

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

3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5.

D. Final Monitoring Report(s)

1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.

2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

10.2.3 COMBINED PROJECT

Land Use

Significant secondary impacts to transportation/circulation and parking would result at the intersection of Mission Boulevard and Santa Barbara Place. Mitigation measure CP-LU-1 would provide signalization at the intersection of Mission Boulevard and Santa Barbara Place, which would fully mitigate these potential secondary impacts based on the combination of both projects to below a level of significance.

CP-LU-1 Prior to issuance of the first building permit in either the Mission Beach Residences project or the Santa Barbara Residences project, the Owner/Permittee shall assure by permit and bond the installation of a traffic signal at the intersection of Mission Boulevard and Santa Barbara Place to the satisfaction of the City Engineer. The traffic signal shall be installed by the Owner/Permittee no

later than May 1, 2025, to the satisfaction of the City Engineer; provided, however, that the City Engineer may require installation of the traffic signal by the Owner/Permittee prior to May 1, 2025, based on the results of annual traffic counts and impact analysis for this intersection submitted by the Owner/Permittee on or before May 1 of each year. Fair share for the traffic signal shall be divided 82% to the Owner/Permittee of Mission Beach Residences project and 18% to the Owner/Permittee of the Santa Barbara Place Residences project.

Transportation/Circulation and Parking

Mitigation measure CP-TRA-1 would provide signalization at the intersection of Mission Boulevard and Santa Barbara Place. Mitigation which would fully mitigate the impact identified in the Horizon Year 2030 based on the combination of both projects to below a level of significance.

CP-TRA-1 Prior to issuance of the first building permit in either the Mission Beach Residences project or the Santa Barbara Residences project, the Owner/Permittee shall assure by permit and bond the installation of a traffic signal at the intersection of Mission Boulevard and Santa Barbara Place to the satisfaction of the City Engineer. The traffic signal shall be installed by the Owner/Permittee no later than May 1, 2025, to the satisfaction of the City Engineer; provided, however, that the City Engineer may require installation of the traffic signal by the Owner/Permittee prior to May 1, 2025, based on the results of annual traffic counts and impact analysis for this intersection submitted by the Owner/Permittee on or before May 1 of each year. Fair share for the traffic signal shall be divided 82% to the Owner/Permittee of Mission Beach Residences project and 18% to the Owner/Permittee of the Santa Barbara Place Residences project.

Noise

If either project is complete and occupied while the other is still under construction, the occupied project would become an additional sensitive land use to construction noise as the project sites are approximately 25 feet apart. Therefore, the 12-hour average sound level from construction equipment would potentially exceed the City's Noise Ordinance dB. Implementation of mitigation measures MB-NOI-1 and SBP-NOI-1 would reduce construction noise-related impacts but not to a level below significance.

As no new interior noise impact would occur when combined, each project would still individually mitigate for interior noise levels through implementation of mitigation measures MB-NOI-2 and SBP-NOI-2. Impacts would be less than significant.

Health and Safety

Potentially significant health hazard impacts during demolition and construction activities of the Mission Beach Residences Project and Santa Barbara Place Residences Project would also result when combined. As no new impact would occur during construction when combined, each project would still individually mitigate for health hazard impacts through implementation of mitigation measures MB-HS-1, MB-HS-2, MB-HS-3, SBP-HS-1, SBP-HS-2, and SBP-HS-3. Impacts would be less than significant.

Historical Resources

Potentially significant to unknown subsurface cultural resources and/or human remains impacts during construction activities of the Mission Beach Residences Project and Santa Barbara Place Residences Project would also result when combined. As no new impact would occur during construction when combined, each project would still individually mitigate for cultural resources and/or human remains impacts through implementation of mitigation measures MB-CUL-1 and SBP-CUL-1. Impacts would be less than significant.

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