

Midway-Pacific Highway Community Plan Update Revised Final Program Environmental Impact Report

Project No. 561546
SCH No. 2015111013
September 14, 2018

The Midway-Pacific Highway Community Plan Update Revised Final Program Environmental Impact Report (Revised Final PEIR) dated May 14, 2018 includes changes that were made to the document since the public review Draft PEIR dated December 15, 2017. These changes are shown in ~~strikeout~~/underline format. Subsequent to distribution of the Revised Final PEIR, additional edits were made to correct factual inaccuracies or typographical errors, or to provide clarifying information in the Revised Final PEIR that are described in these errata, as indicated below in ~~strikeout~~/underline format.

In accordance with California Environmental Quality Act (CEQA) Section 15088.5, the addition of new information that clarifies, amplifies, or makes insignificant modification 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 identification of new significant environmental impacts or with the addition of a new mitigation measure required to avoid a significant environmental impact. These corrections do not result in any new physical effects and do not affect the conclusions of the environmental analysis contained within the Revised Final PEIR. Therefore, in accordance with CEQA Section 15088.5, recirculation of the Revised Final PEIR is not required.

Corrections:

1. Correction to Response to Comment (RTC) B2-5, Bullet #5 on page RTC-49 to reflect changes to the numbering of Mobility Element Policy ME-5.10 to ME-5.11.
2. Three letters were received after the close of public review for the Draft EIR which ended on February 20, 2018, and subsequent to distribution of the Final PEIR in April 2018 and the Revised Final PEIR on May 14, 2018. When a comment letter is received after the close of the public comment period, however, a lead agency does not have an obligation to respond. (Pub. Resources Code, § 21091, subd. (d)(1); Pub. Resources Code, § 21092.5, subd.

(c)(“Nothing in this section requires the lead agency to respond to comments not received within the comment periods specified in this division, to reopen comment periods, or to delay acting on a negative declaration or environmental impact report.”.) Although a lead agency is not required to respond to late comments, it may choose to do so. (*Gray v. County of Madera* (2008) 167 Cal. App. 4th 1099, 1110 (*Gray*), citing Pub. Resources Code, § 21091, subd. (d)(1); CEQA Guidelines, § 15088; *Gilroy Citizens for Responsible Planning v. City of Gilroy* (2006) 140 Cal.App.4th 911, 925, fn. 10 (*Gilroy Citizens*)). Issues raised in all three late comment letters are adequately addressed in response to other comment letters included in the Revised Final PEIR, and no further response is required. The letters are included herein as pages Errata-7, Errata-8, and Errata-9.

3. Naval Base Point Loma has been added to the list of Acronyms on page xiv as “NBPL.” The NBPL acronym has been included in Table 5.1-1 on pages 5.1-2 through 5.1-8.
4. The first paragraph in the second column under “Noise” on page S-12 has been revised as follows: An increase in ambient vehicular traffic noise in the proposed Midway-Pacific Highway CPU area would result from the future development projections of the project and increases in traffic due to regional growth. ~~A significant increase would occur adjacent to one street segment in the proposed Midway-Pacific Highway CPU area that contains existing noise-sensitive land uses.~~ The increase in ambient noise levels could result in the exposure of existing noise-sensitive land uses to ~~an increase in noise levels greater than the applicable~~ Land Use – Noise Compatibility Guidelines 5 dBA, and impacts would be significant (**Impact 5.5-1**).
5. Corrections made to reflect changes to Land Use Policies in Table 5.1-1 beginning on page 5.1-2 as follows:

Land Use

- LU-2.2 Encourage residential mixed-use in areas designated Neighborhood Commercial – Residential Permitted to support pedestrian-scale activity ~~nodes for neighborhood~~ and livability.
- LU-2.4 Support live/work and shopkeeper units ~~in Heavy Commercial areas~~ to allow space for arts and innovation.
- LU-2.5 Allow ground-floor shopkeeper units to be incorporated on the primary street frontage in commercial areas ~~within in~~ buildings with residential as the primary use.
- LU-2.448 Support small lot development within residential areas.
- LU-2.89 Design mixed employment-residential use developments in areas designated Business Park – Residential Permitted with employment use as the primary use to maintain an employment base in the community.

LU-2.10 ~~Support live/work in Urban Industrial designated areas to support artisans and innovators. Consult and coordinate with the U.S. Navy regarding proposed development projects or public improvements in proximity to NBPL properties.~~

LU-2.11 ~~Support small lot development within residential areas. Support the presence of the NBPL – SPAWAR facility in the community.~~

Dutch Flats Urban Village

LU-4.3 ~~Support the continued operation use of the U.S. Navy's Regional Plant Equipment Office~~ NBPL properties in the Dutch Flats Urban Village for military purposes.

LU-4.4 ~~Support the continued use of the U.S. Navy's Regional Plant Equipment Office for military purposes, and encourage new development on the site to integrate the complex into the village while maintaining security and force protection. Should the U.S. Navy elect to undertake development on its property in the village, encourage the Navy to consult the Community Plan's vision of development that is integrated into the village while maintaining security, as well as policies on pedestrian-oriented urban design and mobility improvements.~~

LU-4.9 Incorporate new streets and pedestrian and bicycle facilities within the superblocks as new private development occurs to create a walkable scale for new development and improve north-south access.

LU-4.14 Incorporate a main street with pedestrian-oriented retail uses into the village.

Kurtz District

LU-4.49 Work with ~~the U.S. Navy~~ property owners to improve the streetscape and pedestrian and bicycle environment along Pacific Highway and Witherby Street ~~fronting the NBPL – SPAWAR complex without compromising security.~~

LU-4.50 ~~Maintain the presence of the NBPL – SPAWAR complex in the community as the U.S. Navy's premier research and development facility~~ Support the continuation of military uses on NBPL property in the Kurtz District.

Kettner District

LU-4.82 Provide and emphasize physical and visual access to San Diego Bay via Sassafras, Palm, and Laurel Streets, and maintain bay views from the public right-of-way at Kettner Boulevard and Redwood, Palm, and Olive Streets as feasible.

6. The footnote at the bottom of Table 5.5-3 on page 5.5-10 that reads, “**Bold** = 2035 noise level would exceed the established exterior compatibility level for the surrounding land use and noise levels would increase by 3 dB or more, or future noise levels would be below 65 dBA CNEL but ambient noise levels would increase by more than 5 dBA over existing noise levels”

has been deleted. This threshold was incorrectly included and is not an adopted threshold for determining significance for the City of San Diego.

7. Table 5.5-3 on pages 5.5-9 and 5.5-10 was revised to remove the bold font for the three rows including: Channel Way from Sports Arena Boulevard to Hancock Street, 6.4 (Change in dB); for Sports Arena Boulevard from Rosecrans Street to Pacific Highway, 6.1 (Change in dB); and for Vine Street from California Street to Kettner Boulevard, 11.2 (Change in dB).
8. The second paragraph on page 5.5-10 has been revised to read, "...and would remain generating future noise levels lower than 65 dBA CNEL; thus, they are not subject to the significant increase impact criterion. However, it should be noted that future noise levels would increase by more than 5 dBA approximately 6 dBA, with the exception of Vine Street at approximately 11 dBA, over existing ambient noise levels..."

The third paragraph on page 5.5-10 has been revised to read, "Although these streets on their own may produce traffic noise levels ~~5 dBA~~ greater than predicted in the existing condition,..."

9. The second paragraph on page 5.5-11 under "Existing Noise at Sensitive Land Uses" has been revised as follows: The increase in ambient noise levels adjacent to the segment of Sports Arena Boulevard would also result in the exposure of existing sensitive receptors to an audible yet not significant increase in ambient noise levels, ~~and impacts would be significant~~. Possible noise-reduction construction techniques measures would include voluntary retrofitting of older structures with acoustically rated window and doors featuring higher Sound Transmission Class ratings, which is a measure of exterior noise reduction performance.
10. On page 5.5-11, the entire second paragraph under "b. Future Noise-Sensitive Land Uses" that reads, "The project would result in future noise levels that would increase by more than 5 dBA over existing ambient noise levels...resulting in a significant impact" has been deleted.
11. The first paragraph in Section 5.5.5.1 on page 5.5-26 has been revised as follows: An increase in ambient vehicular traffic noise in the proposed Midway-Pacific Highway CPU area would result from the future development projections of the project and increases in traffic due to regional growth. ~~A significant increase would occur adjacent to one street segment in the proposed Midway-Pacific Highway CPU area that contains existing noise-sensitive land uses.~~ The increase in ambient noise levels could result in the exposure of existing noise-sensitive land uses to an increase in noise levels greater than the applicable Land Use – Noise Compatibility Guidelines 5 dBA, and impacts would be significant (**Impact 5.5-1**).

The City of San Diego has made additional corrections to the July 2017 Noise Technical Report for the Midway-Pacific Highway and Old Town Community Plan Updates (Appendix G), a joint document prepared for both Community Plan Update projects, that are described in these errata. These changes include minor corrections to the Noise Technical Report, as detailed below in ~~strikeout~~/underline. These corrections do not result in any new physical effects.

Corrections:

1. In the "Ambient Noise Level Increase" section on page ES-1, the first bullet has been revised to read, "For NSLUs exposed to existing noise levels greater than in excess of the applicable Land Use – Noise Compatibility Guidelines thresholds, a significant impact would occur if the NSLUs are exposed to an ambient noise level increase of 3 A-weighted decibels (dBA)." In addition, both the second and third bullets have been deleted.
2. In the "Midway-Pacific Highway CPU" section at the bottom of page ES-1 and the "Old Town CPU" section at the top of page ES-2, "land use compatibility guidelines" has been revised to read "Land Use – Noise Compatibility Guidelines."
3. In the "Midway-Pacific Highway CPU" section at the top of page ES-2, the paragraph has been revised to read, "...to be exposed to noise levels greater than the applicable Land Use – Noise Compatibility Guidelines in excess of standards. However, no Significant increases in ambient noise levels would were identified at any NSLUs as a result of implementation of the Midway-Pacific Highway CPU and associated discretionary actions." The remaining text in the paragraph has been deleted.
4. In Section 1.1.1 on page 1, "Marine Corps Recruitment Depot" has been revised to read "Marine Corps Recruit Depot."
5. The footnote at the bottom of Table 6.1-1 on page 23 that reads, "**Bold** = 2035 noise level would exceed the established exterior compatibility level for the surrounding land use and noise levels would increase by 3 dB or more, or future noise levels would be below 65 dBA CNEL but ambient noise levels would increase by more than 5 dBA over existing noise levels" has been deleted. This threshold was incorrectly included and is not an adopted threshold for determining significance for the City of San Diego.
6. Table 6.1-1 on pages 21-23 was revised to remove the bold font for the three rows including: Channel Way from Sports Arena Boulevard to Hancock Street, 6.4 (Change in dB); for Sports Arena Boulevard from Rosecrans Street to Pacific Highway, 6.1 (Change in dB); and for Vine Street from California Street to Kettner Boulevard, 11.2 (Change in dB).
7. The first paragraph on page 23 has been revised to read, "...and would remain generating future noise levels lower than 65 dBA CNEL; thus, they are not subject to the significant increase impact criterion. However, it should be noted that future noise levels would increase by more than 5 dBA approximately 6 dBA, with the exception of Vine Street at approximately 11 dBA, over existing ambient noise levels..."

The second paragraph on page 23 has been revised to read, "Although these streets on their own may produce traffic noise levels 5 dBA greater than predicted in the existing condition,..."

The third paragraph on page 23 has been revised as follows: The increase in ambient noise levels adjacent to the segment of Sports Arena Boulevard would also result in the exposure of existing sensitive to an audible yet not significant increase in ambient noise levels, and

~~impacts would be significant.~~ Possible noise-reduction ~~construction techniques measures~~ would include voluntary retrofitting of older structures with acoustically rated window and doors featuring higher STC ratings, which is a measure of exterior noise reduction performance.

8. In the first paragraph at the top of page 26, "noise and land use compatibility thresholds" has been revised to read "'Land Use – Noise Compatibility Guidelines.'" This change has also been made in the fourth paragraph on page 36 and in the second paragraph in Section 7.2.1 on page 41.
9. The paragraph at the bottom of page 34 has been revised as follows: As shown in Table 6.2-1, no roadway segments that are generating existing noise levels greater than 65 dBA CNEL are predicted to generate an increase in noise levels greater than 3 dBA in the future condition. ~~Additionally, no roadway segments currently generate noise levels lower than 65 dBA CNEL that are predicted to increase in by more than 5 dBA over existing ambient noise levels, t~~Thus, ambient noise level increases at existing NSLUs would be less than significant.
10. Section 7.1.1 on page 40 has been revised to read, "No significant increase of ambient noise levels over existing noise levels would occur as a result of the implementation of the Midway-Pacific Highway CPU and associated discretionary actions. Thus, exposure of existing and future NSLUs to an increase in ambient noise levels over existing noise levels would be less than significant." The remaining paragraphs in pages 40-41 of this section have been deleted.

LETTER

RESPONSE



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

Phone: 6194453810
Fax: 6194455337
viejas.com

April 11, 2018

Susan Morrison
Associate Planner
City of San Diego

RE: Project No. 561546

Dear Ms. Morrison,

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

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

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

Sincerely,

Ray Teran, Resource Management
VIEJAS BAND OF KUMEYAAY INDIANS

Viejas Tribal Government (4/11/2018)

- 1: Comment noted. This issue is addressed in Section 5.3, *Historical and Tribal Cultural Resources*, of the Draft PEIR. Additionally, mitigation measure HIST 5.3-2 provides the mechanism for review of subsequent projects implemented in accordance with the plan to determine potential for impacts to both archaeological and tribal cultural resources. This review includes consultation under AB 52 and determination of applicable measures to mitigate direct and/or potential impacts, including, but not limited to, requiring the presence of a Native American (Kumeyaay) monitor on-site during any ground disturbing activities associated with project implementation.

LETTER

RESPONSE

Ohle, Allison (5/2/2018)

Morrison, Susan

From: Allison Ohle <allisonohle@gmail.com>
Sent: Wednesday, May 02, 2018 4:05 PM
To: PLN_PlanningCEQA
Cc: CouncilMember Lorie Zapf
Subject: Midway Pacific Highway community plan, project #561546

Hello-

I am a resident of point Loma (zip code 92106) and also a parent of kids who attend San Diego Circus Center on a weekly basis. I support the "South Hancock ShareWay" as it will increase safety while minimizing congestion as well as providing additional parking.

Be well.
-Allison Ohle
619-592-2581

1: Comment noted. Please see the responses to comment letter B9.

LETTER

RESPONSE

Received:
MAY 08 2018

2/1/18

To whom it may concern,

I, Kelly Hartry, am a faithful student of Bikram Yoga San Diego on Hancock St. I fully support the solution proposed by the Hancock Street Neighborhood Business Association for the Midway Pacific Highway Community Plan, Project #561546. The creation of a "South Hancock Shareway" will increase safety for pedestrians and cyclists while also minimizing congestion and providing additional parking for the surrounding businesses. As a patron of Bikram Yoga San Diego, and a local resident, I believe this is the solution we need. And I thank you for your consideration.

Regards,



K. HARTRY
1529 Cable St.
San Diego CA 92107

Hartry, Kelly (2/1/2018)

Received by mail on 5/8/2018

1: Comment noted. Please see the responses to comment letter B9.



the significance of the impact on these locations is more critical than conveyed by the DPEIR in its current assessment. The DPEIR should be amended to reflect these impacts.

PCPB Policy Response: The PCPB would support a voluntary retrofit assistance program for the limited number of residential properties within the impacted frontage areas. Absent further knowledge of possible mitigation measures, the PCPB reserves judgement on this matter.

QUESTIONS AND CLARIFICATION MATTERS

In the process of reviewing the DPEIR, we noted the following matters, requiring response and further analysis.

I-5/I-8 Interchange Configuration -- Table 8-6 appears to indicate that the provision of the missing I-5/I-8 interchange movements contained in the "No Project" Alternative (being the current Midway Community Plan) would be carried forward into the proposed MPHCPU. It describes the missing movements as "eastbound-to-southbound and southbound-to-westbound connectors" (underline emphasis added).

PCPB Review of this Matter:

- The description should read "eastbound-to-northbound and southbound-to-westbound".
- Was the carry forward of these components, correctly encoded, included in the forecasting done in the Mobility Study and DPEIR traffic analysis?
- Is a proposal for funding of these connectors to be included as mitigation or included in the upcoming the financing plan?
- If it was modeled, and implementation was not assured by mitigation or the financing plan, would the future absence of these components have led to an understatement traffic impacts within the community?
- If the completion of these connectors is left unmitigated but identified as the responsibility of CalTrans, is the City of San Diego prepared to pursue design and funding in the ongoing presently ongoing I-5 freeway corridor study and subsequent Regional Transportation Plan funding cycles?

Zoning Capacity -- The proposed zoning map (Figure 3-5) indicates zoning designations for the MPHCPU. Critical among these are three particular areas which have broad possibilities for future development. These areas and their assigned proposed zoning can be generally described as SPAWAR [IP 2-1], the former Post Office [CO 3-1], and the Sports Arena [CC 3-6].

PCPB Review of this Matter:

- In Figure 3-5, the color assigned to the Post Office site does not appear to match the correlating color in the figure legend.
- Are the impacts generated by these sites, in terms of traffic generation and other similar scaled demands calculated on buildout of the total site acreage at the maximum capacity of the assigned zones, as a "worst case" analysis?
- If so, will the mitigation and finance plans similarly project maximum financial contributions from these sites?

B2-5: Bullet #1: Table 8-6 in the Draft PEIR will be revised to be "eastbound-to- northbound and southbound-to-westbound." Table 8-6 will be revised to note that the I-8 to I-5 connector ramps are not carried forward in the Preferred Plan.

Bullet #2: The missing I-8 East to I-5 North, and I-5 South to I-8 West ramps are included in the Unconstrained Revenue scenario of the Regional Transportation Plan (RTP); therefore, there is currently no funding mechanism for these ramps and they are not included in the Preferred Plan assessment.

Bullet #3: Per response above, these ramp connectors were not modeled or included in the Preferred Plan assessment.

Bullet #4: Please see previous response; as these ramps were not included in the model, there is no funding at this time associated with their construction.

Bullet #5: A policy statement that supports these ramp connectors is included in the Mobility Element as Policy ME-5.4011.

B2-6: Regarding Draft PEIR Figure 3-5, the legend has been corrected to correspond to the map color used for the CO-3-1 zone. Regarding Bullets 2 & 3, the proposed zoning would implement the proposed land use designations. As discussed in Draft PEIR Section 3.6 and PEIR Appendix N, future development projections per the land uses allowed have been identified and are used for facility planning, technical evaluation, and environmental review purposes for this PEIR, as well as for the preparation of the Impact Fee Study for the Community Plan Update. The assumptions were developed based on the draft community plan vision, land use map, and policies, and on market demand, existing conditions, and constraints. Proposed mitigation measures are based on the potential impact identified in the Draft PEIR, not on future development projections.

MMI	Modified Mercalli Intensity
MMRP	Mitigation Monitoring and Reporting Program
MMT CO ₂ E	million metric tons of CO ₂ equivalent
MOE	Measures of Effectiveness
mpg	miles per gallon
mph	miles per hour
MPL	Multiple Property Listing
MS4	Municipal Separate Storm Sewer System
MSCP	Multiple Species Conservation Program
MSL	mean sea level
MT CO ₂ e	metric tons of carbon dioxide equivalent
MTS	Metropolitan Transit System
MW	megawatts
MWD	Metropolitan Water District
N/A	not applicable
N ₂ O	nitrous oxide
NA	not available
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
NB	Northbound
NBPL	<u>Naval Base Point Loma</u>
NCCP	Natural Conservation Community Plan
NCTD	North County Transit District
NCWRP	North City Water Reclamation Plan
NHTSA	National Highway Traffic Safety Administration
NO ₂	nitrogen dioxide
NOP	Notice of Preparation
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NTC	Naval Training Center
O ₃	ozone
OES	Office of Emergency Services
OSHA	Occupational Safety and Health Administration
Pb	lead
PDO	Planned District Ordinance
PEIR	Program Environmental Impact Report
PFC	perfluorocarbons
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
PUD	Public Utilities Department
PWD	Public Works Department
QHP	Quieter Home Program

**Table S-1
Summary of Significant Environmental Impacts**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Adherence to the SDMC grading regulations and construction requirements and implementation of the recommendations and standards of the City's Guidelines for Geotechnical Reports for future projects located within the proposed Midway-Pacific Highway CPU would preclude significant impacts related to expansive soils. Thus, impacts would be less than significant and no mitigation is required.	None Required	Less than Significant
Noise			
Would the project result in or create a significant increase in the existing ambient noise levels?	<p>An increase in ambient vehicular traffic noise in the proposed Midway-Pacific Highway CPU area would result from the future development projections of the project and increases in traffic due to regional growth. A significant increase would occur adjacent to one street segment in the proposed Midway-Pacific Highway CPU area that contains existing noise-sensitive land uses. The increase in ambient noise levels could result in the exposure of existing noise-sensitive land uses to an increase in noise levels greater than the applicable Land Use – Noise Compatibility Guidelines-5 dBA, and impacts would be significant (Impact 5.5-1).</p> <p>For new discretionary development, there is an existing regulatory framework in place that would ensure future projects implemented in accordance with the project would not be exposed to ambient noise levels in excess of the compatibility levels in the General Plan. Thus, noise impacts to new discretionary projects would be less than significant.</p> <p>However, in the case of ministerial projects, there is no procedure to ensure that exterior noise would be adequately attenuated. Therefore, exterior noise impacts for ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant (Impact 5.5-2).</p>	<p><u>Discretionary</u> None Required <u>Ministerial</u> <u>Mitigation Measure NOISE 5.5-1, as described in Section 5.5, Noise, was identified to reduce significant exterior noise impacts associated with ministerial projects. However, as discussed in Section 5.5 of this PEIR, NOISE 5.5-1 is not feasible as there is no procedure to ensure that exterior noise is adequately attenuated. While future discretionary projects have a framework in place that would ensure exterior noise levels are appropriately attenuated to meet the General Plan Compatibility Standards, there is no similar mechanism in place for ministerial projects. Mitigation Measure NOISE 5.5-1 as described in Section 5.5, Noise.</u></p>	<p><u>Discretionary</u> Less than Significant <u>Ministerial</u> Significant and Unavoidable</p>
Would the project cause exposure of people to current or future transportation noise levels which exceed standards established in the Noise Element of the General Plan?	<p><u>Freeway and Roadway Noise</u></p> <p>In the proposed Midway-Pacific Highway CPU area, noise levels for all land uses would be incompatible (i.e., greater than 75 dBA CNEL) closest to the freeways and specific segments of Pacific Highway. These areas are currently developed and the project would change land use designations in some of these areas. While land uses in these areas would be exposed to</p>	<p><u>Freeway and Roadway Noise</u> <u>Discretionary</u> None Required <u>Ministerial</u> <u>Mitigation Measure NOISE 5.5-1, as described in Section 5.5, Noise, was</u></p>	<p><u>Freeway and Roadway Noise</u> <u>Discretionary</u> Less than Significant</p>

Issues addressed in the City's CEQA Significance Determination Thresholds that are not addressed in this document include whether the project would increase the base flood elevation for upstream properties, or construct in a Special Flood Hazard Area (SFHA) or floodplain/wetland buffer zone. During initial project scoping, it was determined that implementation of the project would not result in significant impacts related to increases in the base flood elevation or construction in an SFHA or floodplain/wetland buffer zone because existing LDC regulations would adequately address potential impacts related to grading within an SFHA (SDMC, Chapter 14, Article 2, Division 2 Drainage Regulations and Chapter 14, Article 3, Division 1 Environmentally Sensitive Lands Regulations). Thus, there is no further discussion of this issue area.

5.1.3 Impact Analysis

Issue 1 Conflicts with Applicable Plans

Would the project conflict with the environmental goals, objectives, or guidelines of a General Plan or Community Plan or other applicable land use plan or regulation and, as a result, cause an indirect or secondary environmental impact?

a. City of San Diego General Plan

The project is intended to further express General Plan policies in the proposed Midway-Pacific Highway CPU area through the provision of site-specific recommendations that implement Citywide goals and policies, address community needs, and guide zoning. The proposed Midway-Pacific Highway CPU and General Plan work together to establish the framework for growth and development for Midway-Pacific Highway. The proposed Midway-Pacific Highway CPU contains nine elements, each providing neighborhood-specific goals and policies. These goals and policies are consistent with development design guidelines, other mobility and civic guidelines, incentives, and programs in accordance with the general goals stated in the General Plan. Table 5.1-1 provides a comprehensive list of all proposed Midway-Pacific Highway CPU policies for each element to be referenced in the following land use analysis. Additionally, the proposed land uses and allowed dwelling units per acre are included in Table 3-2 of Chapter 3.0, Project Description; locations of proposed land uses are shown in Figure 3-1 of Chapter 3.0, Project Description.

Table 5.1-1 Proposed Midway-Pacific Highway CPU Policies Related to Land Use	
Policy	Description
Land Use, Villages and Districts Element	
Land Use	
LU-2.1	Provide adequate separation between areas designated for residential use and adult entertainment businesses.
LU-2.2	Encourage residential mixed-use in areas designated Neighborhood Commercial - Residential Permitted to support pedestrian-scale activity nodes for neighborhood and livability.
LU-2.3	Encourage residential mixed-use in areas designated Community Commercial - Residential Permitted.
LU-2.4	Support live/work and shopkeeper units in Heavy Commercial areas to allow space for arts and innovation.
LU-2.5	Allow ground-floor shopkeeper units to be incorporated on the primary street frontage in commercial areas within buildings with residential as the primary use.
LU-2.6	Support the inclusion of on-site affordable housing units in residential developments.

**Table 5.1-1
Proposed Midway-Pacific Highway CPU Policies Related to Land Use**

Policy	Description
LU-2.7	Support the development of workforce, affordable, and senior housing in proximity to transit stations.
LU-2.448	Support small lot development within residential areas.
LU-2.89	Design mixed employment-residential use developments in areas designated Business Park - Residential Permitted with employment use as the primary use to maintain an employment base in the community.
LU-2.10	Support live/work quarters in Urban Industrial designated areas to support artisans and innovators. Consult and coordinate with the U.S. Navy regarding proposed development projects or public improvements in proximity to NBPL properties.
LU-2.911	Limit retail in Urban Industrial designated areas to the sale of goods manufactured or produced on site. Support the presence of the NBPL – SPAWAR facility in the community.
Villages and Districts	
Sports Arena Community Village	
LU-4.1	Prepare a specific plan or master plan to comprehensively guide the transformation of the City-owned property within Sports Arena Community Village that is consistent with the Community Plan vision and General Plan's City of Villages strategy.
Dutch Flats Urban Village	
LU-4.2	Establish a pedestrian- and transit-oriented urban village with an employment emphasis and a mix of commercial and residential uses to complement the employment uses.
LU-4.3	Support the continued operation use of the U.S. Navy's Regional Plant Equipment Office NBPL properties in the Dutch Flats Urban Village for military purposes.
LU-4.4	Support the continued use of the Navy's Regional Plant Equipment Office site for military purposes, and encourage new development on the site to integrate the complex into the village while maintaining security and force protection. Should the U.S. Navy elect to undertake development on its property that is integrated into the Navy to consult the Community Plan's vision of development that is integrated into the village while maintaining security, as well as policies on pedestrian-oriented urban design and mobility improvements.
LU-4.5	Provide employment uses, which can include a mix of space for office, research and development, innovation, logistics, and technology uses.
LU-4.6	Encourage the integration of residential uses with the employment uses in the village.
LU-4.7	Encourage neighborhood-serving retail and dining uses within the business park-designated areas to reduce the need for employees and residents to drive.
LU-4.8	Should private development occur on Navy properties in the Dutch Flats Urban Village, recommend the processing of a Master Planned Development Permit with a development plan to assure that the Community Plan's vision and intent for the village, including urban design, mobility and parks, is achieved.
LU-4.9	Incorporate new streets and pedestrian and bicycle facilities within the superblocks <u>as new private development occurs</u> to create a walkable scale for new development and improve north-south access.
LU-4.10	Provide pedestrian paths that create connections between adjacent developments and/or properties.
LU-4.11	Integrate a Rapid Bus station with a mobility hub into the village to create a strong transit connection.
LU-4.12	Utilize shared structured parking serving multiple uses to efficiently meet the parking needs of the village.
LU-4.13	Improve Midway Drive as the gateway to the village with a multi-use urban path.
LU-4.14	Incorporate a main street with pedestrian-oriented retail uses <u>into the village</u> .
LU-4.15	Provide active ground-floor uses in buildings with frontages along streets, public spaces, and parks.
LU-4.16	Incorporate green street improvements along Midway Drive, Dutch Flats Parkway, Charles Lindbergh Parkway, and Barnett Avenue.
LU-4.17	Provide a mix of parks that meets the population-based park needs of residential uses located within the village, which can include plazas, urban greens, linear parks, and other park and recreational amenities as addressed in the Recreation Element.
LU-4.18	Provide public spaces as focal points for recreation, events, and outdoor eating for employees.
LU-4.19	Improve Charles Lindbergh Parkway and a portion of Barnett Avenue with linear parks.

**Table 5.1-1
Proposed Midway-Pacific Highway CPU Policies Related to Land Use**

Policy	Description
LU-4.20	Create a linear park and multi-use urban path along Sports Arena Boulevard and Dutch Flats Parkway, and a multi-use urban path along Barnett Avenue, to serve as a pedestrian and bicycle connection for the Bay-to-Bay link.
LU-4.21	Provide a linear park and pedestrian walkway along the village's southwestern boundary from Barnett Avenue to the Dewey Elementary School, and along its western boundary from Dewey Elementary to Midway Drive.
Kemper Neighborhood Village	
LU-4.22	Encourage the incorporation of a public space activity node in the village for passive recreation, events, and outdoor eating, such as a plaza, pocket park, or urban green, as part of an office, visitor-oriented commercial, and/or residential use development.
LU-4.23	Create a multi-use urban path along Midway Drive to serve as a pedestrian and bicycle connection for the Midway link.
LU-4.24	Retain the Continuing Education Center as a public educational use and strengthen it as a focal point of the village.
LU-4.25	Encourage the construction of a walkway connecting Wing Street to Duke Street.
LU-4.26	Encourage the integration of commercial uses fronting Midway Drive with the abutting uses by providing pedestrian access to a walkway connecting Wing Street to Duke Street.
LU-4.27	Encourage future development to provide a landscaped setback along the slope that abuts single family residences in the Peninsula Community Plan area.
Rosecrans District	
LU-4.28	Retrofit existing commercial centers as pedestrian-oriented areas with public spaces as focal points.
LU-4.29	Encourage active pedestrian-oriented streetfront retail uses for shopping, dining, and gathering along Sports Arena Boulevard, Midway Drive and Rosecrans Street.
LU-4.30	Apply the Community Commercial - Residential Prohibited land use designation without a community plan amendment should Fire Station No. 20 relocate to another site in the community.
LU-4.31	Encourage the transformation of the superblock bounded by Sports Arena Boulevard, Midway Drive, Kemper Street, and Rosecrans Street into a pedestrian-, bicycle-, and transit-friendly commercial area.
LU-4.32	Create multi-use urban paths along Sports Arena Boulevard and the south side of Rosecrans Street.
Camino Del Rio District	
LU-4.33	Support the development of a mix of office, commercial, artisan food and beverage manufacturing, and urban residential uses.
LU-4.34	Support the development of flex space for business and light industry uses and complementary residential uses in the Business Park - Residential Permitted areas.
LU-4.35	Support the development of retail, office, and visitor-oriented commercial uses along Camino Del Rio West and Rosecrans Street.
LU-4.36	Encourage renovation, reuse and infill development along Camino Del Rio West and Rosecrans Street that contributes to the improvement of these community gateways by incorporating notable architecture and building design and gateway architectural elements.
LU-4.37	Encourage streetscape treatments along Camino Del Rio West and Rosecrans Street to enhance the community's visual identity and incorporate community gateway elements that could include gateway signage.
LU-4.38	Encourage development with varying building facades with a pedestrian scale, without a front setback or with a limited setback to form a defined street wall.
Channel District	
LU-4.39	Maintain and consider increasing the supply of affordable housing residential uses on the City-owned land within the Channel District.
LU-4.40	Support the development of residential, retail, office, and visitor-oriented commercial uses along Sports Arena Boulevard and Channel Way.
LU-4.41	Incorporate building and streetscape design along Sports Arena Boulevard that enhance the pedestrian and bicycle environment and incorporate community gateway elements to highlight the gateway from Mission Bay Park and San Diego River.
Cauby District	
LU-4.42	Encourage distinct and varying building facades with a pedestrian scale and a landscaped setback along neighborhood streets.

**Table 5.1-1
Proposed Midway-Pacific Highway CPU Policies Related to Land Use**

Policy	Description
LU-4.43	Support the use of excess right-of-way at Riley Street and Midway Drive to create a pedestrian plaza.
LU-4.44	Create a multi-use urban path along Midway Drive to serve as a pedestrian and bicycle connection for the Midway link.
LU-4.45	Encourage the development of a walkway from the western end of Cauby Street to Midway Drive.
LU-4.46	Encourage the integration of the commercial uses fronting Midway Drive with the abutting residential uses by providing pedestrian access paths or walkways.
LU-4.47	Encourage development to provide a landscaped setback abutting the single family residences in the Peninsula Community Plan area.
Kurtz District	
LU-4.48	Incorporate building and streetscape design along Rosecrans Street and Pacific Highway that enhance the pedestrian and bicycle environment and incorporate community gateway elements to highlight the gateways from Old Town San Diego.
LU-4.49	Work with the U.S. Navy property owners to improve the streetscape and pedestrian and bicycle environment along Pacific Highway and Witherby Street fronting the Naval Base Point Loma – SPAWAR complex without compromising security.
LU-4.50	Maintain the presence of the Naval Base Point Loma – SPAWAR complex in the community as the U.S. Navy's premier research and development facility. Support the continuation of military uses on NBPL property in the Kurtz District.
LU-4.51	Apply the Business Park - Residential Permitted land use designation at a density of 0–44 dwelling units per acre without a community plan amendment should the County Health Services Complex relocate.
Lytton District	
LU-4.52	Encourage mixed-use neighborhood commercial uses along Rosecrans Street and residential uses along Rosecrans Place as part of single- or multiple-building developments.
LU-4.53	Encourage the adaptive reuse of the Loma Theater for residential and neighborhood-serving commercial uses while preserving the exterior form of the building.
LU-4.54	Encourage mixed-use neighborhood commercial and residential uses along Lytton Street and residential along Cadiz Street as part of single- or multiple-building developments that propose to consolidate properties between Lytton Street and Cadiz Street.
LU-4.55	Encourage distinct and varying building facades with a pedestrian scale and a landscaped setback along Cadiz Street.
LU-4.56	Incorporate a pedestrian and bicycle connection between Rosecrans Street, Liberty Station, and Dutch Flats Urban Village via Lytton Street and Barnett Avenue.
LU-4.57	Incorporate a pedestrian and bicycle connection between the Peninsula community and the Old Town Transit Center via Rosecrans Street.
LU-4.58	Encourage incorporation of park space and pedestrian walkways to connect Shoup Drive and Dewey Elementary School to the conceptual linear park along the boundary between the Lytton District and Dutch Flats Urban Village.
LU-4.59	Should Dewey Elementary School relocate, the site should be considered for use as a public space, park, or recreational facility. If development of a public space, park or recreational use is infeasible, apply a Residential land use designation at a density of 30–54 dwelling units per acre without a community plan amendment and require on-site public park space to meet population-based needs.
LU-4.60	Apply a Residential land use designation at a density of 30–54 dwelling units per acre without a community plan amendment should the St. Charles Borromeo Church, Convent, and Academy relocate.
Hancock Transit Corridor	
LU-4.61	Support the incorporation of residential and commercial uses within the historic Mission Brewery building while preserving the exterior form of the building.
LU-4.62	Support the construction of live/work quarters (for adaptive reuse of an existing building) and shopkeeper units (for new development) suitable for artists, innovators, craftspeople, and other businesses.
LU-4.63	Support the development of residential and/or office uses at the MTS storage yard property adjacent to Hancock Street should the property become available for development.
LU-4.64	Encourage development with varying building facades and a pedestrian scale, without a front setback or with a limited setback to form a defined street wall.
LU-4.65	Maintain the grid block pattern along Pacific Highway to promote pedestrian activity.

**Table 5.1-1
Proposed Midway-Pacific Highway CPU Policies Related to Land Use**

Policy	Description
LU-4.66	Support landscaping and walkways adjacent to the rail right-of-way that are compatible with rail operations to facilitate pedestrian connections to the Washington Trolley Station.
LU-4.67	Enhance the pedestrian and bicycle environment along Hancock Street and Pacific Highway to support connections to the Washington Street Trolley Station, Old Town San Diego, and Downtown.
LU-4.68	Encourage building and streetscape design along West Washington Street to enhance the pedestrian environment and community identity as gateway to the Pacific Highway Corridor and the Coastal Zone area.
LU-4.69	Consider the development of pedestrian plazas and public or recreational space at unused right-of-way along Hancock Street, Pacific Highway, or at cross streets bisected by the rail corridor.
LU-4.70	Consider development of a park and ride facility adjacent to the Washington Street Trolley Station and Pacific Highway.
LU-4.71	Work with property owners along Hancock Street to provide a mini park at the former alignment of Bandini Street east of the rail corridor.
LU-4.72	Apply a Community Commercial - Residential Permitted land use designation at a density of 45–74 dwelling units per acre without a community plan amendment should the Veterans Village of San Diego close or relocate.
Kettner District	
LU-4.7374	Encourage residential and mixed commercial and residential development between West Washington Street and Vine Street north of the rail corridor.
LU-4.7475	Encourage the development of office and industrial space suitable for technology, green, and innovative businesses within Urban Industrial designated areas.
LU-4.7576	Encourage office and visitor commercial uses adjacent to the Middletown Trolley Station.
LU-4.7677	Support business, visitor-oriented, and public land uses within the Port Tidelands consistent with the San Diego Port Master Plan.
LU-4.7778	Ensure future uses, building intensity, and structure heights are compatible with the safety zones, noise contours, and airspace protection surfaces identified in the Airport Land Use Compatibility Plan for San Diego International Airport.
LU-4.7879	Emphasize Pacific Highway as a linear gateway with streetscape, signage, pedestrian, and bicycle improvements.
LU-4.7980	Enhance the pedestrian and bicycle environment and building frontages along Kettner Boulevard, Palm Street, Sassafras Street, and Pacific Highway.
LU-4.8081	Encourage development with varying building facades and a pedestrian scale, without a front setback or with a limited setback to form a defined street wall.
LU-4.8182	Provide and emphasize physical and visual access to San Diego Bay via Sassafras, Palm, and Laurel Streets, and maintain bay views from the public right-of-way at Kettner Boulevard and Redwood, Palm, and Olive Streets as feasible.
LU-4.8283	Emphasize Laurel Street and Palm Street as connections between I-5 and San Diego Bay through streetscape enhancements.
LU-4.8384	Support the development of an Intermodal Transportation Center as a major transportation hub for the region.
LU-4.8485	Coordinate planning efforts with the San Diego Unified Port District and the San Diego County Regional Airport Authority.
Marine Corps Recruit Depot	
LU-4.8586	Support and retain the U.S. Marine Corps Recruit Depot San Diego as a recruit training installation for national defense.
LU-4.8687	Consult and coordinate with the U.S. Marine Corps regarding any proposed development projects or public improvements adjacent to the U.S. Marine Corps Recruit Depot San Diego.
LU-4.8788	Assure continuity and compatibility between the City and the U.S. Marine Corps through the coordination of planning efforts.
LU-4.8889	Prepare a specific plan to address the reuse of the property should the U.S. Marine Corps Recruit Depot San Diego close and the federal government determines that the property is not needed for another military use.
Airport Land Use Compatibility	
LU-5.1	Ensure that planning efforts address airport land use compatibility issues consistent with land use compatibility policies and regulations in the Airport Land Use Compatibility Plan for San Diego International Airport and the Municipal Code.

**Table 5.1-1
Proposed Midway-Pacific Highway CPU Policies Related to Land Use**

Policy	Description
Urban Design Element	
Public Space	
UD-2.1	Incorporate public spaces (e.g., plazas, pocket parks, or greens) as an integral aspect of site and building design within villages and where feasible within residential/ commercial mixed-used districts. (Refer also to the Recreation Element.)
UD-2.10	Design the frontage area between buildings and the public right-of-way to be active in areas of high pedestrian activity, or a mixture of active and passive in areas with moderate to lower levels of pedestrian activity, to support walkability.
UD-2.11	Create active frontage areas for buildings by incorporating ground-floor retail or office uses or entrances to residential lobbies within villages and residential/commercial mixed-used districts and along linear gateways, main streets, and green streets.
UD-2.12	Incorporate active frontage areas with outdoor seating adjacent to parks and public spaces within villages and residential/commercial mixed-used districts to create pedestrian-oriented activity centers. (Refer also to the Recreation Element.)
UD-3.89	Encourage development of linear parks identified in the Recreation Element by allowing development projects that incorporate a linear park to count the landscaping <u>area</u> in the linear park area toward the project's landscaping requirements.
UD-4.5	Design buildings located at gateway nodes to be oriented to the gateway corner and to incorporate pedestrian spaces and iconic architectural features.
UD-6.5	Design commercial and mixed-use buildings with ground floors that face streets, courtyards, gardens, plazas, paseos, or greens to create active building frontages.
UD-6.9	Locate and design commercial and mixed-use buildings to activate the public realm.
Economic Prosperity Element	
Business Improvement, Attraction, Retention, and Expansion	
EP-1.1	Encourage office, research and development, and other base sector employment-oriented uses and supportive commercial and industrial services to locate within Midway-Pacific Highway.
EP-1.2	Encourage visitor-commercial uses to provide rooms and amenities to serve a wide range of users, including tourists and business travelers.
EP-1.3	Encourage economic growth of base sector employment industries and local businesses that provide services to the Space and Naval Warfare Systems Command facility.
EP-1.4	Support the attraction, retention, and expansion of businesses that develop products and technologies which provide environmentally sustainable solutions.
EP-1.5	Encourage businesses that focus on creating innovation, design, and technology jobs.
EP-1.6	Support the retention and expansion of employment-related uses to promote economic vitality at the village and district level.
EP-1.7	Support the consolidation of parcels to facilitate expansion of businesses and additional employment opportunities.
EP-1.8	Encourage the use of local, state, and federal programs to incentivize the retention and expansion of employment-oriented businesses including small, mid-size, and start-up businesses within Midway-Pacific Highway.
EP-1.9	Support the retention and enhancement of the Marine Corps Recruit Depot and Space and Naval Warfare Systems Command facilities.
EP-1.10	Support the growth and expansion of the West City Continuing Education Center to provide educational and job training programs.
EP-1.11	Encourage shopkeeper units for entrepreneur and artist space within mixed commercial residential designated areas.
EP-1.12	Support the location of artisan and craft businesses within commercial designated areas.
Public Facilities, Services, and Safety Element	
Public, Semi-Public, and Community Facilities and Services	
PF-1.1	Support the operation of a police storefront within Midway-Pacific Highway.
PF-1.5	Encourage the efficient use of land at Dewey Elementary by increasing the number of classrooms while still maintaining outdoor playground and field areas.
PF-1.6	Ensure that new or expanded buildings and public or semi-public uses on designated institutional land are compatible with the surrounding land uses.
PF-1.8	Consider alternative land uses for institutional uses that close or relocate.
PR-1.9	Encourage location of community facilities in mixed-use buildings and in Villages to enhance the public realm and support pedestrian activity and transit use.

Table 5.1-1 Proposed Midway-Pacific Highway CPU Policies Related to Land Use	
Policy	Description
PF-3.1	Consider future human services facilities within areas designated for heavy commercial and urban industrial.
PF-3.2	Encourage health care facilities within community commercial, mixed residential commercial, and business park areas that provide a range of services to meet the needs of residents, visitors, and employees, such as a small hospital, urgent care facilities, and clinics.
Recreation Element	
Parks and Recreation Facilities	
RE-4.1	Pursue land acquisition for the creation of public parks, with an effort to locate parkland on sites within villages or districts that promote connectivity, accessibility, safety, public health, and sustainability.
RE-4.2	Encourage new infill developments throughout the community to satisfy park requirements by incorporating population-based parks such as public plazas, mini parks, pocket parks, special activity parks or park equivalencies within their building footprint or on site (either privately or publicly owned).
RE-4.12	Coordinate with the federal government or a future property owner to explore opportunities to create a park space to serve uses on the Naval Base Point Loma – SPAWAR complex and/or Regional Plant Equipment Office sites.
RE-4.13	Coordinate with the San Diego Unified Port District to explore opportunities to provide a public park on Port District property along Pacific Highway for the use of Midway-Pacific Highway residents and Port visitors.
RE-4.15	Encourage commercial, office, and residential development to incorporate active ground floors and outdoor seating and cafes around or adjacent to proposed parks and recreational facilities to create pedestrian-oriented activity centers.

The **Land Use, Villages and Districts Element** of the proposed Midway-Pacific Highway CPU contains community-specific policies to guide development within the Midway-Pacific Highway community. This element establishes the distribution and pattern of land uses throughout the community.

Midway-Pacific Highway is a community with a variety of land uses. The community has a large amount of retail commercial and visitor commercial uses due to its central location and proximity to SDIA, military installations, beaches, Sea World, and Old Town San Diego. Policies within the Land Use, Villages and Districts Element are designed to promote the overall land use goals of the proposed Midway-Pacific Highway CPU, which include the development of a vibrant, balanced, and pedestrian-oriented community that provides residential, commercial, office, industrial, institutional, military, and civic uses; special districts and villages to highlight and foster the diverse character areas within the community; and a compatible mix of land uses that support active transportation and a healthy environment. Residential goals include provision of a variety of housing types for all age, income, and social groups. Commercial goals include retaining large-format retail uses while incorporating pedestrian-oriented infill commercial uses and infrastructure that provides improved pedestrian and bicycle access. Mixed-use goals generally include the creation of cohesive new mixed- and multiple-use villages and districts that include different types of land uses, parks, public spaces, housing and employment opportunities, and amenities along key points in the transit system.

As with the General Plan, the proposed Midway-Pacific Highway CPU places an emphasis on directing growth into mixed-use activity centers (villages and districts) that are pedestrian-friendly and linked to an improved pedestrian and bicycle network and regional transit system. Each village and district places an emphasis on certain types of uses while still promoting a mix of uses. The land use plan allows residential uses to be integrated with complementary uses to support vibrant activity nodes. Residential uses will

**Table 5.5-3
Increases in Ambient Noise for the Proposed Midway-Pacific Highway CPU Area**

Roadway	Roadway Segment		Predicted Ambient Noise Level (dBA, CNEL @ 50 Feet from EOP)		
	From	To	Existing (2015)	Future (2035)	Change in dB
Barnett Avenue	Midway Drive	Pacific Highway	70.8	70.3	-0.5
Camino Del Rio West	Rosecrans Street	I-5/I-8 Ramps	68.1	69.4	1.3
Channel Way	Sports Arena Boulevard	Hancock Street	51.7	58.1	6.4
Charles Lindbergh Parkway	Midway Drive	Sports Arena Boulevard	Fut. Road	56.4	N/A
	Sports Arena Boulevard	Kurtz Street	Fut. Road	57.7	N/A
Dutch Flats Parkway	Barnett Avenue	Midway Drive	Fut. Road	60.3	N/A
	Midway Drive	Sports Arena Boulevard	Fut. Road	58.5	N/A
Frontier Drive	Sports Arena Boulevard	Kurtz Street	Fut. Road	59.8	N/A
Greenwood Street	Sports Arena Boulevard	Kurtz Street	Fut. Road	58.0	N/A
Hancock Street	Sports Arena Boulevard	Kurtz Street	56.8	49.9	-6.9
	Kurtz Street	Camino Del Rio West	58.0	62.9	4.9
	Camino Del Rio West	Rosecrans Street	55.8	59.9	4.1
	Old Town Avenue	Witherby Street	61.1	61.9	0.8
	Witherby Street	Washington Street	54.8	58.7	3.9
Kemper Street	Kenyon Street	Midway Drive	58.5	58.8	0.3
	Midway Drive	Sports Arena Boulevard	58.1	59.1	1.0
	Sports Arena Boulevard	Hancock Street	Fut. Road	58.7	N/A
Kettner Boulevard	Washington Street	Vine Street	68.3	70.0	1.7
	Vine Street	Sassafras Street	67.9	69.6	1.7
	Sassafras Street	Laurel Street	67.2	69.4	2.2
Kurtz Street	Hancock Street	Rosecrans Street	58.4	62.2	3.8
	Rosecrans Street	Pacific Highway	59.2	59.4	0.2
Laurel Street	Pacific Highway	Kettner Boulevard	63.4	63.9	0.5
Lytton Street / Barnett Avenue	Rosecrans Street	Midway Drive	66.8	67.2	0.4
Midway Drive	W. Point Loma Boulevard/Sports Arena Boulevard	Kemper Street	65.3	66.0	0.7
	Kemper Street	East Drive	65.3	65.3	0.0
	East Drive	Rosecrans Street	66.7	66.6	-0.1
	Rosecrans Street	Barnett Avenue	66.0	66.8	0.8
Pacific Highway	Sea World Drive	Taylor Street	63.6	65.1	1.5
	Taylor Street	Kurtz Street	65.9	67.5	1.6
	Kurtz Street	Sports Arena Boulevard	67.9	68.4	0.5
	Sports Arena Boulevard	Barnett Avenue	65.3	67.0	1.7
	Barnett Avenue	Washington Street	74.2	73.8	-0.4
	Washington Street	Sassafras Street	63.6	65.9	2.3
Rosecrans Street	Sassafras Street	Laurel Street	67.2	69.3	2.1
	Lytton Street	Midway Drive	67.7	68.4	0.7
	Midway Drive	Sports Arena Boulevard	68.8	68.6	-0.2
	Sports Arena Boulevard	Pacific Highway/Taylor Street	63.6	65.2	1.6
Sports Arena Boulevard	I-8 EB Ramps	W. Point Loma Boulevard/Sports Arena Boulevard	66.7	67.7	1.0
	W. Point Loma Boulevard/Midway Drive	Kemper Street	63.9	64.5	0.6
	Kemper Street	East Drive	64.4	65.7	1.3
	East Drive	Rosecrans Street	66.0	64.2	-1.8
	Rosecrans Street	Pacific Highway	56.7	62.8	6.1
Sassafras Street	Pacific Highway	Kettner Boulevard	58.7	62.5	3.8
Washington Street	Frontage Rd	Pacific Highway	59.1	60.7	1.6
	Pacific Highway	Hancock Street	59.9	62.4	2.5
Vine Street	California Street	Kettner Boulevard	41.3	52.5	11.2

**Table 5.5-3
Increases in Ambient Noise for the Proposed Midway-Pacific Highway CPU Area**

Roadway	Roadway Segment		Predicted Ambient Noise Level (dBA, CNEL @ 50 Feet from EOP)		
	From	To	Existing (2015)	Future (2035)	Change in dB
Freeways					
Interstate 5	I-8	Old Town Avenue	80.9	82.4	1.5
	Old Town Avenue	Washington Street	81.6	82.3	0.7
	Washington Street	Pacific Highway	80.3	81.1	0.8
	Pacific Highway	Laurel Street	80.3	81.9	1.6
Interstate 8	Sports Arena Boulevard	I-5	78.6	79.4	0.8

CNEL = Community Noise Equivalent Level; dBA = A-weighted decibel; EOP = edge of pavement

~~**Bold = 2035 noise level would exceed the established exterior compatibility level for the surrounding land use and noise levels would increase by 3 dB or more, or future noise levels would be below 65 dBA CNEL but ambient noise levels would increase by more than 5 dBA over existing noise levels.**~~

~~Source: Noise Report (see Appendix G)~~

As shown in Table 5.5-3, no roadway segments generating existing noise levels greater than 65 dBA CNEL are predicted to generate an increase in noise levels greater than 3 dBA in the future condition.

The following street segments in the proposed Midway-Pacific Highway CPU currently generate noise levels lower than 65 dBA CNEL and would remain generating future noise levels lower than 65 dBA CNEL; thus, they are not subject to the significant increase impact criterion. However, it should be noted that future noise levels would increase by more than 5 dBA approximately 6 dBA, with the exception of Vine Street at approximately 11 dBA, over existing ambient noise levels on account of the proposed Midway-Pacific Highway CPU projections along the following roadway segments:

- Channel Way from Sports Arena Boulevard to Hancock Street
- Sports Arena Boulevard from Rosecrans Street to Pacific Highway
- Vine Street from California Street to Kettner Boulevard

Although these streets on their own may produce traffic noise levels ~~5 dBA~~ greater than predicted in the existing condition, the ambient noise levels in two of the above roadway segments will be wholly dominated by traffic noise from the nearby freeways.

As displayed in Figure 5.5-2, receivers along Channel Way are currently exposed to existing and future CNEL levels of approximately 66 dBA to greater than 75 dBA due to vehicular traffic on I-8. Although Table 5.5-3 reports a CNEL increase of 6.4 dBA at receivers 50 feet from the Channel Way EOP and a future CNEL value of 58.1 dBA, this future CNEL value is approximately 8–19 dBA less than predicted for existing and future noise levels generated by I-8 as shown in the aforementioned figure. Thus, the increase in traffic noise levels contributed by increased traffic on Channel Way would be less than 1 dBA when combined with I-8 traffic noise levels and imperceptible to the human ear. Similarly, the reported segment of Vine Street also experiences a similar scenario, with a reported 11.2 dBA CNEL increase and a predicted future CNEL of 52.5 dBA, yet this area falls within I-5 CNEL contours of 74 to greater than 75 dBA. Thus, the increase in traffic noise levels contributed by increased traffic on Vine Street would also be less than 1 dBA when combined with the I-5 traffic noise levels and similarly imperceptible to the human ear.

a. Existing Noise at Sensitive Land Uses

There is a mixture of existing noise-sensitive uses and non-noise-sensitive land uses adjacent to the Sports Arena Boulevard roadway segment, primarily composed of expansive parking lots and storage yards interspersed with warehouse and commercial spaces on both sides of the roadway. The surrounding land uses will be developed into residentially permitted business park and community commercial land uses in the proposed Midway-Pacific Highway CPU.

The increase in ambient noise levels adjacent to the segment of Sports Arena Boulevard would also result in the exposure of existing sensitive receptors to an audible yet not significant increase in ambient noise levels, ~~and impacts would be significant~~. Possible noise-reduction ~~measures~~ construction techniques ~~would~~ could include voluntary retrofitting of older structures with acoustically rated windows and doors featuring higher Sound Transmission Class ratings, which is a measure of exterior noise reduction performance.

Impact 5.5-1 The increase in ambient noise levels as a result of the project along the road segment listed below would result in the exposure of existing noise-sensitive receptors to a significant increase in future noise levels, resulting in a significant impact:

- Sports Arena Boulevard from Rosecrans Street to Pacific Highway

b. Future Noise-Sensitive Land Uses

An existing regulatory framework and review process exists for new development in areas exposed to high levels of ambient noise. Policies in the proposed Midway-Pacific Highway CPU and General Plan related to decibel levels, procedures in the SDMC, and regulations (Title 24) would reduce traffic noise exposure, because they set standards for the siting of sensitive land uses. Site-specific noise analyses demonstrating that the project would not subject sensitive receptors to existing or future noise levels exceeding the noise compatibility guidelines of the General Plan would be required as part of the review process for discretionary projects. With the implementation of these regulations and procedures, noise impacts applicable to new discretionary projects would be less than significant as exterior noise would be attenuated. However, in the case of ministerial projects, there is no procedure to ensure that exterior noise is adequately attenuated. Therefore, exterior noise impacts attributed to ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant and unavoidable. Interior noise impacts for all projects, including ministerial projects, would be less than significant because applicants must demonstrate compliance with the relevant interior noise standards through submission and approval of a Title 24 Compliance Report.

~~The project would result in future noise levels that would increase by more than 5 dBA over existing ambient noise levels on segments of Channel Way, Sports Arena Boulevard, and Vine Street. While future discretionary projects have a framework in place that would ensure exterior noise levels are appropriately attenuated to meet the General Plan Compatibility Standards, there is no similar mechanism in place for ministerial projects, resulting in a significant impact.~~

Impact 5.5-2 The increase in ambient noise levels as a result of the project along the road segment listed below would result in the exposure of future noise-sensitive receptors (that only

Although the mere perception of vibration is not considered a discrete impact threshold, the 300 foot perception distance above highlights potential for responses of annoyance by persons located within this proximity to pile driving activities. Additionally, pile driving within the structure-specific distances listed above has the potential to result in structural damage. Thus, implementation of future land uses under the project would have the potential to result in a significant impact related to vibration associated with construction.

Impact 5.5-5: If future pile driving occurs within the distances to structures or receivers reported in Table 5.5-7, a significant impact associated with vibration would result.

c. Vibration – Operation

Commercial operations, on occasion, utilize equipment or processes that have a potential to generate groundborne vibration. However, vibrations found to be excessive for human exposure that are the result of commercial machinery are generally addressed from an occupational health and safety perspective. The residual vibrations are typically of such low amplitude that they quickly dissipate into the surrounding soil and are rarely perceivable at the surrounding land uses. Additionally, the commercial uses that may be constructed under the project would include uses such as retail, restaurants, and small offices that would not require heavy mechanical equipment that would generate groundborne vibration or heavy truck deliveries. Residential and civic uses do not typically generate vibration. Thus, operational vibration impacts associated with the project's implementation would be less than significant.

5.5.5 Significance of Impacts

5.5.5.1 Ambient Noise

An increase in ambient vehicular traffic noise in the proposed Midway-Pacific Highway CPU area would result from the future development projections of the project and increases in traffic due to regional growth. ~~A significant increase would occur adjacent to one street segment in the proposed Midway-Pacific Highway CPU area that contains existing noise-sensitive land uses.~~ The increase in ambient noise levels could result in the exposure of existing noise-sensitive land uses to ~~an increase in noise levels~~ greater than the applicable Land Use – Compatibility Guidelines 5 dBA, and impacts would be significant (**Impact 5.5-1**).

For new discretionary development, there is an existing regulatory framework in place that would ensure future projects implemented in accordance with the project would not be exposed to ambient noise levels in excess of the compatibility levels in the General Plan. Thus, noise impacts to new discretionary projects would be less than significant.

However, in the case of ministerial projects, there is no procedure to ensure that exterior noise would be adequately attenuated. Therefore, exterior noise impacts for ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant (**Impact 5.5-2**).

5.5.5.2 Vehicular Noise

In the proposed Midway-Pacific Highway CPU area, noise levels for all land uses would be incompatible (i.e., greater than 75 dBA CNEL) closest to the freeways and specific segments of Pacific Highway.

Executive Summary

This technical report evaluates potential noise impacts attributed to the proposed Community Plan Updates (CPUs) for the Midway-Pacific Highway and Old Town communities of San Diego, California. Each CPU would update the current community plans for these communities, which were adopted in 1991 and 1987, respectively. The updates provide proposals for future land uses and public improvements that align with policies established by the 2008 City of San Diego General Plan (General Plan) and provide a comprehensive long-range policy framework for the development of both community areas through 2035.

The existing Midway-Pacific Highway and Old Town CPU areas are comprised of a broad variety of land uses including residential uses of varying densities, mixed-use areas, recreation and open space, village centers, registered historic properties, commercial uses, and industrial uses. Both CPUs for these communities intend to reduce the amount of industrial and large commercial spaces and increase the amount of medium and high-density residential uses and smaller commercial spaces. The increase in medium and high-density residential land uses would increase the diversity of land uses within many areas of the existing CPU areas and would be consistent with the General Plan.

An increase in medium and high-density residential land uses within these CPU areas would result in the introduction of noise-sensitive receptors in areas that may not have previously been considered noise sensitive. The policies proposed by the CPUs intend to reflect or enhance applicable noise guidelines in the existing General Plan and City of San Diego CEQA Guidelines with a community-specific approach.

Existing noise sources characterizing the CPU areas include vehicular traffic noise from highways and local roadways, aircraft approach and departure traffic from San Diego International Airport (SDIA), freight and passenger rail operation, light rail transit (LRT) operation, HVAC unit operation, sounds associated with commercial and industrial operations, birdsong, and intermittent sound sources typical of urban communities including but not limited to human speech, vehicle idling, car horns, landscaping, and music from loudspeaker systems in vehicles and homes.

Ambient Noise Level Increase

A significant impact would occur if noise sensitive land uses (NSLU) would be exposed to a significant increase of ambient noise levels as a result of the implementation of the CPU and associated discretionary actions. A significant increase at subject NSLUs is identified as any of the following:

- For NSLUs exposed to existing noise levels greater than in excess of the applicable Land Use Noise Compatibility Guideline thresholds, a significant impact would occur if the NSLUs are exposed to an ambient noise level increase of 3 A-weighted decibels (dBA).
- ~~For NSLUs currently exposed to existing ambient noise levels that do not exceed the land use compatibility guideline thresholds, a significant impact would occur if the NSLUs are exposed to an ambient noise level increase of 5 dBA.~~
- For NSLUs at or slightly less than the applicable land use compatibility guideline threshold, a significant increase would occur if the NSLUs are exposed to an ambient noise level increase of 5 dBA, or if the NSLUs are exposed to an ambient noise level increase of 3 dBA more than the applicable land use compatibility guideline thresholds (e.g. if the compatibility guideline is 70 dBA CNEL, and existing and future noise levels are at 68 and 72 dBA CNEL respectively, the increase would be considered less than significant because the increase would be below 73 dBA CNEL [3 dBA increase over the compatibility guideline threshold]).

Midway-Pacific Highway CPU

The existing ambient noise levels in the Midway-Pacific Highway CPU are largely dominated by traffic noise from Interstate 5 (I-5), Interstate 8 (I-8), and the major arterial roadways which extend throughout the CPU area. Noise generated by existing vehicular traffic is currently exposing several NSLUs to outdoor ambient sound levels that exceed those established by the land use compatibility guidelines Land Use – Noise Compatibility Guidelines. The proposed Midway-Pacific Highway CPU would not result in an improvement to the existing state of ambient noise in

the community, and these areas would continue to be exposed to noise levels ~~in excess of standards~~ greater than the applicable Land Use – Noise Compatibility Guidelines. However, ~~no s~~Significant increases in ambient noise levels ~~would were~~ identified at any NSLUs as a result of implementation of the Midway-Pacific Highway CPU and associated discretionary actions. ~~occur along one roadway segment within the CPU area. Currently, land uses abutting this roadway segment include retail sales, commercial services, offices, industrial, and wholesale/distribution/storage use. The nearest residential land uses are located greater than 1000 feet away from the segment. Proposed CPU land uses along this roadway segment include residentially permitted business parks, residentially permitted community commercial, and park space. The implementation of the Midway-Pacific Highway CPU and discretionary actions would expose existing several NSLUs along this roadway segment to significant increases in ambient noise levels.~~

Old Town CPU

The existing ambient noise levels in the Old Town CPU are also largely dominated by the sounds of traffic from I-5, I-8, and the major arterial roadways which closely follow the general alignment of both freeways. Noise generated by existing vehicular traffic is currently exposing several NSLUs to levels which exceed those established by the ~~land use compatibility guidelines~~ Land Use – Noise Compatibility Guidelines. Similar to the Midway-Pacific Highway CPU, the proposed Old Town CPU would not result in an improvement to the existing state of ambient noise in the community, and these areas would continue to be exposed to noise levels in excess of standards. However, no significant ambient level increases were identified at any NSLUs as a result of the implementation of the Old Town CPU and associated discretionary actions.

Transportation Noise and Land Use Compatibility

A significant impact would occur if implementation of the proposed CPUs would result in an exposure of people to current or future transportation noise levels that exceed guidelines established in the Noise Element of the General Plan.

As discussed in the previous paragraphs, ambient noise levels within both CPUs are currently exposing several NSLUs to levels which exceed those established by the Noise Element of the General Plan. The NSLUs proposed in both the Midway-Pacific Highway CPU and Old Town CPU are located within many of these currently-incompatible areas. In these cases, an existing mitigation framework is in place in the CPU and General Plan regulations in the City of San Diego Municipal Code (SDMC), as well as Title 24 of the California Code of Regulations, which, in aggregate, would reduce traffic noise exposure by setting standards for the siting of NSLUs. These regulations require a site-specific noise analysis to be undertaken for any project that would potentially locate NSLUs within an area exposed to incompatible interior or exterior transportation noise levels. With this framework in place, noise impacts to discretionary projects would be less than significant. However, in cases of ministerial projects, there are no existing regulations in place to prevent the siting of NSLUs within areas that could potentially expose people to incompatible noise levels. Therefore, exterior noise impacts for ministerial projects located within incompatible land use areas would be significant and unmitigated. Interior noise impacts, however, would be less than significant, as all ministerial project applicants would still be required to demonstrate compliance with interior noise standards (45 dBA CNEL) through the process of submitting and receiving approval of a Title 24 Compliance Report.

Vehicle Traffic

Traffic noise exposure levels are incompatible for all land use types along the I-5 and I-8 in both CPU areas. As stated above, policies such as the General Plan policy NE-A.4, would reduce traffic noise exposure to proposed NSLUs sited in potentially incompatible areas by requiring acoustical studies consistent with the Acoustical Study Guidelines. Site-specific exterior noise analyses would need to demonstrate that the subject project would not locate noise-sensitive receptors (NSRs) in areas where existing or future noise levels would exceed the noise compatibility guidelines of the General Plan as part of future discretionary proposals. Additionally, a similar site-specific interior noise analyses would need to demonstrate compliance with the interior noise compatibility guidelines of the General plan in areas where exterior noise levels are predicted to exceed the exterior noise compatibility guidelines of the General Plan. With this regulatory framework, noise impacts to new discretionary development would be less than significant.

1. Introduction and Objectives

The project analyzed in this noise report includes the Midway-Pacific Highway and Old Town CPU for communities located in west-central San Diego, California. These CPUs serve to update existing adopted community plans and will establish goals and supporting policies for the future growth and development in each community while ensuring consistency with the City of San Diego General Plan (General Plan). These plans serve as long-range guides to development with a focus on the distribution and arrangement of land, roadway and transit networks, and preservation and enhancement of natural open space, historic resources, and cultural resources through 2035.

1.1 Community Plan Areas, Goals, and Policies

1.1.1 Midway-Pacific Highway Community Area

The Midway-Pacific Highway CPU area encompasses roughly 1,324 acres of land, bounded on the south by Laurel Street, on the east by Interstate 5 (I-5), on the north by Interstate 8 (I-8), and variably on the west by The San Diego International Airport (SDIA), the Marine Corps Recruitment Depot (MCRD), and several local roadways.

The primary goals, recommendations, and objectives of the CPU include establishment of multi-use villages and districts, pedestrian, bicycle, and transit mobility improvements, identification of community parks and recreational facilities, transit-oriented residential and commercial development, maintenance of industrial and commercial employees, water quality and conveyance improvements, and alternative uses for government-owned land.

1.1.2 Old Town Community Area

The Old Town CPU area encompasses roughly 230 acres of land, approximately bounded on the south by Witherby Street, on the west by I-5, on the north by I-8, and variably on the east by several local roadways. This community is the site of the initial settlement of the City of San Diego and is the birthplace of the state of California, and thus, contains many historically significant resources throughout.

The primary goals, recommendations, and objectives of the CPU include the establishment of a community of national and international historic importance, establishment of the community as a visitor destination and residential community, support for the creation of small and local business serving specific community purposes, pedestrian, bicycle, and transit mobility improvements, and the establishment of a community connected to its heritage and open space areas.

2. Fundamentals of Noise and Vibration

2.1 Noise

Noise is generally defined as unwanted or objectionable sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB); decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3-dB decrease.

Human Perception of Noise

The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, a method called “A weighting” is used to filter noise frequencies that are not audible to the human ear. The A scale approximates the frequency response of the average young ear when listening to most ordinary everyday sounds. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the A-scale levels of those sounds. Therefore, the “A-weighted” noise scale is used for measurements and standards involving the human perception of noise. In this report, all noise levels are A-weighted and “dBA” is understood to identify the A-weighted dB. Table 2.1-1 Typical Noise Levels provides typical noise levels associated with common activities.

generate noise during operations, operational noise levels would be required to comply with the SDMC and General Plan guidelines.

Noise from vehicular traffic is the prominent source of noise in the CPU area and has greater potential to affect existing noise-sensitive receivers if annual average daily traffic volumes increase substantially. The freeways generating the greatest noise levels affecting the Midway-Pacific Highway CPU area are I-5 and I-8. The streets generating the greatest noise levels within the CPU area are Camino Del Rio West, Midway Drive, Sports Arena Boulevard, Rosecrans Street, Pacific Highway, and Laurel Street. Vehicular traffic volumes on roadways in the CPU area would generally increase due to the future development proposed by the Midway-Pacific Highway CPU and associated discretionary actions. Table 6.1-1 summarizes the existing and future traffic noise levels along various roadway segments in the Midway-Pacific Highway CPU area. Roadway noise is reported in this table as the dBA CNEL at 50 feet from the roadway EOP.

**Table 6.1-1
Increases in Ambient Noise for the Midway-Pacific Highway CPU Area**

Roadway	Roadway Segment		Predicted Ambient Noise Level (dBA, CNEL @ 50 Feet from EOP)		
	From	To	Existing (2015)	Future (2035)	Change in dB
Barnett Avenue	Midway Drive	Pacific Highway	70.8	70.3	-0.5
Camino Del Rio West	Rosecrans Street	I-5/I-8 Ramps	68.1	69.4	1.3
Channel Way	Sports Arena Boulevard	Hancock Street	51.7	58.1	6.4
Charles Lindbergh Parkway	Midway Drive	Sports Arena Boulevard	Fut. Road	56.4	N/A
	Sports Arena Boulevard	Kurtz Street	Fut. Road	57.7	N/A
Dutch Flats Parkway	Barnett Avenue	Midway Drive	Fut. Road	60.3	N/A
	Midway Drive	Sports Arena Boulevard	Fut. Road	58.5	N/A
Frontier Drive	Sports Arena Boulevard	Kurtz Street	Fut. Road	59.8	N/A
Greenwood Street	Sports Arena Boulevard	Kurtz Street	Fut. Road	58.0	N/A
Hancock Street	Sports Arena Boulevard	Kurtz Street	56.8	49.9	-6.9
	Kurtz Street	Camino Del Rio West	58.0	62.9	4.9
	Camino Del Rio West	Rosecrans Street	55.8	59.9	4.1
	Old Town Avenue	Witherby Street	61.1	61.9	0.8
	Witherby Street	Washington Street	54.8	58.7	3.9
Kemper Street	Kenyon Street	Midway Drive	58.5	58.8	0.3
	Midway Drive	Sports Arena Boulevard	58.1	59.1	1.0
	Sports Arena Boulevard	Hancock Street	Fut. Road	58.7	N/A
Kettner Boulevard	Washington Street	Vine Street	68.3	70.0	1.7
	Vine Street	Sassafras Street	67.9	69.6	1.7
	Sassafras Street	Laurel Street	67.2	69.4	2.2
Kurtz Street	Hancock Street	Rosecrans Street	58.4	62.2	3.8
	Rosecrans Street	Pacific Highway	59.2	59.4	0.2

**Table 6.1-1
Increases in Ambient Noise for the Midway-Pacific Highway CPU Area**

Roadway	Roadway Segment		Predicted Ambient Noise Level (dBA, CNEL @ 50 Feet from EOP)		
	From	To	Existing (2015)	Future (2035)	Change in dB
Laurel Street	Pacific Highway	Kettner Boulevard	63.4	63.9	0.5
Lytton Street / Barnett Avenue	Rosecrans Street	Midway Drive	66.8	67.2	0.4
Midway Drive	W. Point Loma Boulevard/Sports Arena Boulevard	Kemper Street	65.3	66.0	0.7
	Kemper Street	East Drive	65.3	65.3	0.0
	East Drive	Rosecrans Street	66.7	66.6	-0.1
	Rosecrans Street	Barnett Avenue	66.0	66.8	0.8
Pacific Highway	Sea World Drive	Taylor Street	63.6	65.1	1.5
	Taylor Street	Kurtz Street	65.9	67.5	1.6
	Kurtz Street	Sports Arena Boulevard	67.9	68.4	0.5
	Sports Arena Boulevard	Barnett Avenue	65.3	67.0	1.7
	Barnett Avenue	Washington Street	74.2	73.8	-0.4
	Washington Street	Sassafras Street	63.6	65.9	2.3
	Sassafras Street	Laurel Street	67.2	69.3	2.1
Rosecrans Street	Lytton Street	Midway Drive	67.7	68.4	0.7
	Midway Drive	Sports Arena Boulevard	68.8	68.6	-0.2
	Sports Arena Boulevard	Pacific Highway/Taylor Street	63.6	65.2	1.6
Sports Arena Boulevard	I-8 EB Ramps	W. Point Loma Boulevard/Sports Arena Boulevard	66.7	67.7	1.0
	W. Point Loma Boulevard/Midway Drive	Kemper Street	63.9	64.5	0.6
	Kemper Street	East Drive	64.4	65.7	1.3
	East Drive	Rosecrans Street	66.0	64.2	-1.8
	Rosecrans Street	Pacific Highway	56.7	62.8	6.1
Sassafras Street	Pacific Highway	Kettner Boulevard	58.7	62.5	3.8
Washington Street	Frontage Rd	Pacific Highway	59.1	60.7	1.6
	Pacific Highway	Hancock Street	59.9	62.4	2.5
Vine Street	California Street	Kettner Boulevard	41.3	52.5	11.2
Freeways					
Interstate 5	I-8	Old Town Avenue	80.9	82.4	1.5
	Old Town Avenue	Washington Avenue	81.6	82.3	0.7
	Washington Avenue	Pacific Highway	80.3	81.1	0.8
	Pacific Highway	Laurel Street	80.3	81.9	1.6

Table 6.1-1
Increases in Ambient Noise for the Midway-Pacific Highway CPU Area

Roadway	Roadway Segment		Predicted Ambient Noise Level (dBA, CNEL @ 50 Feet from EOP)		
	From	To	Existing (2015)	Future (2035)	Change in dB
Interstate 8	Sports Arena Boulevard	I-5	78.6	79.4	0.8

CNEL = Community Noise Equivalent Level; dBA = A-weighted decibel; EOP = edge of pavement

~~**Bold** – 2035 noise level would exceed the established exterior compatibility level for the surrounding land use and noise levels would increase by 3 dB or more, or future noise levels would be below 65 dBA CNEL but ambient noise levels would increase by more than 5 dBA over existing noise levels.~~

The following street segments in the Midway-Pacific Highway CPU currently generate noise levels lower than 65 dBA CNEL and would remain generating future noise levels lower than 65 dBA CNEL; thus, they are not subject to the significant increase impact criterion. However, it should be noted that future noise levels would increase by ~~more than 5 dBA~~ approximately 6 dBA, with the exception of Vine Street at approximately 11 dBA, over existing ambient noise levels along the following roadway segments:

- Channel Way from Sports Arena Boulevard to Hancock Street
- Sports Arena Boulevard from Rosecrans Street to Pacific Highway
- Vine Street from California Street to Kettner Boulevard

Although these streets on their own may produce traffic noise levels ~~5 dBA~~ greater than predicted in the existing condition, the ambient noise levels in two of the above roadway segments will be wholly dominated by traffic noise from the nearby freeways. As displayed in Figure 4.2-1, receivers along Channel Way are currently exposed to existing CNEL levels of approximately 66 dBA to greater than 75 dBA due to vehicular traffic on I-8. Although Table 6.1-1 reports a CNEL increase of 6.1 dBA at receivers 50 feet from the Channel Way EOP and a future CNEL value of 58.1 dBA, this future CNEL value is approximately 8–19 dBA less than predicted existing and future noise levels generated by I-8 as shown in the aforementioned figure. Thus, the increase in traffic noise levels contributed by increased traffic on Channel Way would be less than 1 dBA and imperceptible to the human ear. Similarly, the reported segment of Vine Street also experiences a similar scenario, with a reported 11.2 dBA CNEL increase and a predicted future CNEL of 52.5 dBA, yet this area falls within I-5 CNEL contours of 74 to greater than 75 dBA. Thus, the increase in traffic noise levels contributed by increased traffic on Vine Street would also be less than 1 dBA and similarly imperceptible to the human ear.

The increase in ambient noise levels adjacent to the segment of Sports Arena Boulevard would also result in the exposure of existing sensitive receptors to an audible yet not significant increase in ambient noise levels, and impacts would be significant. Possible noise-reduction ~~measures would~~ construction techniques could include voluntary retrofitting of older structures with acoustically rated window and doors featuring higher STC ratings, which is a measure of exterior noise reduction performance.

An existing regulatory framework and review process exists for new development in areas exposed to high levels of ambient noise. Policies in the proposed Midway-Pacific Highway CPU and General Plan related to decibel levels, procedures in the SDMC, and regulations (Title 24) would reduce traffic noise exposure, because they set standards for the siting of sensitive land uses. Site-specific noise analyses demonstrating that the proposed project would not subject sensitive receptors to existing or future noise levels exceeding the noise compatibility guidelines of the City's General Plan would be required as part of the review process for discretionary projects, to the extent practicable. With the implementation of these regulations and procedures, noise impacts applicable to new discretionary projects would be less than significant. However, in the case of ministerial projects, there is no procedure to ensure that exterior noise is adequately attenuated. Therefore, exterior noise impacts attributed to ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant and unavoidable. Interior noise impacts for all projects, including ministerial projects, would be less than significant because applicants must demonstrate compliance with the relevant interior noise standards through submission and approval of a Title 24 Compliance Report.

noise level exceeds or would exceed the “compatible” noise level thresholds. Site-specific exterior noise analyses that demonstrate that the project would not place sensitive receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility guidelines of the General Plan would be required as part of future discretionary proposals. Site-specific interior noise analyses demonstrating compliance with the interior noise compatibility guidelines of the General Plan would also be required for land uses located in areas where exterior noise levels exceed the noise and land use compatibility thresholds. Land Use – Compatibility Guidelines as defined in the General Plan. This requirement is implemented through submission of a Title 24 Compliance Report to demonstrate that the building envelope acoustic performance results in interior noise levels of 45 dBA CNEL or less. With this framework, exterior traffic noise impacts associated with new development requiring discretionary approvals and interior traffic noise impacts for both ministerial and discretionary projects would be less than significant.

However, in the case of exterior noise impacts associated with ministerial projects, there are no policies or standards ensuring that exterior noise is adequately attenuated to compatible levels. Therefore, exterior noise impacts for ministerial projects located in areas where the applicable land use and noise compatibility level is exceeded would be significant and unavoidable.

6.1.2.2 Rail Noise

Railway noise is generated from the rail traffic on LOSSAN rail corridor, consisting of freight trains (BNSF), regional and commuter rail (Amtrak and NCTD Coaster), and LRT (MTS Trolley). LRT and passenger rail train movements occur through the Midway-Pacific Highway CPU area multiple times per hour between 4 a.m. and 1 a.m. every day. BNSF also operates freight trains along the corridor daily, but typically in the evening and nighttime hours. Modeling results are shown in Table 6.1-3. Noise contour distances were calculated assuming flat-site conditions and no intervening buildings that would provide noise attenuation, which would represent a conservative, worst-case analysis.

Detailed FTA model runs showing modeled input parameters are included in Appendix C.

Table 6.1-3 Existing Predicted Railway Noise Levels	
Source	Distance of Predicted 60 dBA (L_{dn}) Noise Levels from Rail Center Alignment
MTS Trolley	38 feet
Amtrak Passenger Rail	82 feet
Coaster Passenger Rail	57 feet
Freight Rail	105 feet
Aggregate of Rail Sources	182 feet

The San Diego Association of Governments is currently constructing the infrastructure to facilitate the planned 2021 start-date of the Mid-Coast Corridor Transit Project. This project will result in additional MTS Trolley service along the existing LRT corridor within the Midway-Pacific Highway CPU area. This additional service will introduce an additional 128 LRT events per day (SANDAG 2014). As shown in Table 6.1-4, the aggregate operation of existing rail uses and the anticipated Mid-Coast Corridor Transit Project Blue Line trolley will generate 60 dBA L_{dn} approximately 15 feet farther into the study area. No future change in service is expected to occur for other rail uses along the corridor.

Table 6.2-1 Increases in Ambient Noise for the Old Town CPU Area					
Roadway	Roadway Segment		Predicted Ambient Noise Level (dBA, CNEL @ 50 Feet from EOP)		
	From	To	Existing (2015)	Future (2035)	Change in dB
Congress Street	Taylor Street	Twiggs Street	56	58	2
	Twiggs Street	Harney Street	56	58	2
	Harney Street	San Diego Avenue/ Ampudia Street	56	58	2
San Diego Avenue	Twiggs Street	Harney Street	54	56	2
	Harney Street / Conde Street	Ampudia Street / Arista	56	56	0
	Ampudia Street	Old Town Avenue	60	60	1
	Old Town Avenue	Hortensia Street	57	58	1
Juan Street	Taylor Street	Twiggs Street	59	60	1
	Twiggs Street	Harney Street	58	60	2
	Harney Street	San Juan Rd	56	57	2
Taylor Street	Pacific Hwy/ Rosecrans Street	Congress Street	65	66	2
	Congress Street	Juan Street	63	65	2
	Juan Street	Morena Boulevard	64	66	2
	Morena Boulevard	I-8 EB Ramps	65	66	1
Twiggs Street	Congress Street	San Diego Avenue	53	54	1
	San Diego Avenue	Juan Street	54	56	2
Harney Street	Congress Street	San Diego Avenue	53	53	0
	San Diego Avenue	Juan Street	54	55	1
Pacific Highway	Sea World Drive	Taylor Street	64	65	1
	Taylor Street	Kurtz Street	66	68	2
Old Town Avenue	Hancock Street	Moore Street	61	61	0
	Moore Street	San Diego Avenue	58	58	0
Freeways					
Interstate 8	I-5	Morena Boulevard	80	81	1
	Morena Boulevard	Hotel Circle	81	82	1
Interstate 5	I-8	Old Town Avenue	81	82	2
	Old Town Avenue	Washington Avenue	82	82	1
CNEL = Community Noise Equivalent Level; dBA = A-weighted decibel; EOP = edge of pavement					

As shown in Table 6.2-1, no roadway segments that are generating existing noise levels greater than 65 dBA CNEL are predicted to generate an increase in noise levels greater than 3 dBA in the future condition. Additionally, no roadway segments currently generate noise levels lower than 65 dBA CNEL that are predicted to increase in by more than 5 dBA over existing ambient noise levels. Thus, ambient noise level increases at existing NSLUs would be less than significant.

At any specific NSR location, the measured existing noise levels would depend upon not only the current source noise level, but also the nature of the path of sound from the source to the NSR. In many cases, structures, ground topography, and other obstacles occlude the direct line of sight from NSRs to the traffic noise sources, which could significantly reduce noise exposure at discrete receptor locations.

As shown in Figure 6.2-1, future traffic noise levels with the proposed Old Town CPU at existing and proposed residential use areas would, in cases of residences close to the freeways and major roadways, exceed the General Plan Noise Element conditionally compatible thresholds for residential land uses (65 dBA CNEL for single-family and conditionally up to 75 dBA CNEL for multi-family and mixed-use developments that meet the requirements of Section B of the Noise Element). Noise levels greater than 75 dBA CNEL are considered incompatible for all land use types. Land uses located adjacent to I-5 and I-8 in the Old Town CPU area have the potential to be exposed to noise levels greater than 75 dBA CNEL. Broader mitigation, such as noise walls adjacent to freeways and roadways, can reduce exterior noise to levels compliant with General Plan Noise Element guidelines.

In the Old Town CPU area, future noise levels for all land uses would be incompatible (i.e., greater than 75 dBA CNEL) at areas located within 322 to 333 feet from I-5 EOP and 256 to 297 feet from I-8 EOP. Noise levels for sensitive land uses would be incompatible (i.e., greater than 70 dBA CNEL) at areas located within approximately 600 to 629 feet from I-5 and 545 to 579 feet from I-8. These areas are currently developed; however, the proposed Old Town CPU and associated discretionary actions would result in changes to the land use in these areas, including the introduction of new sensitive land uses. The development of new noise-sensitive land uses as a result of the proposed in the Old Town CPU may subject receptors to noise levels that exceed General Plan guidelines. Proposed development projects within these areas, such as those located in the immediate vicinity of the freeways within the Hortensia, Taylor, and Residential Sub-Districts, all have potential to experience CNEL levels greater than 75 dBA. Per Section B of the General Plan Noise Element, any future residential use in areas above 70 dBA CNEL must include noise attenuation measures to ensure interior levels of 45 dBA CNEL and be located in an area where a community plan allows multi-family and mixed-use residential uses.

Policies in the proposed Old Town CPU, General Plan, and Title 24 would reduce traffic noise exposure because they set standards for the siting of NSLUs. General Plan policy NE-A.4 requires an acoustical study consistent with Acoustical Study Guidelines for proposed developments in areas where the existing or future noise level exceeds or would exceed the “compatible” noise level thresholds. Site-specific exterior noise analyses that demonstrate that the project would not place sensitive receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility guidelines of the General Plan would be required as part of future discretionary proposals. Site-specific interior noise analyses demonstrating compliance with the interior noise compatibility guidelines of the General Plan would also be required for land uses located in areas where exterior noise levels exceed the noise and land use compatibility thresholds. Land Use – Noise Compatibility Guidelines as defined in the General Plan. This requirement is implemented through submission of a Title 24 Compliance Report to demonstrate that the building envelope acoustic performance results in interior noise levels of 45 dBA CNEL or less. With this framework, exterior traffic noise impacts associated with new development requiring discretionary approvals and interior traffic noise impacts for both ministerial and discretionary projects would be less than significant.

However, in the case of exterior noise impacts associated with ministerial projects, there are no policies or standards ensuring that exterior noise is adequately attenuated to compatible levels. Therefore, exterior noise impacts for ministerial projects located in areas where the applicable land use and noise compatibility level is exceeded would be significant and unavoidable.

6.2.2.2 Rail Noise

Railway noise is generated from the rail traffic on LOSSAN rail corridor, consisting of freight trains (BNSF), regional and commuter rail (Amtrak and NCTD Coaster), and LRT (MTS Trolley). LRT and passenger rail train movements occur through the Midway-Pacific Highway CPU area multiple times per hour between 4 a.m. and 1 a.m. every day. BNSF also operates freight trains along the corridor daily, but typically in the evening and nighttime hours. As discussed in the Section 5.1.2, passenger rail vehicles were modeled at a slower operating speed within the Old Town CPU area to represent the slowing and stopping of passenger trains at the Old Town Transit Center. The result of slowing train speeds for diesel locomotives (Amtrak and Coaster) results in higher noise levels propagating into the

6.2.3 ALUCP Consistency

The nearest segment of runway operated by SDIA is located approximately 0.8 mile south of the Old Town CPU area southern boundary. Aircraft noise is evaluated based on the noise contours developed by the San Diego County Regional Airport Authority and provided in the ALUCP for SDIA (2014). As depicted earlier in Figure 6.1-2, no portions of the Old Town CPU are located within any of the noise level CNEL contours presented in the ALUCP. Though aircraft departures are audible throughout the Old Town CPU area, CNEL levels attributed to SDIA will not exceed 60 dBA CNEL. Neither exterior nor interior noise compatibility impacts would occur at any of the proposed project land uses; thus, the implementation of the proposed Old Town CPU and associated discretionary actions would result in a less than significant exposure to noise from aircraft.

6.2.4 Municipal Code Compliance

Impacts from stationary noise sources as they relate to the City of San Diego Noise Ordinance as a result of the implementation of the Old Town CPU are identical to impact conclusions made in Section 6.1.4 of the Midway-Pacific Highway CPU analysis.

6.2.5 Construction Noise and Vibration

Impacts from construction noise and vibration as a result of the implementation of the Old Town CPU are identical to impact conclusions made in Section 6.1.5 of the Midway-Pacific Highway CPU analysis.

6.2.6 Vibration from Operations

Impacts from vibration associated with land use operations as a result of the implementation of the Old Town CPU are identical to impact conclusions made in Section 6.1.6 of the Midway-Pacific Highway CPU analysis.

7. Summary of Predicted Impacts and Mitigation

The following is a summary of impacts for each significance threshold addressed in Section 7. For significant impacts, program-level mitigation is identified where feasible, and the subsequent mitigation framework identifies measures to be applied to future development projects within the Midway-Pacific Highway and Old Town CPU areas to reduce noise impacts when and where they occur.

7.1 Increase in Ambient Noise Levels

7.1.1 Midway-Pacific Highway CPU

No significant increase of ambient noise levels over existing noise levels would occur as a result of the implementation of the Midway-Pacific Highway CPU and associated discretionary actions. Thus, exposure of existing and future NSLUs to an increase in ambient noise levels over existing noise levels would be less than significant.

~~The increase in ambient noise levels adjacent to the segment of Sports Arena Boulevard would result in the exposure of existing sensitive receptors to a significant increase in ambient noise levels, and impacts would be significant and unavoidable. Possible noise reduction measures would include retrofitting older structures with acoustically rated window and doors featuring higher STC ratings. For all other roadway segments in the CPU areas not identified in Sections 6.1.1, the increase in ambient noise would be less than significant.~~

Exposure of future NSLUs to an increase in ambient noise levels is controlled by an existing regulatory framework comprised of policies in the proposed Midway-Pacific Highway CPU and General Plan, procedures in the SDMC, and regulations (Title 24), which require interior noise levels to be attenuated to 45 dBA CNEL or less in all residential, temporary lodging facilities, religious and educational institutions, day cares, and medical facilities. Additionally, site-specific noise analyses demonstrating that the proposed project would not subject sensitive receptors to existing or future noise levels exceeding the noise compatibility guidelines of the City's General Plan would be required as part of the review process for discretionary projects, to the extent practicable. With the implementation of these regulations and procedures, noise impacts applicable to new discretionary projects would be less than significant.

~~However, in the case of future ministerial projects, there is no procedure to ensure that exterior noise is adequately attenuated. Therefore, exterior noise impacts attributed to ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant and unavoidable.~~

~~Interior noise impacts for all projects, including ministerial projects, would be less than significant because applicants must demonstrate compliance with the relevant interior noise standards through submission and approval of a Title 24 Compliance Report.~~

7.1.2 Old Town CPU

No significant increase of ambient noise levels over existing noise levels are would occur as a result of the implementation of the Old Town CPU and associated discretionary actions. Thus, exposure of existing and future NSLUs of an increase in ambient noise levels over existing noise levels would be less than significant.

7.2 Exposure to Existing and Future Transportation Noise

7.2.1 Vehicle Traffic Noise Exposure in Both CPUs

The vehicular traffic from adjacent freeways is the dominant noise source affecting land use compatibility within the Midway-Pacific Highway and Old Town CPU areas. Future traffic noise levels generated by freeway traffic would, in cases of residences close to the freeways and major roadways, exceed the General Plan Noise Element conditionally compatible thresholds for residential land uses (65 dBA CNEL for single-family and conditionally up to 75 dBA CNEL for multi-family and mixed-use developments that meet the requirements of Section B of the Noise Element). Land uses located adjacent to I-5 and I-8 in the CPU areas have the potential to be exposed to noise levels greater than 75 dBA CNEL. Broader mitigation, such as noise walls adjacent to freeways and roadways, can reduce exterior noise to levels compliant with General Plan Noise Element guidelines. The development of new NSLUs as a result of each CPU implementation may subject receptors to noise levels that exceed General Plan guidelines, with some planned sub-districts located within areas experience existing traffic noise levels greater than 75 dBA CNEL. Per Section B of the General Plan Noise Element, any future residential use in areas above 70 dBA CNEL must include noise attenuation measures to ensure interior levels of 45 dBA CNEL and be located in an area where a community plan allows multi-family and mixed-use residential uses.

Additionally, policies in the proposed Midway-Pacific Highway and Old Town CPUs, General Plan, and Title 24 would reduce traffic noise exposure because they set standards for the siting of NSLUs. General Plan policy NE-A.4 requires an acoustical study consistent with Acoustical Study Guidelines for proposed developments in areas where the existing or future noise level exceeds or would exceed the “compatible” noise level thresholds. Site-specific exterior noise analyses that demonstrate that the project would not place sensitive receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility guidelines of the General Plan would be required as part of future discretionary proposals. Site-specific interior noise analyses demonstrating compliance with the interior noise compatibility guidelines of the General Plan would also be required for land uses located in areas where exterior noise levels exceed the ~~noise and land use compatibility thresholds~~ Land Use – Compatibility Guidelines as defined in the General Plan. This requirement is implemented through submission of a Title 24 Compliance Report to demonstrate that the building envelope acoustic performance results in interior noise levels of 45 dBA CNEL or less. With this framework, exterior traffic noise impacts associated with new development requiring discretionary approvals and interior traffic noise impacts for both ministerial and discretionary projects would be less than significant.

However, in the case of exterior noise impacts associated with ministerial projects, there are no policies or standards ensuring that exterior noise is adequately attenuated to compatible levels. Therefore, exterior noise impacts for ministerial projects located in areas where the applicable land use and noise compatibility level is exceeded would be significant and unavoidable.

7.2.2 Rail Noise Exposure in Both CPUs

Railway noise generated from the rail traffic on LOSSAN rail corridor would exceed 60 dBA within 230 feet of the Midway-Pacific Highway CPU boundary, and 235 feet of the Old Town CPU boundary. Both CPUs propose new NSLUs within these distances, however, Figures 4.2-3 and 4.2-4 show that vehicular traffic noise from Pacific Highway and I-5 already produce CNEL noise levels from 70 to greater than 75 dBA at these proposed locations,