

# KEARNY MESA COMMUNITY PLAN UPDATE

## Draft Program Environmental Impact Report

SCH No. 2018111024 – Project No. 607857



March 2020

Prepared for:  
**City of San Diego**  
Planning Department  
9485 Aero Drive  
San Diego, California 92123

# DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

Project No. 607857  
SCH No. 2018111024

**SUBJECT:** KEARNY MESA COMMUNITY PLAN UPDATE

**Applicant:** City of San Diego Planning Department

**DRAFT DOCUMENT – March 17, 2020:**

## PROJECT DESCRIPTION:

The proposed Kearny Mesa Community Plan and associated discretionary actions (collectively referred to as the “project”) entails a comprehensive update to the Kearny Mesa Community Plan, which is intended to guide future development of the Kearny Mesa Community Plan area (Community Plan area). It articulates an overall vision, designates land uses, and provides a comprehensive set of policies for new development within the Kearny Mesa Community Plan area. The proposed project incorporates relevant policies from the City of San Diego General Plan (General Plan), and provides a long-range, comprehensive policy framework and vision for growth and development in Kearny Mesa. The proposed project provides community-specific policies that further implement the General Plan with respect to the distribution and arrangement of land uses and the local street and transit network; urban design guidelines; recommendations to preserve natural open space and historic and cultural resources; and provision of public services to the Community Plan area. The proposed project maintains employment areas and identifies village areas. The proposed project also enhances community connections with a comprehensive network of complete streets and urban pathways.

In addition to adoption of the Community Plan, the project includes: amendments to the General Plan to incorporate the Community Plan land uses; amendments to the Land Development Code; and a comprehensive rezone. The actions together with the proposed Community Plan Update form the project for this PEIR. Discretionary actions by other agencies include a recommendation from the San Diego County Regional Airport Authority.

The following link includes additional information on the Kearny Mesa Community Plan Update:  
<https://www.sandiego.gov/planning/community/cpu/kearnymesa>

## PROJECT LOCATION:

The Kearny Mesa Community Plan area (Community Plan area) is located in the central portion of the City of San Diego. The Community Plan area encompasses approximately 4,423 acres and is bounded by State Route (SR) 52 on the north, Interstate (I-) 805 on the west, and I-15 on the east. The Community Plan area is bounded by properties south of Aero Drive and those extending to Friars Road along the western edge of I-15 on the south. Marine Corps Air Station (MCAS) Miramar is located to the north of the Community Plan area, the community of Tierrasanta is to the east, the communities of Serra Mesa and Mission Valley are to the south, the community of Clairemont Mesa is located to the west, and a small portion of the community of Linda Vista is adjacent to the southwest.

The Community Plan area is predominantly urbanized and largely developed with industrial, commercial, and office uses due its role as a major employment center. Other uses include residential, institutional, educational, recreation,

open space, Montgomery-Gibbs Executive Airport, transportation facilities/utilities, and vacant land. Development is concentrated on the relatively flat mesa top that characterizes most of the landform within the Community Plan area. Two major canyons traverse the community, including Murphy Canyon that parallels I-15 along the eastern Community Plan area boundary and a tributary canyon of the San Clemente Canyon that extends into the northwest portion of the Community Plan area between the I-805 and SR 52.

#### **ENVIRONMENTAL DETERMINATION:**

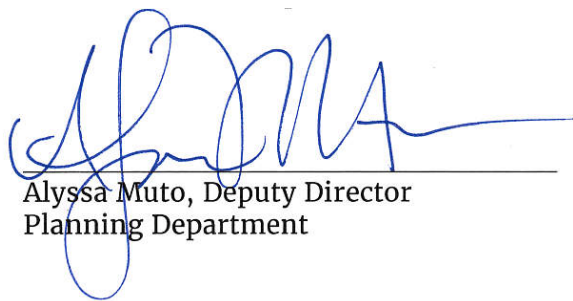
The purpose of this document is to inform decision-makers, agencies, and the public of the significant environmental effects that could result if the project is approved and implemented, identify possible ways to minimize the significant effects, and describe a reasonable range of alternatives to the project.

Based on the analysis conducted for the project described above, the City of San Diego has prepared the following Draft PEIR in accordance with CEQA. The analysis conducted identified that the proposed project could result in significant and unavoidable impacts in the areas of **Air Quality (Conflicts with Air Quality Plans; Air Quality Standards; and Sensitive Receptors); Historical, Archaeological, and Tribal Cultural Resources (Historic Buildings, Structures, Objects, or Sites; Prehistoric and Historic Archaeological Resources, Sacred Sites, and Human Remains; and Tribal Cultural Resources); Noise (Ambient Noise; Noise – Land Use Compatibility; Airport Noise; Construction Noise; and Vibration); Public Services and Facilities (Public Facilities; Deterioration of Existing Neighborhood Parks and Recreational Facilities; Construction or Expansion of Recreational Facilities); Public Utilities (Utilities); Transportation (Vehicle Miles Traveled); and Visual Effects and Neighborhood Character (Neighborhood Character)**. All other impacts analyzed in this Draft PEIR were found to be less than or not significant.

This document has been prepared by the City of San Diego's Planning Department and is based on the City's independent analysis and determinations made pursuant to Section 21082.1 of the California Environmental Quality Act (CEQA) and Section 128.0103(a) and (b) of the San Diego Municipal Code.

#### **RESULTS OF PUBLIC REVIEW:**

- ( ) No comments were received during the public input period.
- ( ) Comments were received but did not address the accuracy or completeness of the draft environmental document. No response is necessary and the letters are incorporated herein.
- ( ) Comments addressing the accuracy or completeness of the draft environmental document were received during the public input period. The letters and responses are incorporated herein.



Alyssa Muto, Deputy Director  
Planning Department

March 17, 2020  
Date of Draft Report

\_\_\_\_\_  
Date of Final Report

Analyst: Rebecca Malone, AICP, Planning Department

**PUBLIC REVIEW DISTRIBUTION:**

The following agencies, organizations, and individuals received a copy or notice of the Draft PEIR and were invited to comment on its accuracy and sufficiency. Copies of the Draft PEIR and any technical appendices may be reviewed in the office of the Planning Department, or purchased for the cost of reproduction.

**FEDERAL GOVERNMENT**

MCAS Miramar (13)  
Environmental Protection Agency (19)  
US Fish and Wildlife Service, Pat Gower (23)  
US Army Corps of Engineers Los Angeles District, Shelly Lynch (26)

**STATE OF CALIFORNIA**

Caltrans District 11 (31)  
Department of Fish and Wildlife (32)  
Cal Recycle (35)  
California Environmental Protection Agency (37A)  
California Highway Patrol (58)  
Housing and Community Development (38)  
Department of Toxic Substance Control (39)  
Natural Resources Agency (43)  
Regional Water Quality Control Board, Region 9 (44)  
State Clearinghouse (46A)  
California Air Resources Board (49)  
California Transportation Commission (51)  
California Department of Transportation (51A)  
Native American Heritage Commission (56)

**COUNTY OF SAN DIEGO**

Air Pollution Control District (65)  
Department of Planning and Development Services (68)  
Department of Public Works (70)  
County Water Authority (73)  
Department of Environmental Health (75-IOM)  
Land & Water Quality Division (76-IOM)

**CITY OF SAN DIEGO**

Office of the Mayor (91)  
Council President Gómez, District 9  
Council President Pro Tem Bry, District 1  
Councilmember Campbell, District 2  
Councilmember Ward, District 3  
Councilmember Montgomery, District 4  
Councilmember Kersey, District 5  
Councilmember Cate, District 6  
Councilmember Sherman, District 7  
Councilmember Moreno, District 8  
Councilmember Gómez, District 9

City Attorney's Office

Corrine Neuffer, Deputy City Attorney

Noah Brazier, Deputy City Attorney

Planning Department

Mike Hansen, Director

Tom Tomlinson, Assistant Director

Alyssa Muto, Deputy Director

Laura Black, Deputy Director

Brian Schoenfisch, Program Manager

Heidi Vonblum, Program Manager

Lisa Lind, AICP, Senior Planner

Rebecca Malone, AICP, Senior Planner

Elena Pascual, Associate Planner

Jordan Moore, Associate Planner

Alberto Santos-Davidson, Associate Planner

Tara Ash-Reynolds, Junior Planner

Elizabeth Dickson, Assistant Planner

Samir Hajjiri, Senior Traffic Engineer

Christine Mercado, Associate Traffic Engineer

Kristy Forburger, Senior Planner – MCSP

Kelley Stanco, DPMIII – Historic Resources

Angela Abeyta, Facilities Financing

Environmental Services Department

Lisa Wood, Program Manager

Development Services Department

Elyse Lowe, Director

Gary Geiler, Deputy Director

Anna McPherson, Program Manager

Jim Quinn, Senior Engineering Geologist

Bill Prinz, Program Manager, Local Enforcement Agency

Public Utilities Department

Keli Balo, Project Officer II

Nicole McGinnis, Senior Planner

Fire-Rescue Department

Larry Trame, Assistant Fire Marshal

Police Department

Tristan Schmottlach, Sergeant

Transportation & Storm Water Department

Kris McFadden, Director

Andrew Kleis, Deputy Director

Duncan Hughes, Deputy Director

Ruth Kolb, Program Manager

Mark G. Stephens, Associate Planner

Real Estate Assets Department

Cybele Thompson, Director

*Sustainability Department*

Cody Hooven, Director

*City Government*

San Diego Housing Commission (88-IOM)

*City Advisory Boards or Committees*

Park and Recreation Board (83)

Community Forest Advisory Board (90, Melissa Garcia)

Historical Resources Board (87, Kelley Stanco)

*Libraries*

Central Library, Government Documents (81 & 81A)

Balboa Branch Library (81B)

Serra Mesa Branch Library (81GG)

University Community Branch Library (81JJ)

**OTHER AGENCIES**

San Diego Association of Governments (108-IOM)

San Diego Unified Port District (109)

San Diego County Regional Airport Authority (110)

Metropolitan Transit System (112/115-IOM)

San Diego Gas & Electric (114)

**SCHOOL DISTRICTS**

San Diego Unified School District, Tony Raso (125)

San Diego Unified School District, Sarah Hudson (132A)

San Diego Community College District (133)

**COMMUNITY PLANNING GROUPS**

Kearny Mesa Planning Group (265)

Serra Mesa Planning Group (263A)

**COMMUNITY COUNCILS**

Serra Mesa Community Council (264)

**HISTORICAL, ARCHAEOLOGICAL, AND TRIBAL GROUPS**

Carmen Lucas (206)

South Coastal Information Center (210)

San Diego Historical Society (211)

San Diego Archaeological Center (212)

Save Our Heritage Organisation (214)

Ron Christman (215)

Clint Linton (215B)

Frank Brown - Inter-Tribal Cultural Resource Council (216)

Campo Band of Mission Indians (217)

San Diego County Archaeological Society Inc. (218)

Native American Heritage Commission (222)

Kuumeayaay Cultural Heritage Preservation (223)

Kuumeayaay Cultural Repatriation Committee (225)

**NATIVE AMERICAN DISTRIBUTION**

Barona Group of Capitan Grande Band of Mission Indians (225A)  
Campo Band of Mission Indians (225B)  
Ewiiapaayp Band of Mission Indians (225C)  
Inaja Band of Mission Indians (225D)  
Jamul Indian Village (225E)  
La Posta Band of Mission Indians (225F)  
Manzanita Band of Mission Indians (225G)  
Sycuan Band of Mission Indians (225H)  
Viejas Group of Capitan Grande Band of Mission Indians (225I)  
Mesa Grande Band of Mission Indians (225J)  
San Pasqual Band of Mission Indians (225K)  
Ipai Nation of Santa Ysabel (225L)  
La Jolla Band of Mission Indians (225M)  
Pala Band of Mission Indians (225N)  
Pauma Band of Mission Indians (225O)  
Pechanga Band of Mission Indians (225P)  
Rincon Band of Luiseno Indians (225Q)  
San Luis Rey Band of Luiseno Indians (225R)  
Los Coyotes Band of Mission Indians (225S)

**OTHER INTERESTED AGENCIES, ORGANIZATIONS, AND INDIVIDUALS**

Daily Transcript  
San Diego Chamber of Commerce (157)  
Building Industry Association (158)  
San Diego River Park Foundation (163)  
San Diego River Coalition (164)  
Sierra Club San Diego Chapter (165)  
San Diego Canyonlands (165A)  
San Diego Natural History Museum (166)  
San Diego Audubon Society (167)  
Jim Peugh (167A)  
San Diego River Conservancy (168)  
Environmental Health Coalition (169)  
California Native Plant Society (170)  
San Diego Coastkeeper (173)  
Citizens Coordinate for Century 3 (179)  
Endangered Habitats League (182 & 182A)  
League of Women Voters (192)  
Mary Johnson (263B)

# KEARNY MESA COMMUNITY PLAN UPDATE

## DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

### TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
ES EXECUTIVE SUMMARY .....	ES-1
ES.1 Proposed Project.....	ES-1
ES.1.1 Project Location and Setting .....	ES-1
ES.1.2 Project Description .....	ES-2
ES.2 Project Objectives .....	ES-3
ES.3 Areas of Controversy .....	ES-4
ES.4 Alternatives .....	ES-5
ES.4.1 No Project Alternative (Adopted Community Plan) .....	ES-5
ES.4.2 Alternative 1 (Reduced Density Alternative) .....	ES-5
ES.4.3 Alternative 2 (Reduced Height Alternative).....	ES-6
ES.4.4 Alternative 3 (Reduced Industrial Employment Alternative) .....	ES-6
ES.4.5 Alternative 4 (Residential Options Alternative) .....	ES-6
ES.4.6 Environmentally Superior Alternative .....	ES-6
ES.5 Summary of Significant Impacts and Mitigation Measures that Reduce the Impact .....	ES-7
1.0 INTRODUCTION .....	1-1
1.1 PEIR Purpose and Intended Uses .....	1-1
1.2 PEIR Legal Authority.....	1-2
1.2.1 Lead Agency .....	1-2
1.2.2 Responsible and Trustee Agencies .....	1-3
1.3 EIR Type, Scope and Content, and Format .....	1-5
1.3.1 Type of EIR.....	1-5
1.3.2 PEIR Scope and Content .....	1-5
1.3.3 PEIR Format.....	1-6
1.3.4 Incorporation by Reference .....	1-8
1.4 PEIR Process.....	1-8
1.4.1 Draft PEIR.....	1-8
1.4.2 Final PEIR .....	1-9
2.0 ENVIRONMENTAL SETTING .....	2-1
2.1 Regional Location and Community Boundaries .....	2-1
2.2 Community Setting .....	2-1
2.3 Existing Physical Characteristics .....	2-1
2.3.1 Air Quality .....	2-1
2.3.2 Biological Resources .....	2-5
2.3.3 Geology and Soils .....	2-23
2.3.4 Greenhouse Gas Emissions .....	2-27
2.3.5 Historical, Archaeological, and Tribal Cultural Resources .....	2-29
2.3.6 Human Health, Public Safety, and Hazardous Materials .....	2-33
2.3.7 Hydrology and Water Quality .....	2-36

2.3.8	Land Use .....	2-39
2.3.9	Noise .....	2-41
2.3.10	Public Services and Facilities .....	2-42
2.3.11	Public Utilities .....	2-48
2.3.12	Transportation .....	2-53
2.3.13	Visual Effects and Neighborhood Character .....	2-56
3.0	PROJECT DESCRIPTION .....	3-1
3.1	Introduction .....	3-1
3.2	Relationship to the General Plan .....	3-2
3.3	Project Objectives .....	3-3
3.4	Project Description .....	3-4
3.4.1	Community Plan Components .....	3-4
3.4.2	Land Development Code .....	3-9
3.5	Environmental Design Considerations .....	3-11
3.5.1	Outdoor Public Spaces and Frontages .....	3-11
3.5.2	Storm Water, Green Streets, and Urban Forestry .....	3-11
3.5.3	Transit-oriented Development .....	3-11
3.5.4	Complete Streets .....	3-11
3.5.5	Greenhouse Gas Emissions .....	3-12
3.6	Plan Projections .....	3-12
3.6.1	Land Use Distribution .....	3-12
3.7	Future Actions Associated with the Proposed Project .....	3-14
3.7.1	Future Implementation Actions .....	3-14
3.7.2	Future Discretionary Actions .....	3-15
4.0	REGULATORY FRAMEWORK .....	4-1
4.1	Air Quality .....	4-1
4.2	Biological Resources .....	4-8
4.3	Geology and Soils .....	4-15
4.4	Greenhouse Gas Emissions .....	4-17
4.5	Historical, Archaeological, and Tribal Cultural Resources .....	4-24
4.6	Human Health, Public Safety, and Hazardous Materials .....	4-30
4.7	Hydrology and Water Quality .....	4-36
4.8	Land Use .....	4-41
4.9	Noise .....	4-47
4.10	Public Services and Facilities .....	4-52
4.11	Public Utilities .....	4-55
4.12	Transportation .....	4-58
4.13	Visual Effects and Neighborhood Character .....	4-60
5.0	ENVIRONMENTAL ANALYSIS .....	5-1
5.1	Air Quality .....	5.1-1
5.1.1	Existing Conditions .....	5.1-1
5.1.2	Methodology and Assumptions .....	5.1-1
5.1.3	Significance Determination Thresholds .....	5.1-6
5.1.4	Impact Analysis .....	5.1-7
5.1.4.1	Issue 1: Conflicts with or Obstructs Regional Air Quality Plans ..	5.1-7
5.1.4.2	Issue 2: Air Quality Standards .....	5.1-8

	5.1.4.3	Issue 3: Sensitive Receptors .....	5.1-11
	5.1.4.4	Issue 4: Odors .....	5.1-14
	5.1.5	Significance of Impacts .....	5.1-15
	5.1.6	Mitigation Framework.....	5.1-16
	5.1.7	Significance of Impacts After Mitigation.....	5.1-18
5.2		Biological Resources .....	5.2-1
	5.2.1	Existing Conditions.....	5.2-1
	5.2.2	Methodology and Assumptions .....	5.2-1
	5.2.3	Significance Determination Thresholds .....	5.2-3
	5.2.4	Impact Analysis .....	5.2-3
	5.2.4.1	Issue 1: Sensitive Species .....	5.2-5
	5.2.4.2	Issue 2: Sensitive Habitats.....	5.2-8
	5.2.4.3	Issue 3: Wetlands.....	5.2-9
	5.2.4.4	Issue 4: Wildlife Movement.....	5.2-10
	5.2.4.5	Issue 5: Conservation Planning .....	5.2-11
	5.2.5	Significance of Impacts .....	5.2-15
	5.2.6	Mitigation Framework.....	5.2-16
5.3		Geology and Soils.....	5.3-1
	5.3.1	Existing Conditions.....	5.3-1
	5.3.2	Methodology and Assumptions .....	5.3-1
	5.3.3	Significance Determination Thresholds .....	5.3-1
	5.3.4	Impact Analysis .....	5.3-2
	5.3.4.1	Issue 1: Seismic Hazards .....	5.3-2
	5.3.4.2	Issue 2: Erosion and Sedimentation .....	5.3-4
	5.3.4.3	Issue 3: Geologic Stability.....	5.3-5
	5.3.5	Significance of Impacts .....	5.3-6
	5.3.6	Mitigation Framework.....	5.3-7
5.4		Greenhouse Gas Emissions .....	5.4-1
	5.4.1	Existing Conditions.....	5.4-1
	5.4.2	Methodology and Assumptions .....	5.4-1
	5.4.3	Significance Determination Thresholds .....	5.4-4
	5.4.5	Impact Analysis .....	5.4-5
	5.4.5.1	Issue 1: Greenhouse Gas Emissions .....	5.4-5
	5.4.4.2	Issue 2: Conflicts with Plans or Policies .....	5.4-7
	5.4.5	Significance of Impacts .....	5.4-9
	5.4.6	Mitigation Framework.....	5.4-9
5.5		Historical, Archaeological, and Tribal Cultural Resources .....	5.5-1
	5.5.1	Existing Conditions.....	5.5-1
	5.5.2	Methodology and Assumptions .....	5.5-1
	5.5.3	Significance Determination Thresholds .....	5.5-3
	5.5.4	Impact Analysis .....	5.5-5
	5.5.4.1	Issue 1: Historic Structures, Objects, or Sites .....	5.5-5
	5.5.4.2	Issue 2: Prehistoric and Historic Archaeological Resources, Sacred Sites, and Human Remains .....	5.5-7
	5.5.4.3	Issue 3: Tribal Cultural Resources .....	5.5-11
	5.5.5	Significance of Impacts .....	5.5-12
	5.5.6	Mitigation Framework.....	5.5-13

5.6	Human Health, Public Safety, and Hazardous Materials .....	5.6-1
5.6.1	Existing Conditions .....	5.6-1
5.6.2	Methodology and Assumptions .....	5.6-1
5.6.3	Significance Determination Thresholds .....	5.6-1
5.6.4	Impact Analysis .....	5.6-2
5.6.4.1	Issue 1: Wildland Fire Risk .....	5.6-2
5.6.4.2	Issue 2: Hazardous Emissions and Materials .....	5.6-2
5.6.4.3	Issue 3: Emergency Plan Consistency .....	5.6-3
5.6.4.4	Issue 4: Hazardous Materials Sites .....	5.6-3
5.6.4.5	Issue 5: Aircraft Hazards .....	5.6-4
5.6.5	Significance of Impacts .....	5.6-5
5.6.6	Mitigation Framework .....	5.6-6
5.7	Hydrology/Water Quality .....	5.7-1
5.7.1	Existing Conditions .....	5.7-1
5.7.2	Methodology and Assumptions .....	5.7-1
5.7.3	Significance Determination Thresholds .....	5.7-1
5.7.4	Impact Analysis .....	5.7-2
5.7.4.1	Issue 1: Flooding and Drainage Patterns .....	5.7-2
5.7.4.2	Issue 2: Flood Hazard Areas .....	5.7-3
5.7.4.3	Issue 3: Water Quality .....	5.7-3
5.7.4.4	Issue 4: Groundwater .....	5.7-4
5.7.5	Significance of Impacts .....	5.7-4
5.7.6	Mitigation Framework .....	5.7-5
5.8	Land Use .....	5.8-1
5.8.1	Existing Conditions .....	5.8-1
5.8.2	Methodology and Assumptions .....	5.8-1
5.8.3	Significance Determination Thresholds .....	5.8-1
5.8.4	Impact Analysis .....	5.8-2
5.8.4.1	Issue 1: Consistency with Environmental Policies of Adopted Land Use Plans .....	5.8-2
5.8.4.2	Issue 2: Consistency with the Multiple Species Conservation Program Subarea Plan and Vernal Pool Habitat Conservation Plan .....	5.8-10
5.8.4.3	Issue 3: Consistency with Adopted Airport Land Use Compatibility Plans .....	5.8-11
5.8.4.4	Issue 4: Community Division .....	5.8-14
5.8.5	Significance of Impacts .....	5.8-15
5.8.6	Mitigation Framework .....	5.8-16
5.9	Noise .....	5.9-1
5.9.1	Existing Conditions .....	5.9-1
5.9.2	Methodology and Assumptions .....	5.9-2
5.9.3	Significance Determination Thresholds .....	5.9-5
5.9.4	Impact Analysis .....	5.9-6
5.9.4.1	Issue 1: Ambient Noise .....	5.9-6
5.9.4.2	Issue 2: Noise – Land Use Compatibility .....	5.9-9
5.9.4.3	Issue 3: Airport Noise .....	5.9-13
5.9.4.4	Issue 4: San Diego Municipal Code – On-site Generated Noise .....	5.9-13

	5.9.4.5	Issue 5: Construction Noise .....	5.9-14
	5.9.4.6	Issue 6: Vibration .....	5.9-15
	5.9.5	Significance of Impacts .....	5.9-16
	5.9.6	Mitigation Framework.....	5.9-18
	5.9.7	Significance of Impacts After Mitigation.....	5.9-19
5.10		Public Services and Facilities .....	5.10-1
	5.10.1	Existing Conditions .....	5.10-1
	5.10.2	Methodology and Assumptions .....	5.10-1
	5.10.3	Significance Determination Thresholds .....	5.10-1
	5.10.4	Impact Analysis .....	5.10-2
	5.10.4.1	Issue 1: Public Facilities .....	5.10-2
	5.10.4.2	Issue 2: Deterioration of Existing Neighborhood Parks and Recreational Facilities .....	5.10-7
	5.10.4.3	Issue 3: Construction or Expansion of Recreational Facilities .....	5.10-7
	5.10.5	Significance of Impacts .....	5.10-7
	5.10.6	Mitigation Framework.....	5.10-9
5.11		Public Utilities .....	5.11-1
	5.11.1	Existing Conditions .....	5.11-1
	5.11.2	Methodology and Assumptions .....	5.11-1
	5.11.3	Significance Determination Thresholds .....	5.11-1
	5.11.4	Impact Analysis .....	5.11-2
	5.11.4.1	Issue 1: Water Supply.....	5.11-2
	5.11.4.2	Issue 2: Utilities.....	5.11-3
	5.11.4.3	Issue 3: Solid Waste Management .....	5.11-5
	5.11.5	Significance of Impacts .....	5.11-6
	5.11.6	Mitigation Framework.....	5.11-8
5.12		Transportation.....	5.12-1
	5.12.1	Existing Conditions .....	5.12-1
	5.12.2	Methodology and Assumptions .....	5.12-13
	5.12.3	Significance Determination Thresholds .....	5.12-13
	5.12.4	Impact Analysis .....	5.12-15
	5.12.4.1	Issue 1: Conflicts with Current Plans/Policies.....	5.12-15
	5.12.4.2	Issue 2: Hazardous Design Features.....	5.12-29
	5.12.4.3	Issue 3: Vehicle Miles Traveled per Capita-SB 743 Analysis ....	5.12-30
	5.12.5	Significance of Impacts .....	5.12-31
	5.12.6	Mitigation Framework.....	5.12-34
	5.12.7	Significance of Impacts after Mitigation .....	5.12-35
5.13		Visual Effects and Neighborhood Character .....	5.13-1
	5.13.1	Existing Conditions .....	5.13-1
	5.13.2	Methodology and Assumptions .....	5.13-1
	5.13.3	Significance Determination Thresholds .....	5.13-1
	5.13.4	Impact Analysis .....	5.13-2
	5.13.4.1	Issue 1: Scenic Vistas or Views.....	5.13-2
	5.13.4.2	Issue 2: Neighborhood Character .....	5.13-2
	5.13.4.3	Issue 3: Landform Alteration .....	5.13-4
	5.13.4.4	Issue 4: Light and Glare .....	5.13-5
	5.13.4.5	Issue 5: Loss of Distinctive or Landmark Trees .....	5.13-6

5.13.5	Significance of Impacts .....	5.13-6
5.13.6	Mitigation Framework.....	5.13-7
6.0	CUMULATIVE IMPACTS.....	6-1
6.1	Air Quality.....	6-2
6.2	Biological Resources .....	6-3
6.3	Geology and Soils.....	6-3
6.4	Greenhouse Gas Emissions .....	6-4
6.5	Historical, Archaeological, and Tribal Cultural Resources .....	6-4
6.6	Human Health, Public Safety, and Hazardous Materials.....	6-5
6.7	Hydrology and Water Quality .....	6-5
6.8	Land Use.....	6-6
6.9	Noise .....	6-6
6.10	Public Services and Facilities .....	6-7
6.11	Public Utilities .....	6-7
6.11.1	Water Supply.....	6-7
6.11.2	Utilities .....	6-7
6.11.3	Solid Waste Management .....	6-7
6.12	Transportation.....	6-8
6.13	Visual Effects and Neighborhood Character .....	6-8
7.0	OTHER MANDATORY DISCUSSION AREAS.....	7-1
7.1	Growth Inducement.....	7-1
7.2	Effects Found Not to be Significant .....	7-2
7.2.1	Agriculture and Forestry Resources.....	7-2
7.2.2	Energy .....	7-3
7.2.3	Mineral Resources.....	7-6
7.2.4	Paleontological Resources .....	7-6
7.2.5	Population and Housing.....	7-8
7.3	Unavoidable Significant Environmental Impacts.....	7-8
7.4	Significant Irreversible Environmental Changes .....	7-9
7.4.1	Primary Impacts Related to Nonrenewable Resources .....	7-9
7.4.2	Secondary Impacts Related to Access to Previously Inaccessible Areas .....	7-10
7.4.3	Impacts Related to Environmental Accidents .....	7-10
8.0	ALTERNATIVES.....	8-1
8.1	Development and Identification of Alternatives .....	8-1
8.2	No Project Alternative (Adopted Community Plan).....	8-7
8.2.1	Description .....	8-7
8.2.2	Analysis of No Project Alternative .....	8-10
8.3	Alternative 1 (Reduced Density Alternative).....	8-18
8.3.1	Description .....	8-18
8.3.2	Analysis of Alternative 1: Reduced Density Alternative.....	8-18
8.4	Alternative 2 (Reduced Height Alternative) .....	8-25
8.4.1	Description .....	8-25
8.4.2	Analysis of Alternative 2: Reduced Height Alternative .....	8-26
8.5	Alternative 3 (Reduced Industrial Employment Alternative).....	8-33
8.5.1	Description .....	8-33
8.5.2	Analysis of Alternative 3: Reduced Industrial Employment Alternative.....	8-34

8.6	Alternative 4 (Residential Options Alternative) .....	8-41
8.6.1	Description .....	8-41
8.6.2	Analysis of Alternative 4: Residential Options Alternative .....	8-41
8.7	Environmentally Superior Alternative .....	8-48
9.0	REFERENCES CITED .....	9-1
10.0	INDIVIDUALS CONSULTED/PREPARERS .....	10-1

## LIST OF APPENDICES

A	Notice of Preparation (NOP) and Comments on the NOP
B	Air Quality Technical Report
C	Biological Resources Report
D	Desktop Geotechnical and Geologic Hazard Evaluation
E	Greenhouse Gas Emissions Technical Report
F	Cultural Resources Constraints and Sensitivity Analyses
G	Historic Context Statement
H	Hazardous Materials Technical Study
I	Hydrology and Water Quality Report
J	Noise Technical Report
K	Water and Wastewater Summary
L	Water Supply Assessment
M	Transportation Impact Study
N	Paleontological Resource Assessment

## LIST OF FIGURES

<b><u>No.</u></b>	<b><u>Title</u></b>	<b><u>On or Follows Page</u></b>
2-1	Regional Location .....	2-2
2-2	Kearny Mesa Community Plan Area .....	2-2
2-3	Vegetation Communities and Land Cover Types .....	2-6
2-4	Geologic Map .....	2-24
2-5	Geologic Hazards .....	2-26
2-6	Montgomery-Gibbs Executive Airport, Airport Influence Area .....	2-36
2-7	MCAS Miramar Airport Influence Area .....	2-36
2-8	Drainage Map .....	2-36
2-9	Adopted Kearny Mesa Community Plan Land Uses .....	2-40
2-10	Existing Zoning .....	2-42
2-11	Existing Public Facilities .....	2-42
2-12	Existing Bicycle Facilities .....	2-54
2-13	Existing Transit Routes and Stops .....	2-54
2-14	Existing Visual Conditions - Industrial Development .....	2-56
2-15	Existing Visual Conditions - Commercial Development .....	2-56
2-16	Existing Visual Conditions - Residential Development .....	2-56
2-17	Existing Visual Conditions - Transportation Facilities .....	2-56
2-18	Existing Visual Conditions - Open Space .....	2-56
3-1	Planned Land Use .....	3-6
3-2	Planned Roadway Network Classifications .....	3-8
3-3	Planned Bicycle Network .....	3-8
3-4	Planned Pedestrian Routes .....	3-8
3-5	Planned Transit Network .....	3-8
3-6	Proposed Zoning .....	3-10
5.2-1	Conserved Land .....	5.2-2
5.2-2	USFWS Critical Habitat .....	5.2-8
5.2-3	Wildlife Movement Opportunities .....	5.2-12
5.5-1	Kearny Mesa Cultural Sensitivity: Archaeological Resources and Tribal Cultural Resources .....	5.5-4
5.5-2	Potentially Eligible Historic Resources .....	5.5-6
5.7-1	Flood Zones .....	5.7-4
5.8-1	Montgomery-Gibbs Executive Airport Noise Compatibility Map .....	5.8-12
5.8-2	Montgomery-Gibbs Executive Airport Safety Compatibility Map .....	5.8-12
5.8-3	Montgomery-Gibbs Executive Airport Airspace Protection Boundary .....	5.8-14
5.8-4	Montgomery-Gibbs Executive Airport Navigation Easement and Overflight Notification Areas .....	5.8-14
5.8-5	MCAS Miramar Airport Noise Compatibility Map .....	5.8-14
5.8-6	MCAS Miramar Safety Compatibility Map .....	5.8-14
5.8-7	MCAS Miramar Airspace Protection Boundary .....	5.8-14
5.8-8	MCAS Miramar Overflight Notification Areas .....	5.8-14
5.9-1	Baseline Noise Measurement Locations .....	5.9-2
5.9-2	Existing Transportation Noise Contours .....	5.9-2
5.9-3	Future Transportation Noise Contours .....	5.9-10

7-1	Paleontological Resource Sensitivity .....	7-8
8-1	Alternative 1 – Reduced Density Alternative .....	8-18
8-2	Alternative 3 – Reduced Industrial Employment Alternative .....	8-34
8-3	Alternative 4 – Residential Options Alternative .....	8-42

## LIST OF TABLES

<b>No.</b>	<b>Title</b>	<b>Page</b>
ES-1	Summary of Impacts and Proposed Mitigation .....	ES-8
2-1	Federal and State Air Quality Designations .....	2-4
2-2	Summary of Air Quality Monitoring Data .....	2-5
2-3	Vegetation Communities and Land Cover Types in the CPU Area .....	2-6
2-4	Sensitive Plant Species and Potential to Occur in the CPU Area .....	2-15
2-5	Sensitive Wildlife Species and Potential to Occur in the CPU Area .....	2-20
2-6	Fault Characteristics for Active Faults in the Region .....	2-26
2-7	California Greenhouse Gas Emissions by Sector .....	2-27
2-8	San Diego County Greenhouse Gas Emissions by Sector .....	2-28
2-9	Existing CPU Area Greenhouse Gas Emissions .....	2-29
2-10	Base Year (2012) Land Use Distribution Summary .....	2-40
2-11	Beats 311 and 313 Call Priority Response Times .....	2-43
2-12	Incident Runs for Fire Stations Serving the CPU Area for Fiscal Year 2018 .....	2-44
2-13	Deployment Measures for San Diego City Growth by Population Density per Square Mile .....	2-45
2-14	Aggregate Population Standards .....	2-46
2-15	School Enrollment and Capacity .....	2-47
2-16	SDG&E 2017 Power Mix .....	2-52
2-17	Existing Bicycle Facilities .....	2-55
3-1	Project Components .....	3-1
3-2	Proposed Kearny Mesa Community Plan Land Use Designations .....	3-5
3-3	Proposed Zone Classifications .....	3-9
3-4	Comparison of Base Year and Estimated Buildout of Proposed CPU .....	3-12
3-5	Comparison of Base Year and Proposed CPU Residential Development .....	3-14
3-6	Comparison of Base Year and Proposed CPU Non-Residential Development .....	3-14
3-7	Potential Future Discretionary Actions Associated with the Proposed Project .....	3-15
4-1	Ambient Air Quality Standards .....	4-1
4-2	City of San Diego Land Use – Noise Compatibility Guidelines .....	4-49
4-3	City of San Diego Table of Applicable Noise Limits .....	4-51
4-4	Deployment Measures to Address Future Growth by Population Density per Square Mile .....	4-54
4-5	Deployment Measures to Address Future Growth by Population Clusters .....	4-54
5.1-1	Adopted Community Plan and Proposed CPU Buildout Land Use Assumptions .....	5.1-3
5.1-2	Screening-Level Thresholds for Air Quality Impact Analysis .....	5.1-5
5.1-3	Construction Emissions – Five-Acre Mixed-Use Project .....	5.1-9
5.1-4	Maximum Daily Operational Increase from Implementation of the Project .....	5.1-10
5.1-5	CARB Land Use Siting Recommendations .....	5.1-13
5.2-1	MHPA Land Use Adjacency Guidelines Consistency .....	5.2-13

5.4-1	Comparison of Adopted Community Plan versus Proposed Project GHG Emissions .....	5.4-6
5.5-1	Summary of Potentially Eligible Historic Resources within the Kearny Mesa CPU Area.....	5.5-5
5.5-2	Previously Recorded Prehistoric and Historic Archaeological Resources within the Kearny Mesa CPU Area .....	5.5-8
5.9-1	Noise Measurements.....	5.9-1
5.9-2	Typical Construction Equipment Noise Levels .....	5.9-4
5.9-2	Maximum Vibration Levels for Construction Equipment for Potential Damage and Annoyance.....	5.9-6
5.9-4	Traffic Noise Levels .....	5.9-7
5.9-5	Future Traffic Noise Contour Distances from Roadway Centerline .....	5.9-9
5.10-1	Student Generation Rates from Existing Housing Units in the CPU Area .....	5.10-5
5.10-2	Potential Student Generation Rates from Future Additional Housing in the CPU Area.....	5.10-6
5.11-1	Estimated Change in Solid Waste Generation.....	5.11-6
5.12-1	Significance Thresholds for Transportation VMT Impacts by Land Use Type.....	5.12-14
5.12-2	List of Intersections with Planned Modifications within the CPU Area.....	5.12-28
5.12-3	Kearny Mesa Base Year VMT Efficiency Metrics.....	5.12-30
5.12-4	Proposed Project VMT Metrics for Residential and Employment Uses .....	5.12-31
7-1	Estimated Energy Consumption in the CPU Area .....	7-5
8-1	Summary of Impacts for the Proposed Project and Alternatives .....	8-4
8-2	Buildout Summary .....	8-9

## Acronyms and Abbreviations

AB	Assembly Bill
ABLE	Airborne Law Enforcement Unit
ABM	Activity Based Model
ACM	Asbestos Containing Materials
ADRP	Archaeological Data Recovery Plan
ADT	average daily traffic/trips
AF	acre-feet
AGR	agricultural supply
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCPs	Airport Land Use Compatibility Plans
AMSL	above mean sea level
APS	alternative planning strategy
AQUA	aquaculture
ASTM	American Society for Testing and Materials
ASTs	Aboveground Storage Tanks
ATL	average trip length
ATS	advanced treatment system
Basin Plan	Water Quality Control Plan for the San Diego Basin
BAT	best available technology
BCT	best conventional technology
bgs	below ground surface
BIOL	preservation of biological habitats of special significance
BMPs	best management practices
BP	Before Present
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CalARP	California Accidental Release Prevention
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
CAL-NAGPRA	California Native American Graves Protection and Repatriation Act
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act

CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CEUS	Commercial End Use Survey
CFC	California Fire Code
CFGF	California Fish and Game Code
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH <sub>4</sub>	methane
CHRIS	California Historical Resources Information Systems
CIP	Capital Improvements Program
City	City of San Diego
CNDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalents
COLD	cold freshwater habitat
COMM	commercial and sport fishing
County	County of San Diego
CPIOZ	Community Plan Implementation Overlay Zone
CPU	Community Plan Update
CPUC	California Public Utilities Commission
CRC	California Residential Code
CRHR	California Register of Historic Resources
CSMP	Construction Site Monitoring Program
CTC	California Transportation Commission
CUPA	Certified Unified Program Agency
CVOC	chlorinated volatile organic compounds
CWA	Clean Water Act
dB	decibel(s)
dBA	A-weighted decibels
DCE	dichloroethene
DEH	Department of Environmental Health
DIFs	Development Impact Fees
DOT	U.S. Department of Transportation
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
DTSC	Department of Toxic Substances Control
EB	eastbound
EIR	Environmental Impact Report
EMP	Environmental Mitigation Program
EMS	Emergency Medical Service
EMTs	Emergency medical technicians
EO	Executive Order
EOC	Emergency Operations Center

EOP	Emergency Operations Plan
EPIC	Energy Policy Initiative Center
ESL	Environmentally Sensitive Lands
EST	estuarine habitat
°F	degrees Fahrenheit
FAA	Federal Aviation Administration
FAR	floor area ratio
FBFMs	Flood Boundary & Floodway Maps
FE	federally listed endangered species
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHBMs	Flood Hazard Boundary Maps
FHWA	Federal Highway Administration
FIRMs	Flood Insurance Rate Maps
FTA	Federal Transit Administration
FY	Fiscal Year
GDP	General Development Plan
General Plan	City of San Diego General Plan
GHG	greenhouse gas
gpd	gallons per day
GWP	global-warming potential
H&SC	California Health and Safety Code
HA	Hydrologic Area
HFCS	hydrofluorocarbons
HHRAs	human health risk assessments
HMBP	Hazardous Materials Business Plan
HMD	Hazardous Materials Division
HMP	Hydromodification Management Plan
HRB	Historical Resources Board
HRS	Hazard Ranking System
HSA	hydrologic subarea
HU	Hydrologic Unit
HVAC	heating, ventilation and air conditioning
Hz	Hertz
I-	Interstate
IA	Implementing Agreement
IEM	Iowa Environmental Mesonet
in/sec	inches per second
IND	industrial service supply
ITS	Intelligent Transportation Systems
IWRP	Integrated Water Resources Plan
kHz	kilohertz
LBP	lead-based paint

LCFS	Low Carbon Fuel Standard
LDC	Land Development Code
LDM	Land Development Manual
L <sub>DN</sub>	Day-Night Sound Level 24-hour average
LID	low impact development
LOS	Level of service
LPI	Lead pedestrian intervals
MAR	marine habitat
MBTA	Migratory Bird Treaty Act
MCAS	Marine Corps Air Station
MCLs	Maximum Contaminant Levels
MEP	maximum extent practicable
mgd	million gallons per day
MHMP	Multi-Jurisdictional Hazard Mitigation Plan
MHPA	Multi-Habitat Planning Area
MIGR	migration of aquatic organism
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
MOU	Memorandum of Understanding
mPa	micro Pascal
mpg	miles per gallon
mph	miles per hour
MPL	Multiple Property Listing
MPOs	metropolitan planning organizations
MS4	Municipal Separate Storm Sewer System
MSCP	Multiple Species Conservation Program
MT	metric ton
MTS	Metropolitan Transit System
MUN	municipal and domestic supply
MW	megawatt
MWD	The Metropolitan Water District of Southern California
N <sub>2</sub> O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act of 1990
NAHC	Native American Heritage Commission
NAV	navigation
NB	northbound
NE	Narrow Endemic
NESHAP	National Emission Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NMI	North Metro Inceptor
NO	nitrogen oxide
NO <sub>2</sub>	nitrogen dioxide
NOP	Notice of Preparation
NO <sub>x</sub>	nitrogen oxides

NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NSLUs	Noise-sensitive land uses
NWI	National Wetlands Inventory
O <sub>3</sub>	ozone
OES	Office of Emergency Services
OHP	Office of Historic Preservation
OPR	Office of Planning and Research
OSHA	Occupational and Safety Health Administration
PEIR	Program Environmental Impact Report
PFCs	perfluorocarbons
PM <sub>10</sub>	particulate matter less than 10 microns in diameter
PM <sub>2.5</sub>	particulate matter less than 2.5 microns in diameter
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
PROC	industrial process supply
PUD	Public Utilities Department
RAQS	Regional Air Quality Strategy
RARE	rare, threatened, or endangered species
RASS	Residential Appliance Saturation Survey
RCRA	Resource Conservation and Recovery Act
REAP	Rain Event Action Plan
REC-1	contact water recreation
REC-2	non-contact water recreation
RMS	root mean square
ROGs	Reactive Organic Gases
RRP Rule	Renovation, Repair, and Painting Rule
RTP	Regional Transportation Plan
RUE	Restrictive Use Easement
RUWMP	Regional Urban Water Management Plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SanGIS	San Diego Geographic Information Source
SAP	Subarea Plan
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SB	southbound
SCAQMD	South Coast Air Quality Management District
SCIC	South Coastal Information Center
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District

SDFD	San Diego Fire Department
SDG&E	San Diego Gas and Electric
SDMC	San Diego Municipal Code
SDMMP	San Diego Management and Monitoring Program
SD-OHS	San Diego Office of Homeland Security
SDPD	San Diego Police Department
SDUSD	San Diego Unified School District
SDWA	Safe Drinking Water Act
SE	State listed endangered species
SF	square foot/feet
SF <sub>6</sub>	sulfur hexafluoride
SFHAs	Special Flood Hazard Areas
SHELL	shellfish harvesting
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO <sub>2</sub>	sulfur dioxide
SoCalGas	Southern California Gas Company
SPL	sound pressure level
SPWN	spawning, reproduction, and/or early development
SR	State Route
STC	Sound Transmission Class
SWIS	Solid Waste Information System Database
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
T&SW	Transportation and Storm Water Department
TACs	toxic air contaminants
TCA	trichloroethane
TCE	trichloroethylene
TCMs	Transportation Control Measures
TDM	Transportation Demand Management
THPO	Tribal Historic Preservation Officer
TIS	Transportation Impact Study
TMDL	Total Maximum Daily Load
TOD	transit-oriented development
TPA	Transit Priority Area
TWLTL	two-way left turn lane
U.S.C.	United States Code
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
USTs	Underground Storage Tank
UWMP	Urban Water Management Plan
VdB	vibration decibels
VM	vehicle miles traveled

VOCs	volatile organic compounds
VPHCP	Vernal Pool Habitat Conservation Plan
WARM	warm freshwater habitat
Water Authority	San Diego County Water Authority
WB	westbound
WDRs	Waste Discharge Requirements
WILD	wildlife habitat
WLAs	waste load allocations
WML	West Miramar Landfill
WMP	Waste Management Plan
WPCP	Water Pollution Control Plan
WQBELs	water quality-based effluent limitations
WQIPs	Water Quality Improvement Plans
WRCC	Western Regional Climate Center
WSA	Water Supply Assessment
WTP	Water Treatment Plant

This page intentionally left blank

# EXECUTIVE SUMMARY

This Program Environmental Impact Report (PEIR) for the proposed Kearny Mesa Community Plan Update (CPU) and associated discretionary actions (collectively referred to throughout this PEIR as the “project”) has been prepared on behalf of the City of San Diego (City) in compliance with the California Environmental Quality Act (CEQA) Statute and Guidelines (Public Resources Code [PRC], Section 21000 et seq. and California Code of Regulations [CCR], Title 14, Section 15000, et seq.) and in accordance with the City’s CEQA Significance Determination Thresholds (City 2016).

The project analyzed within this PEIR is a comprehensive update of the Kearny Mesa Community Plan. The proposed CPU incorporates relevant policies from the City of San Diego General Plan (General Plan), and provides a long-range, comprehensive policy framework and vision for growth and development in the Kearny Mesa community. The proposed CPU provides community-specific policies that further implement the General Plan with respect to the distribution and arrangement of land uses and the local street and transit network; urban design guidelines; recommendations to preserve and enhance natural open space and historical and cultural resources; and prioritization and provision of public facilities within the Kearny Mesa community.

A PEIR is intended to inform decision-makers and the general public of the potential significant environmental impacts of a proposed project. The PEIR also considers the availability of mitigation measures to minimize significant impacts and evaluates reasonable alternatives to the proposed CPU that may reduce or avoid one or more significant environmental effects.

## ES.1 Proposed Project

### ES.1.1 Project Location and Setting

Kearny Mesa is located in the central portion of the City. The CPU area encompasses 4,423 acres and is bounded by State Route (SR) 52 on the north, Interstate (I-) 805 on the west, and I-15 on the east. The southern CPU area boundary consists of properties south of Aero Drive and those extending to Friars Road along the western edge of I-15. Marine Corps Air Station (MCAS) Miramar is located to the north of the CPU area, the community of Tierrasanta is to the east, the communities of Serra Mesa and Mission Valley are to the south, the community of Clairemont Mesa is located to the west, and a small portion of the community of Linda Vista is adjacent to the southwest.

The CPU area is predominantly urbanized and largely developed with industrial, commercial, and office uses due its role as a major employment center. Other uses include residential, institutional, educational, recreation, open space, Montgomery-Gibbs Executive Airport, transportation facilities/utilities, and vacant land. Development is concentrated on the relatively flat mesa top that characterizes most of the landform within the CPU area. Two major canyons traverse the community, including Murphy Canyon that parallels I-15 along the eastern CPU area boundary and a tributary canyon of the San Clemente Canyon that extends into the northwest portion of the CPU area between the I-805 and SR 52.

## ES.1.2 Project Description

The proposed project entails a comprehensive update to the Kearny Mesa Community Plan, which is intended to guide future development. It articulates an overall vision, designates land uses, and provides a comprehensive set of policies for new development within the Kearny Mesa community. The proposed CPU provides community-specific policies that further implement the General Plan with respect to the distribution and arrangement of land uses, local street and transit network; urban design guidelines; recommendations to preserve and enhance natural open space and historic and cultural resources; and prioritization and provision of public facilities within the Kearny Mesa community. The proposed CPU maintains strong employment areas and identifies new village areas. The proposed CPU also enhances community connections with a comprehensive network of complete streets, urban paths, and paseos.

Implementation of the proposed project requires adoption of the proposed Kearny Mesa Community Plan and other associated discretionary actions, including the following:

- Adoption of the amendments to the General Plan to incorporate the Community Plan land use designations and update the Other Industrial Lands;
- Rezone land within Kearny Mesa to be consistent with the Community Plan;
- Amend San Diego Municipal Code Sections 131.0531 (Development Regulations Tables for Commercial Zones) and 131.0631 (Development Regulations Table for Industrial Zones) to apply citywide development regulations related to maximum floor area ratio (FAR) for Commercial - Neighborhood (CN), Commercial - Regional (CR), Commercial - Office (CO), Commercial - Visitor (CV), Commercial - Parking (CP), and Commercial - Community (CC), International-Business and Trade zones (IBT), and Industrial - Park (IP) zones; Section 131.0631 (Development Regulations Table for Industrial Zones) to increase the maximum FAR to 1.0 for Industrial - Light zones (IL) for by-right development in Kearny Mesa; and Section 131.0631 (Development Regulations Table for Industrial Zones) to remove the maximum lot size for Industrial - Small zones (IS);
- Amend the San Diego Municipal Code Section 132.1402 (Community Plan Implementation Overlay Zone [CPIOZ]) to adopt a new CPIOZ for the Kearny Mesa Community Plan area; and
- Rescind the StoneCrest Specific Plan.

The intent of the proposed CPU is to establish a vision for Kearny Mesa as a vibrant employment community and provide direction on future uses and needed improvements to achieve that vision. It balances land use needs for employment areas that grow the City's economy with villages and neighborhoods that support the workforce. The proposed CPU contains the following sections:

- **Vision and Land Use:** The vision for a vibrant employment community is supported by a discussion of the planned land uses, as depicted on the proposed land use map, and land use framework for the Kearny Mesa community.
- **Regulatory Framework and Policies:** The Regulatory Framework and Policies section provides the relationship between the Community Plan and other relevant plans and

regulations. A summary of key strategies and elements that guided the development of the Community Plan is included below along with a context for how the City's General Plan elements and other documents apply to Kearny Mesa. To help decision-makers, citizens, property owners, and developers review private and public development and improvement projects, this section also includes a comprehensive policy table. The policies provide specific guidance on how development should address land use, mobility, urban design, parks, and public facilities.

- **Historic Preservation:** The Historic Preservation section identifies the various historical themes that have played a role in the development of the community and includes policies to identify and preserve the significant historical, archaeological, and tribal cultural resources of the Kearny Mesa community.
- **Mobility:** The Mobility section describes the future pedestrian, bicycle, transit, and vehicular roadway network and lists planned roadway modifications. It also includes policies for increased connections, alternative modes of transportation, and strategic roadway improvements that could improve existing roadway function, as well as policies regarding Transportation Demand Management, Intelligent Transportation Systems, and parking management.
- **Urban Design:** The Urban Design section provides requirements and recommendations for achieving high-quality design of the built environment and the proposed community connections. It addresses design of the public realm (rights-of-way, streetscapes, signage, public open spaces, etc.) as well as site design and building orientation.
- **Parks, Recreation, and Open Space:** The Parks, Recreation, and Open Space section describes opportunities for active recreation, trail connections to passive recreation, and the parks needs for the community.
- **Public Facilities, Services and Safety:** The Public Facilities, Services, and Safety section outlines the community facilities needed to ensure that appropriate levels of public facilities and services are maintained. The related policies identify those public facilities and services needed to serve existing and future residents, including educational facilities, public safety services, and infrastructure systems.

## ES.2 Project Objectives

In accordance with CEQA Guidelines Section 15124(b), the following specific objectives for the proposed project support the underlying purpose of the project, assisted the City as lead agency in developing a reasonable range of alternatives to evaluate in this PEIR, and will ultimately aid the lead agency in preparing findings and overriding considerations, if necessary. The primary objectives of the proposed project are to:

- Sustain and enhance employment areas, including industrial and commercial office uses to support the City's economy;

- Provide for a vibrant employment and residential community by establishing mixed-use villages along major corridors with a range of housing types and employment uses within a distinctive, pedestrian-oriented setting;
- Provide housing and commercial uses in proximity to transit;
- Enhance community connectivity by creating urban pathways, linear parks, paseos, complete streets, and mobility hubs to link land uses and activity centers throughout the community;
- Enhance community identity and the pedestrian environment through land use, urban design, and linear parks to create an inviting destination for residents, businesses, and visitors;
- Encourage the development of the Convoy Corridor in a manner that reflects its Pan-Asian culture and aligns with the design guidelines in the Community Plan.
- Provide parks, plazas, and promenades that promote a healthy, active community and provide multiple benefits as areas for recreation, community events, and connections;
- Create a robust mobility system of high-quality facilities and connections that promotes more transportation choices for pedestrians, bicyclists, and transit users within the community;
- Locate housing in select areas near employment centers to improve sustainability in support of the City's Climate Action Plan; and
- Preserve open space areas and important natural resources, including vernal pools, drainages, sensitive habitat, and steep slopes.

## **ES.3 Areas of Controversy**

The Notice of Preparation (NOP) was distributed on November 9, 2018 for a 30-day public review and comment period, and a public scoping meeting was held on November 28, 2018. CEQA-related issues of potential controversy raised in response to the NOP include concerns related to traffic, parks and recreational facilities, schools, and drainage. The NOP and comment letters are included in this PEIR as Appendix A.

Environmental impacts classified as significant and unavoidable that may generate controversy have been identified in the resource topics of air quality; historical, archaeological, and tribal cultural resources; noise; public services and facilities; public utilities; transportation; and visual effects and neighborhood character, insofar as they may be controversial to the general public, public agencies, and/or stakeholders. Table ES-1 lists significant and unavoidable impact summarizes the results of the impact analysis and lists applicable mitigation measures.

## ES.4 Alternatives

To fully evaluate the environmental effects of proposed projects, CEQA mandates that alternatives to the proposed project be analyzed. Section 15126.6 of the CEQA Guidelines requires the discussion of “a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project” and evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to “focus on alternatives to the project or its location, which are capable of avoiding or substantially lessening any significant effects of the project,” even if these alternatives would impede to some degree the attainment of the project objectives.

Alternatives to the proposed project are evaluated in Chapter 8, *Alternatives*, of this PEIR. The evaluations analyze the ability of each alternative to further reduce or avoid the significant environmental effects of the proposed project. Each major issue area included in the impact analysis of this PEIR has been given consideration in the alternatives analysis. This PEIR evaluates five alternatives to the project: No Project Alternative (Adopted Community Plan); Alternative 1 (Reduced Density Alternative), Alternative 2 (Reduced Height Alternative); Alternative 3 (Reduced Industrial Employment Alternative); and Alternative 4 (Residential Options Alternative).

### ES.4.1 No Project Alternative (Adopted Community Plan)

Under the No Project Alternative, the adopted Kearny Mesa Community Plan would continue to guide development. The adopted community plan identifies the major issues relevant to Kearny Mesa and provides a framework to guide the future growth and development of the community. The adopted community plan includes goals and policies to:

- Ensure the continued development of Kearny Mesa as a regional employment center, containing a mix of industrial, office, retail and compatible housing land uses;
- Encourage the provision of a multi-modal transportation system that provides access to the entire community as efficiently as possible; and
- Create a sense of community identity by encouraging the provision of high-quality urban design, complementary mixed uses and the provision of focal points that advertise Kearny Mesa as a regional employment center, consumer destination and a mix of other complementary uses that support these primary uses.

The purpose of evaluating the No Project Alternative is to allow decision makers to compare the potential impacts of approving the proposed project with the potential impacts of not approving the proposed project. The No Project Alternative represents what would reasonably be expected to occur in the foreseeable future if the proposed project were not approved.

### ES.4.2 Alternative 1 (Reduced Density Alternative)

Alternative 1, Reduced Density Alternative, retains more of the existing industrial and business park areas with industrial land use designations and would also amend the San Diego Municipal Code

(SDMC) to increase the Floor Area Ratio (FAR) limits for commercial and industrial zones. Alternative 1 would also include mixed-use village areas for more people to live closer to a centrally-located job center; however, new mixed-use and residential areas would be more limited within airport safety zones 1 through 4 for Montgomery-Gibbs Executive Airport, the Transition Zone for MCAS Miramar, and along Aero Drive.

### **ES.4.3 Alternative 2 (Reduced Height Alternative)**

Alternative 2, Reduced Height Alternative, proposes the same land uses and land use distribution as the proposed project and would also amend the SDMC to increase the FAR limits for commercial and industrial zones. Alternative 2 would implement the planned land uses in the proposed village area with zones that have reduced height limits for a development pattern that is urbanized but at a lower scale.

### **ES.4.4 Alternative 3 (Reduced Industrial Employment Alternative)**

Alternative 3, Reduced Industrial Employment Alternative, would implement the planned land uses with zones that apply citywide development standards related to maximum lot coverage. Alternative 3 would provide additional capacity for non-residential development throughout the CPU area. Alternative 3 assumes that the majority of new non-residential development would consist of multi-story buildings to accommodate buildout of more commercial services, retail, and office space.

### **ES.4.5 Alternative 4 (Residential Options Alternative)**

Alternative 4, Residential Options Alternative, proposes alternate sites for mixed-use development with residential uses. Alternative 4 also meet the plan goals to strengthen the existing employment base, while also integrating housing in key locations and improving connections in the community. Alternative 4 would maintain the overall distribution of land use categories and buildout in the proposed CPU; however, it would shift some residential uses east of SR 163 to alternative sites west of SR 163 and would maintain the industrial area near Armour Drive and Othello Avenue east of Convoy Street.

### **ES.4.6 Environmentally Superior Alternative**

Section 15126.6(e)(2) of the CEQA Guidelines requires an EIR to identify the environmentally superior alternative. The guidelines also require that if the No Project Alternative is identified as the environmentally superior alternative, another environmentally superior alternative must be identified. Based on a comparison of the alternatives' overall environmental impacts and their compatibility with the proposed project's goals and objectives, Alternative 1 (Reduced Density Alternative) is the environmentally superior alternative for this PEIR.

## **ES.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES THAT REDUCE THE IMPACT**

Table ES-1, *Summary of Impacts and Proposed Mitigation*, summarizes the results of the environmental analysis including the potentially significant environmental impacts of the proposed project and proposed mitigation measures to reduce or avoid these impacts. Impacts and mitigation measures are organized by issue in Chapter 5, *Environmental Analysis*. Chapter 5 also includes discussions of proposed policies that would reduce identified impacts. Chapter 6, *Cumulative Impacts*, includes an analysis of cumulative impacts of the proposed project for each issue.

Pursuant to CEQA Guidelines Section 15126, all components associated with the proposed project are considered in this PEIR at the program level when evaluating potential impacts on the environment, including the construction of future development and supporting facilities and utilities.

**Table ES-1  
SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>AIR QUALITY</b>			
<b>Conflicts with or Obstructs Air Quality Plans:</b> <i>Would the proposed project conflict with or obstruct the implementation of the applicable air quality plan?</i>	The proposed project would be consistent with the goals of the Regional Air Quality Strategy (RAQS) and the General Plan's City of Villages strategy to develop compact, mixed-use, walkable communities close to transit connections and consistent with smart growth principles; however, because the proposed project would result in greater population, density, and vehicle miles traveled (VMT) when compared to the adopted Community Plan, future emissions associated with buildout of the proposed project would be greater than future emissions associated with buildout of the adopted Community Plan land uses. Therefore, emissions of ozone precursors would be greater than what is accounted for in the RAQS, and the proposed project would conflict with implementation of the RAQS and could have a potentially significant impact on regional air quality.	Mitigation measure AQ 5.1-1 as identified in Section 5.1.6	Significant and unavoidable
<b>Air Quality Standards:</b> <i>Would the proposed project result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?</i>	Criteria air pollutants generated during construction of new development pursuant to the proposed project could exceed trigger levels established by the San Diego Air Pollution Control District (SDAPCD), thereby violating the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). Operational emissions associated with buildout of the proposed project would be greater for all pollutants when compared to the adopted Community Plan. Therefore, implementation of the proposed project could result in a significant air quality impact related to violation of air quality standards.	Mitigation measures AQ 5.1-2, 5.1-3, and 5.1-4 as identified in Section 5.1.6	Significant and unavoidable
<b>Sensitive Receptors:</b> <i>Would the proposed project expose sensitive receptors to substantial pollutant concentrations, including toxins?</i>	The proposed project would not result in a carbon monoxide (CO) hotspot or the exposure of sensitive receptors to substantial, project-generated, localized CO emissions. Although redevelopment under the project may require the demolition or renovation of existing structures erected prior to 1979, which could result in the disturbance of asbestos containing materials (ACMs) and lead-based paint (LBP), compliance with established regulations would ensure that potential impacts associated with exposure to ACMs and LBP would be less than significant. Individual development projects could be located within the siting distances recommended by the CARB thereby potentially exposing sensitive receptors to elevated levels of toxic air contaminants (TACs). Therefore, impacts associated with the exposure of TACs to sensitive uses would be potentially significant.	Mitigation measure AQ 5.1-5 as identified in Section 5.1.6	Significant and unavoidable

**Table ES-1 (cont.)**  
**SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>AIR QUALITY (cont.)</b>			
<b>Odors:</b> <i>Would the proposed project create objectionable odors affecting a substantial number of people?</i>	Potential construction-generated odors would be localized, temporary, intermittent, and not expected to affect a substantial number of people. The proposed project would not introduce land uses that would generate substantial odor during operations. Therefore, impacts associated with odors would be less than significant.	None required	Less than significant
<b>BIOLOGICAL RESOURCES</b>			
<b>Sensitive Species:</b> <i>Would the proposed project result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies, or regulations, or by the CDFW or USFWS?</i>	Implementation of the proposed project has the potential to impact sensitive plant and wildlife species either directly through the loss of habitat (including critical habitat) and/or direct take; or indirectly by placing development in or adjacent to sensitive habitat. Potential impacts to sensitive species and/or designated critical habitat of listed species would be mitigated in accordance with City's Environmentally Sensitive Lands (ESL) Regulations, the Biology Guidelines, and the provisions of the Multiple Species Conservation Program (MSCP) Subarea Plan and Vernal Pool Habitat Conservation Plan (VPHCP). Potential impacts to birds covered by the Migratory Bird Treaty Act would be avoided by adherence to the requirements of this law. Through implementation of the existing regulatory framework, impacts to sensitive species would be less than significant.	None required	Less than significant
<b>Sensitive Habitats:</b> <i>Would the proposed project result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Manual, or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?</i>	Future projects implemented in accordance with the proposed project could potentially impact sensitive upland (Tier I, Tier II, Tier IIIA, and Tier IIIB), wetland habitat that are present within the CPU area. Future development under the proposed project would undergo environmental review, including compliance with the City's ESL Regulations prior to disturbance of those lands. Through compliance with the established development standards contained in the City's ESL Regulations, Biology Guidelines, MSCP Subarea Plan, and Multi-Habitat Planning Area (MHPA) Land Use Adjacency Guidelines, impacts to sensitive vegetation communities would be less than significant.	None required	Less than significant

**Table ES-1 (cont.)**  
**SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>BIOLOGICAL RESOURCES (cont.)</b>			
<b>Wetlands:</b> <i>Would the proposed project result in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pools, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?</i>	Future projects implemented in accordance with the proposed project could potentially impact wetlands or other jurisdictional areas that are present within the CPU area. If impacts to wetlands would occur, they would be regulated by the U.S. Army Corps of Engineers in accordance with Section 404 of the Clean Water Act (CWA), the Regional Water Quality Control Board in accordance with Section 401 of the CWA, the California Department of Fish and Wildlife (CDFW) under Section 1600 of the California Fish and Game Code, and the City in accordance with the City's Biology Guidelines, ESL Regulations, and MSCP Subarea Plan. Impacts to wetlands would be less than significant.	None required	Less than significant
<b>Wildlife Movement:</b> <i>Would the proposed project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Subarea Plan, or impede the use of native wildlife nursery sites?</i>	No designated wildlife corridors traverse the CPU area. Although a tributary canyon of the San Clemente Canyon, which is a wildlife corridor, extends into the CPU area, this canyon does not function as a wildlife corridor or connect with other habitat linkage areas. Furthermore, this area is surrounded by existing development and the Open Space land use designation would not be changed by the proposed CPU. Future development within the CPU area would undergo environmental review to determine potential impacts to wildlife corridors and impacts would be mitigated in accordance with the City's ESL Regulations, Biology Guidelines, and MSCP Subarea Plan. Therefore, the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Subarea Plan, or impede the use of native wildlife nursery sites. Impacts would be less than significant.	None required	Less than significant

**Table ES-1 (cont.)  
SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>BIOLOGICAL RESOURCES (cont.)</b>			
<b>Conservation Planning:</b> <i>Would the proposed project result in a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region?</i>	Future development in accordance with the proposed project would be subject to compliance with applicable current and future local, state and federal policies, guidelines, directives, and regulations, including but not limited to the State and federal Endangered Species Act, the City's ESL Regulations, the regional MSCP, the City's MSCP Subarea Plan, and the City's VPHCP. In addition, the proposed CPU includes policies aimed at resource protection. Future development within the CPU area would be evaluated for compliance with these requirements at the project level. Adherence to the above policies, guidelines, directives, and regulations would avoid future significant impacts. Therefore, the proposed project would not result in a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP Subarea Plan area or in the surrounding region. Impacts would be less than significant.	None required	Less than significant
<b>GEOLOGY AND SOILS</b>			
<b>Seismic Hazards:</b> <i>Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides?</i>	Future development activities within the CPU area would be required to comply with applicable regulatory/industry standard and codes, including the California Building Code (CBC) and SDMC to reduce potential seismic hazards to an acceptable level of risk. Thus, while the CPU area would be subject to seismic events, potential hazards associated with ground shaking and seismically induced hazards such as ground failure, liquefaction, or landslides would be reduced through implementation of site-specific geotechnical requirements associated with future development within the CPU area. Impacts related to seismic hazards would be less than significant.	None required	Less than significant

**Table ES-1 (cont.)**  
**SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>GEOLOGY AND SOILS (cont.)</b>			
<b>Erosion and Sedimentation:</b> <i>Would the proposed project result in substantial soil erosion or loss of topsoil?</i>	Future development projects implemented within the CPU area would be required to comply with applicable regulatory/industry standard and codes, including the SDMC (grading requirements), the City's Storm Water Program, and National Pollutant Discharge Elimination Program (NPDES) requirements to reduce potential impacts related to erosion and sedimentation hazards to an acceptable level of risk. Impacts would be less than significant.	None required	Less than significant
<b>Geologic Instability:</b> <i>Would the proposed project be located on a geologic unit or soil that is unstable or that would become unstable as a result of the proposed CPU, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?</i>	Future development projects implemented within the CPU area would be required to comply with applicable regulatory/industry standard and codes, including the SDMC and CBC to reduce potential impacts related to geologic instability to an acceptable level of risk. Potential hazards associated with instability would be addressed by the site-specific recommendations contained within geotechnical investigations as required by the SDMC. Impacts would be less than significant.	None required	Less than significant
<b>GREENHOUSE GAS EMISSIONS</b>			
<b>Greenhouse Gas Emissions:</b> <i>Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	The proposed project would increase aggregated greenhouse gas (GHG) emissions over those of the adopted Community Plan at buildout; however, this increase in GHG is a direct result of the implementation of the City's Climate Action Plan (CAP) Strategies and the General Plan's City of Villages Strategy. Increasing residential and commercial density in transit corridors and villages within a Transit Priority Area (TPA) would support the City in achieving the GHG emissions reduction targets of the CAP, and thus, impacts associated with GHG emissions would be less than significant.	None required	Less than significant
<b>Conflicts with Plans or Policies:</b> <i>Would the proposed project conflict with the City's Climate Action Plan or another applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?</i>	The proposed project would develop compact, walkable communities close to transit connections and consistent with smart growth principles. The CPU supports the multi-modal strategy of the SANDAG Regional Plan through improvements to increase bicycle, pedestrian, and transit access. Policies contained within the proposed CPU Vision and Mobility sections would serve to promote bus transit use as well as other forms of mobility, including walking and bicycling. The proposed CPU incorporates goals and	None required	Less than significant

**Table ES-1 (cont.)**  
**SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>GREENHOUSE GAS EMISSIONS (cont.)</b>			
	policies intended to support the General Plan and CAP policies and thus, impacts associated with GHG emissions would be less than significant.		
<b>HISTORICAL, ARCHAEOLOGICAL, AND TRIBAL CULTURAL RESOURCES</b>			
<b>Historic Buildings, Structures, Objects, or Sites:</b> <i>Would the proposed project result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a historic building (including an architecturally significant building), structure, object, or site?</i>	Future development and redevelopment under the proposed project could result in the alteration of a historical resource, where implementation of the proposed project would result in increased development potential. While the SDMC and policies in the proposed CPU provide for the regulation and protection of designated and potential historical resources, it is not possible to ensure the successful preservation of all historic built environment resources within the CPU area. All development projects with the potential to affect historical resources, such as designated historical resources; historical buildings, districts, landscapes, objects, and structures; important archaeological sites; tribal cultural resources; and traditional cultural properties are subject to site-specific review in accordance with the City's Historical Resources Regulations and Historical Resources Guidelines. However, even after application of the existing regulatory framework contained in the Historical Resources Guidelines and Historical Resources Regulations, the degree of future impacts and applicability, feasibility, and success of future avoidance measures cannot be adequately known for each specific future project at this program level of analysis. Thus, potential impacts to historic structures, objects, or sites, would be significant and unavoidable.	None feasible	Significant and unavoidable

**Table ES-1 (cont.)**  
**SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>HISTORICAL, ARCHAEOLOGICAL, AND TRIBAL CULTURAL RESOURCES (cont.)</b>			
<b>Prehistoric and Historic Archaeological Resources, Sacred Sites, and Human Remains:</b> <i>Would the proposed project result in a substantial adverse change in the significance of a prehistoric or historic archaeological resource, a religious or sacred use site, or the disturbance of any human remains, including those interred outside of formal cemeteries?</i>	<p>Implementation of projects within the CPU area could adversely impact prehistoric or historic archaeological resources, including religious or sacred use sites and human remains. While existing regulations, the SDMC and proposed CPU policies would provide for the regulation and protection of archaeological resources and human remains and avoid potential impacts, it is not possible to ensure the successful preservation of all archaeological resources where new development may occur. All development projects with the potential to affect historical resources, such as designated historical resources; historical buildings, districts, landscapes, objects, and structures; important archaeological sites; tribal cultural resources; and traditional cultural properties are subject to site-specific review in accordance with the City's Historical Resources Regulations and Historical Resources Guidelines.</p> <p>However, even after application of the existing regulatory framework contained in the Historical Resources Guidelines and Historical Resources Regulations, the feasibility and efficacy of avoidance measures cannot be determined at this program level of analysis. Thus, potential impacts to prehistoric and historic archaeological resources, sacred sites, and human remains would remain significant and unavoidable.</p>	None feasible	Significant and unavoidable
<b>Tribal Cultural Resources:</b> <i>Would the proposed project result in a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>	<p>While existing regulations, the SDMC, and proposed CPU policies would provide for the regulation and protection of tribal cultural resources and would reduce and/or minimize potential impacts, it is not possible to ensure the successful preservation of all tribal cultural resources. However, even after application of the existing regulatory framework contained in the Historical Resources Guidelines and Historical Resources Regulations, the feasibility and efficacy of mitigation measures cannot be determined at this program level of analysis. Thus, potential impacts to tribal cultural resources would remain significant and unavoidable.</p>	None feasible	Significant and unavoidable

**Table ES-1 (cont.)**  
**SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>HISTORICAL AND TRIBAL CULTURAL RESOURCES (cont.)</b>			
<ol style="list-style-type: none"> <li>1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or,</li> <li>2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</li> </ol>			
<b>HUMAN HEALTH, PUBLIC SAFETY, AND HAZARDOUS MATERIALS</b>			
<b>Wildland Fire Risk:</b> <i>Would the proposed project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</i>	Future development implemented in accordance with the proposed project would be subject to regulatory requirements related to fire hazards and prevention. Therefore, impacts associated with wildfire hazards would be less than significant.	None required	Less than significant

**Table ES-1 (cont.)**  
**SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>HUMAN HEALTH, PUBLIC SAFETY, AND HAZARDOUS MATERIALS (cont.)</b>			
<b>Hazardous Emissions and Materials:</b> <i>Would the proposed project result in hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school?</i>	Future development implemented in accordance with the proposed project would be subject to applicable regulatory/industry and code standards and requirements related to health hazards from hazardous materials. Therefore, impacts to schools from hazardous materials, substances, or waste would be less than significant.	None required	Less than significant
<b>Emergency Plan Consistency:</b> <i>Would the proposed project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?</i>	The land use changes identified in the proposed CPU would not physically interfere with any adopted emergency plans. In addition, there are no goals or objectives in the proposed CPU that would interfere or diminish the capacity of these programs and facilities to provide effective emergency response or allow for sufficient emergency evacuation in the CPU area or other areas. As such, the proposed CPU would not impair implementation of, or physically interfere with, an adopted emergency response or evacuation plan.	None required	Less than significant
<b>Hazardous Materials Sites:</b> <i>Would the proposed project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment?</i>	Future development implemented in accordance with the proposed project would be required to adhere to applicable regulatory/industry and code standards related to health hazards from hazardous materials. This includes obtaining clearance from the applicable regulatory agencies for remediation efforts at applicable locations, including the three listed open cases within and adjacent to the CPU area. Therefore, impacts would be less than significant.	None required	Less than significant

**Table ES-1 (cont.)**  
**SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>HUMAN HEALTH, PUBLIC SAFETY, AND HAZARDOUS MATERIALS (cont.)</b>			
<b>Aircraft Hazards:</b> <i>Would the proposed project expose people or structures to a significant risk of loss, injury, or death from off-airport aircraft operational accidents?</i>	Future development projects within the CPU area would be subject to the requirements of the Montgomery-Gibbs Executive Airport and the Marine Corps Air Station (MCAS) Miramar Airport Land Use Compatibility Plans (ALUCPs), including safety compatibility and airspace protection criteria, as well as applicable sections of the SDMC. Through compliance with these requirements and implementation of the proposed CPU policy that requires future projects to be reviewed for compatibility with the safety zones, noise contours, and airspace protection surfaces identified in the applicable ALUCPs, potential hazards from airport operations would not expose people or structures to a significant risk of loss, injury, or death, from off-airport aircraft operational accidents. Therefore, impacts would be less than significant.	None required	Less than significant
<b>HYDROLOGY AND WATER QUALITY</b>			
<b>Flooding and Drainage Patterns:</b> <i>Would the proposed project result in flooding due to an increase in impervious surfaces, changes in absorption rates, drainage patterns, or the rate of surface runoff?</i>	Future development projects implemented within the CPU area would be subject to the requirements of the NPDES, the City's Storm Water Standards Manual, and the SDMC Storm Water Runoff and Drainage Regulations. In addition, the proposed CPU encourages development with sustainable design elements to capture and infiltrate water on-site. Therefore, it is likely that the volume and rate of overall surface runoff within the CPU area would be reduced compared to the existing condition. Thus, impacts related to flooding from surface runoff would be less than significant.	None required	Less than significant
<b>Flood Hazard Areas:</b> <i>Would the proposed project place housing or other structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map which would impede or redirect flood flows?</i>	Future development in accordance with the proposed project would be subject to applicable SDMC and Federal Emergency Management Agency (FEMA) requirements to ensure protection from flooding. Future development projects located within the mapped 100-year floodplain would undergo project-level analysis to determine the effects to base flood elevations and ensure that flood flows would not be impeded or redirected as a result of the development project. Thus, impacts related to flood hazard areas would be less than significant.	None required	Less than significant

**Table ES-1 (cont.)**  
**SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>HYDROLOGY AND WATER QUALITY (cont.)</b>			
<b>Water Quality:</b> <i>Would the proposed project result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body?</i>	Construction of future development projects in accordance with the proposed project would be subject to applicable requirements, including either a General Construction Permit or Water Pollution Control Plan (WPCP), which would address the potential for the transport of pollutants in runoff water. Future projects would also be subject to the requirements of the Storm Water Standards Manual, Jurisdictional Runoff Management Plan, and MS4 Permit; therefore, it is likely that the quality of surface runoff within the CPU area would be improved compared to the existing condition. Therefore, future development project in accordance with the proposed project would not result in a substantial increase in pollutant discharge to receiving waters or an increase in the discharge of identified pollutants to an already impaired water body. Thus, impacts related to water quality would be less than significant.	None required	Less than significant
<b>Groundwater:</b> <i>Would the proposed project deplete groundwater supplies, degrade groundwater quality, or interfere with groundwater recharge?</i>	Groundwater within the Mission San Diego hydrologic subarea (HSA) has a potential beneficial use for municipal and domestic supply and existing beneficial uses for agricultural supply, industrial service supply, and industrial process supply. Groundwater within both the Miramar hydrologic area (HA) and Tecolote HA is exempt from municipal and domestic supply beneficial use. The Miramar HA has a potential beneficial use for industrial service supply. Storm water regulations that encourage infiltration of storm water runoff and protection of water quality would protect the quality of groundwater resources and support infiltration. As such, it is not anticipated that the proposed project would deplete groundwater supplies, degrade groundwater quality, or interfere with groundwater recharge. Thus, impacts related to groundwater would be less than significant.	None required	Less than significant

**Table ES-1 (cont.)  
SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>LAND USE</b>			
<p><b>Consistency with Environmental Policies of Adopted Land Use Plan:</b>  <i>Would the proposed 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?</i></p>	<p>The proposed CPU is consistent with the General Plan and the City of Villages Strategy. The policies contained within the proposed CPU were developed to be consistent with and support the goals of the General Plan, and the proposed CPU does not propose land uses that would be inconsistent with applicable plans. Proposed amendments to the Land Development Code (LDC) would be consistent with applicable environmental goals, objectives, and guidelines of the General Plan. Future development in accordance with the proposed project would be required to comply with ESL Regulations, the City's Historical Resources Regulations, and the Airport Land Use Compatibility Overlay Zone Regulations. The proposed CPU would support and implement the CAP through land use, mobility, and urban design strategies that encourages development near transit, promotes walking and biking, and integration of mixed-uses to reduce VMT. Thus, the proposed project would be consistent with strategies in the CAP. The proposed CPU incorporates the multi-modal strategy of the Regional Plan through the development of a connected community with transit connections to employment centers and activity hubs in the community and surrounding area. Employment and village development is concentrated along transit corridors to accommodate jobs and residential growth projected through CPU buildout. The CPU also proposes to establish a complete mobility system, with options for people to walk, ride a bicycle, take transit, or drive. In addition, the proposed CPU includes policies related to land use, mobility, and circulation/ transportation that promote the Regional Plan's smart growth strategies. Program-level impacts associated with land use consistency with applicable plans would be less than significant.</p>	None required	Less than significant

**Table ES-1 (cont.)**  
**SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>LAND USE (cont.)</b>			
<b>Consistency with the MSCP and VPHCP:</b> <i>Would the proposed project conflict with the provisions of the City's Multiple Species Conservation Program (MSCP) Subarea Plan or other approved local, regional, or state habitat conservation plan?</i>	The proposed project would not be in conflict with the goals of the MSCP Subarea Plan or result in significant impacts on the MHPA, nor result in significant impacts associated with the VPHCP. Future development within the CPU area would be reviewed for consistency with MSCP and VPHCP requirements. Impacts would be avoided through adherence with the MHPA Land Use Adjacency Guidelines and requirements of the VPHCP, which would be incorporated into future projects. As such, program-level impacts would be less than significant.	None required	Less than significant
<b>Consistency with Adopted ALUCPs:</b> <i>Would the proposed project result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan (ALUCP)?</i>	Portions of the proposed CPU area are within the Airport Influence Area (AIA) for Montgomery-Gibbs Executive Airport and MCAS Miramar. The proposed CPU will be submitted to the Airport Land Use Commission (ALUC) for a consistency determination with the Montgomery-Gibbs Executive Airport and MCAS Miramar ALUCPs prior to the proposed CPU's adoption. Future projects would be required to receive ALUC consistency determinations, as necessary, stating that the project is consistent with the applicable ALUCP. Therefore, the proposed project would not result in land uses that are incompatible with an adopted ALUCP, and impacts would be less than significant.	None required	Less than significant
<b>Community Division:</b> <i>Would the proposed project physically divide an established community?</i>	The proposed project would not physically divide an established community. Community connectivity would be enhanced as a result of the proposed project. The proposed CPU contains provisions that establish connectivity through the development of a multi-modal network that encourages pedestrian, bicycle, and transit use. Land use impacts related community division would be less than significant.	None required	Less than significant

**Table ES-1 (cont.)**  
**SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>NOISE</b>			
<b>Ambient Noise:</b> <i>Would the proposed project result in or create a significant increase in the existing ambient noise levels?</i>	In comparison with existing conditions, future traffic noise levels would increase by more than 3 CNEL along three roadway segments of Ruffin Road: between Kearny Villa Road and Chesapeake Drive; between Clairemont Mesa Boulevard and Lightwave Avenue; and between Balboa Avenue and Ridgehaven Court. Because the proposed land uses adjacent to the segments of Ruffin Road between Kearny Villa Road and Chesapeake Drive and between Balboa Avenue and Ridgehaven Court would be industrial, and because exterior noise levels would remain below the land use – noise compatibility level of 75 CNEL, exclusive of freeway noise, implementation of the proposed project would not result in a significant increase in noise levels on these roadway segments. However, noise levels along the segment of Ruffin Road between Clairemont Mesa Boulevard and Lightwave Avenue would exceed the land use – noise compatibility level of 65 CNEL for the hospital use (which is associated with the existing Kaiser Permanente Medical Center to the east of this segment). Therefore, implementation of the proposed project would result in a significant increase in noise levels on this segment. While existing structures may be retrofitted with acoustically rated windows and walls featuring higher Sound Transmission Class ratings, (which is a measure of exterior noise reduction performance), there is no City procedure to ensure that exterior noise affecting existing noise sensitive land uses (NSLUs) is adequately attenuated to City standards. Therefore, impacts to existing NSLUs would be significant and unavoidable. No mitigation has been identified at the program level to reduce this impact to less than significant.	None feasible	Significant and unavoidable
<b>Noise – Land Use Compatibility:</b> <i>Would the proposed project cause exposure of people to current or future transportation noise levels which exceed standards established in the Noise Element of the General Plan?</i>	While some new development under the proposed CPU may be able to adequately attenuate exterior noise, there could still be some new noise sensitive land uses that would experience ambient noise levels that exceed the applicable Land Use – Noise Compatibility Guidelines. Therefore, impacts would be significant and unavoidable.	None feasible	Significant and unavoidable

**Table ES-1 (cont.)**  
**SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>NOISE (cont.)</b>			
<b>Airport Noise:</b> <i>Would the proposed project result in land uses which are not compatible with aircraft noise levels as defined by an adopted ALUCP?</i>	Some new development in the CPU area within the 60 CNEL and 65 CNEL noise contours associated with Montgomery-Gibbs Executive Airport and MCAS Miramar may be able to adequately attenuate exterior and/or interior noise levels, but there could still be some new noise sensitive land uses that would experience ambient noise levels that exceed the applicable noise standards set forth in the ALUCPs or the General Plan Noise Element. Therefore, impacts associated with aircraft noise would be significant and unavoidable.	None feasible	Significant and unavoidable
<b>Noise Ordinance Compliance:</b> <i>Would the proposed project result in the exposure of people to noise levels which exceed property line limits established in the Noise Abatement and Control Ordinance of the Municipal Code?</i>	Implementation of the proposed project would result in pedestrian-oriented mixed-use development where residential uses would be located in proximity to commercial, office, and technology related uses that could expose sensitive receptors to elevated noise levels. However, future development under the project would be required to demonstrate compliance with the City's Noise Abatement and Control Ordinance to ensure noise compatibility between various land uses. The City regulates specific noise level limits allowable between land uses including the requirement for noise studies, limits on hours of operation for various noise-generating activities, and standards for the compatibility of various land uses with the existing and future noise environment. Through enforcement of the Noise Abatement and Control Ordinance, impacts would be less than significant.	None required	Less than significant
<b>Construction Noise:</b> <i>Would the proposed project result in the exposure of people to significant temporary construction noise?</i>	Construction noise attributed to future projects in the CPU area would be regulated by the SDMC, and construction noise impacts due to the implementation of the proposed project would be determined by a specific project's compliance with the limits specified in the SDMC. Future infill projects, such as those allowed under the project, may be located in close proximity to existing and future NSLUs. Construction activities related to implementation of the project could potentially generate short-term noise levels in excess of 75 dBA $L_{EQ}$ (12 hour) at adjacent properties. The ability for future projects to conform to the noise ordinance cannot be determined at	Mitigation measure NOI 5.9-1 as identified in Section 5.9.6	Significant and unavoidable

**Table ES-1 (cont.)**  
**SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>NOISE (cont.)</b>			
	the programmatic level. Therefore, noise impacts from construction activities are considered potentially significant. Implementation of mitigation measure NOI 5.9-1 would reduce construction-related noise impacts; however, even with implementation of mitigation measure NOI 5.9-1, significant construction noise impacts may still occur because it is not feasible to ensure and enforce implementation for all projects developed per the proposed project. Construction-related noise impacts would therefore be significant and unavoidable.		
<b>Vibration:</b> <i>Would the proposed project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</i>	New development in the CPU area is proposed within the screening distances of the future trolley corridor and future construction activities that would use vibratory construction equipment could exposure future sensitive receptors to substantial vibration levels. Impacts due to groundborne vibration could be potentially significant. Potential vibration impacts associated with the future trolley corridor would be further analyzed in the studies conducted by SANDAG for the MTS Trolley Purple Line. Studies conducted by SANDAG for the MTS Trolley Purple Line would address potential vibration impacts associated with the future trolley corridor and may identify measures to reduce trolley-related vibration; however, at this time, it cannot be determined whether vibration reduction measures would adequately minimize trolley vibration levels to below a level of significance. Similarly, implementation of mitigation measure NOI 5.9-2 would reduce potential construction vibration-related impacts; however, even with implementation of mitigation measure NOI 5.9-2, significant construction vibration-related impacts may still occur because it is not feasible to ensure and enforce implementation for all projects developed per the proposed project. Vibration impacts would therefore be significant and unavoidable.	Mitigation measure NOI 5.9-2 as identified in Section 5.9.6	Significant and unavoidable

**Table ES-1 (cont.)  
SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>PUBLIC SERVICES AND FACILITIES</b>			
<b>Public Facilities:</b> <i>Would the proposed project promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police protection, fire/life safety protection, parks or other recreational facilities, schools, or libraries), the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives?</i>	<p>Implementation of the proposed project would increase the population within the CPU area, which could result in the need for new police facilities to achieve and maintain service ratios. Changes to police staffing or facilities, if any, would be dependent on division and citywide needs as determined by the San Diego Police Department (SDPD). Construction of new police facilities in the future could result in environmental impacts. Compliance with existing regulations would serve to reduce potential environmental impacts related to construction, and any future construction would be subject to a separate environmental review at the time design plans are available. Nevertheless, this impact would remain significant and unavoidable as impacts associated with the construction and operation of future police facilities are not known at this time.</p> <p>Implementation of the proposed project would increase the overall population in the CPU area, which could change fire-rescue response times and result in a demand for new or expanded facilities. Construction of new fire/life safety protection facilities in the future could result in environmental impacts. Compliance with existing regulations would serve to reduce potential environmental impacts associated with construction and any future construction would be subject to a separate environmental review at the time design plans are available. Nevertheless, this impact would remain significant and unavoidable as impacts associated with the construction and operation of future facilities are not known at this time.</p> <p>While there is an existing and projected deficit in population-based parks and recreation facilities, the proposed CPU contains policies to promote future parks and flexible public spaces and to facilitate the development of linear park systems. The provision of additional parkland to serve the community could result in a physical impact on the environment which could be significant. As new recreational facilities are sited, designed, and constructed, existing regulations would serve to reduce potential</p>	None feasible	Significant and unavoidable

**Table ES-1 (cont.)**  
**SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>PUBLIC SERVICES AND FACILITIES (cont.)</b>			
	<p>construction impacts. Additionally, the construction of new park facilities would be subject to separate environmental review at the time design plans are available. Nevertheless, this impact would remain significant and unavoidable as impacts associated with the construction and operation of future park facilities are not known at this time.</p> <p>Buildout of the proposed project would likely generate students at a rate that would exceed the capacity of current school district facilities. Future residential development that occurs in accordance with the proposed project would be required to pay school fees as outlined in Government Code Section 65995, Education Code Section 53080, and Senate Bill (SB) 50 to mitigate potential impacts on district schools. The City is legally prohibited from imposing any additional mitigation related to school facilities pursuant to SB 50, and the school districts would be responsible for any potential expansion or development of new facilities. While the school district would collect fees from future development to fund as needed school facilities, this impact would remain significant and unavoidable as impacts associated with the construction and operation of future school facilities are not known at this time.</p> <p>Implementation of the proposed project could result in the need for new or expanded library facilities. The construction of new library facilities would be subject to separate environmental review at the time such facilities are proposed and existing regulations would serve to reduce potential environmental impacts associated with construction. Nevertheless, this impact would remain significant and unavoidable as impacts associated with the construction and operation of future library facilities are not known at this time.</p>		

**Table ES-1 (cont.)  
SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>PUBLIC SERVICES AND FACILITIES (cont.)</b>			
<b>Deterioration of Existing Neighborhood Parks and Recreational Facilities:</b> <i>Would the proposed project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</i>	Implementation of the proposed project could result in an increase in the use of existing neighborhood and regional parks or other recreational facilities, which could lead to the physical deterioration of such facilities. While there are potential future park and recreation facilities identified within the CPU area, the proposed CPU does not propose any specific facilities at this time. The development of future park and recreational facilities within the CPU area could offset the potential increased use of existing recreational facilities and their associated physical deterioration, but it is unknown to what extent these potential future facilities would be able to accommodate increases in demand for recreation facilities. Thus, as it cannot be ensured that impacts associated with the deterioration of neighborhood parks and recreational facilities would be mitigated to a less than significant level, impacts would be significant and unavoidable.	None feasible	Significant and unavoidable
<b>Construction or Expansion of Recreational Facilities:</b> <i>Would the proposed project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</i>	A deficit of population-based recreation facilities would continue to occur within the CPU area upon implementation of the proposed project. While the proposed CPU contains policies to promote the development of future facilities, the proposed CPU does not propose any specific recreational facilities at this time and the programming and design of future facilities within the CPU area would be subject to project-level analysis at the time such facilities are proposed. Any adverse environmental impacts resulting from construction of future new or expanded recreational facilities would be identified during the project-level analysis. As it cannot be ensured that impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to less than significant, impacts would be significant and unavoidable.	None feasible	Significant and unavoidable

**Table ES-1 (cont.)  
SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>PUBLIC UTILITIES</b>			
<b>Water Supply:</b> <i>Would the proposed project use excessive amounts of water beyond projected available supplies?</i>	Based on the Water Supply Assessment prepared for the proposed CPU, there is sufficient water supply to serve the existing and projected demands associated with implementation of the proposed project, and future water demands within the Public Utilities Department's service area in normal, single dry year, and multiple dry year forecasts. Therefore, impacts on water supply would be less than significant.	None required	Less than significant
<b>Utilities:</b> <i>Would the proposed project promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives?</i>	Systematic improvements to storm water, sewer, water, and communications throughout the CPU area are expected to be provided as gradual replacement of aging and substandard infrastructure is needed. Future development projects proposed within the CPU area would be reviewed by the City to determine any significant adverse effects to existing utility facilities, as well as any significant impacts associated with the installation of new utility facilities. Nevertheless, given the lack of site-specific information regarding potential new utilities infrastructure, this impact would remain significant and unavoidable as impacts associated with the construction of future utilities are not known at this time.	None feasible	Significant and unavoidable
<b>Solid Waste Management:</b> <i>Would the proposed project result in impacts to solid waste management, including the need for the construction of new solid waste infrastructure including organics management, materials recovery facilities, and/or landfills; or result in a land use plan that would not promote the achievement of a 75 percent waste diversion as targeted in AB 341 and the City's Climate Action Plan?</i>	It is anticipated that implementation of the proposed project would increase the solid waste management needs within the area. The proposed project would provide more concentrated land uses within portions of the CPU area. When land uses are more concentrated, per-unit environmental impacts associated with solid waste management, such as collection truck miles per ton collected, are reduced. Greater efficiencies and expanded opportunities for the recycling of marginally marketable items becomes more feasible. Future development projects implemented within the CPU area would be required to comply with the SDMC, AB 341, and the City's Climate Action Plan. In addition, any future discretionary development exceeding the 60-ton threshold must prepare a Waste Management Plan targeting a 75-percent waste reduction. Therefore, impacts to solid waste management as a result of implementation of the proposed project would be less than significant.	None required	Less than significant

**Table ES-1 (cont.)**  
**SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>TRANSPORTATION</b>			
<b>Conflicts with Current Plans/Policies:</b> <i>Would the proposed project conflict with an adopted program, plan, ordinance, or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities?</i>	The proposed project would be consistent with the Mobility Element of the General Plan and other adopted policies, plans, or programs supporting the transportation system, as it strives to improve mobility through a balanced, multi-modal transportation network with planned improvements to pedestrian, bicycle, transit, and roadway facilities. Policies contained in the proposed CPU would support improvements to pedestrian, bicycle, transit, and roadway facilities. Thus, the proposed project would not conflict with adopted policies, plans, or programs related to the transportation system. Impacts would be less than significant.	None required	Less than Significant
<b>Hazardous Design Features:</b> <i>Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</i>	The design of roadways in the CPU area would be required to conform with applicable federal, State, and City of San Diego's design criteria which contain provisions to minimize roadway hazards. Compliance with these standards and designed to the satisfaction of the City of San Diego's City Engineer would avoid roadway hazards due to a design feature or incompatible uses. Impacts would be less than significant.	None required	Less than Significant
<b>Vehicle Miles Traveled:</b> <i>Would the proposed project result in VMT exceeding thresholds for City of San Diego's compliance with SB 743 legislation?</i>	Residential and employment land uses would not exceed the 85 percent threshold (i.e., 15 percent below base year regional average) at buildout of the proposed project. Therefore, impacts related to VMT for residential and employment land uses would be less than significant. Impacts related to VMT for retail land uses however would be significant. City Council adoption and implementation of mitigation measure TR 5.12-1, a VMT reduction ordinance, would reduce the proposed project's contribution to the net increase in the Kearny Mesa Total VMT generated by retail uses. The VMT reduction ordinance would require future development projects to provide on-site VMT reducing infrastructure or pay a fee that would fund multimodal infrastructure intended to reduce VMT resulting from retail uses. It should be noted that effectiveness of the VMT reducing infrastructure included in such an ordinance would need to be context sensitive and would vary depending on the individual project site such as the location, access to transit, etc. For this reason, and because it is uncertain if, or when such	Mitigation measure TR 5.12-1 as identified in Section 5.12.6	Significant and unavoidable

**Table ES-1 (cont.)  
SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>TRANSPORTATION (cont.)</b>			
	regulations would become effective, mitigation measure TR 5.12-1 would not fully mitigate the VMT impact for retail land uses. Transportation impacts due to the proposed project's retail uses would remain significant and unavoidable.		
<b>VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER</b>			
<b>Scenic Vistas or Views:</b> <i>Would the proposed project result in a substantial obstruction of a vista or scenic view from a public viewing area as identified in the Kearny Mesa Community Plan?</i>	The CPU area does not have prominent view corridors and does not contain any designated scenic vistas or iconic visual landmarks. No designated scenic highways occur within or adjacent to the CPU area. Implementation of the proposed project would not result in a substantial obstruction of a designated vista or scenic view from a public viewing area. Therefore, impacts related to scenic vistas or views would be less than significant.	None required	Less than significant
<b>Neighborhood Character:</b> <i>Would the proposed project result in a substantial alteration (e.g., bulk, scale, materials or style) to the existing or planned (adopted) character of the area?</i>	The proposed CPU includes policies intended to direct future development in a manner that improves the community's sense of place by transforming it into a pedestrian-friendly community with unique districts and villages. However, the aggregate shift in development patterns and building scale from a predominantly lower density, commercial and industrial employment center to a higher density, mixed-use urban village and employment hub would substantially alter the existing neighborhood character of the CPU area. Thus, impacts related to substantial alteration to the existing or planned character of the area would be significant and unavoidable at the program level.	None feasible	Significant and unavoidable

**Table ES-1 (cont.)  
SUMMARY OF IMPACTS AND PROPOSED MITIGATION**

Environmental Issue	Impact	Mitigation	Significance After Mitigation
<b>VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER (cont.)</b>			
<b>Landform Alteration:</b> <i>Would the proposed project result in a substantial change in the existing landform?</i>	It is anticipated that future development in accordance with the proposed project would not result in substantial landform alteration because the CPU area is largely developed with existing urban land uses concentrated on the relatively flat mesa top that characterizes most of the CPU area. While the proposed CPU would intensify some uses, the proposed CPU contains policies to ensure that redevelopment takes into account existing landform. As future development projects within the CPU area are proposed, they would be reviewed to determine whether grading plans demonstrate compliance with the City's SDMC regarding grading and if a permit is required. Thus, impacts related to landform alteration would be less than significant.	None required	Less than significant
<b>Light and Glare:</b> <i>Would the proposed project create substantial light or glare which would adversely affect daytime or nighttime views in the area?</i>	With adherence to the City's outdoor lighting and glare regulations, the MHPA Land Use Adjacency Guidelines, Montgomery-Gibbs Executive Airport and MCAS Miramar ALUCPs lighting and glare regulations, and implementation of the proposed CPU's policies, impacts associated with lighting and glare would not adversely affect daytime or nighttime views and, thus, would be less than significant.	None required	Less than significant
<b>Loss of Distinctive or Landmark Trees:</b> <i>Would the proposed project result in the loss of any distinctive or landmark tree(s), or stand of mature trees as identified in the Kearny Mesa Community Plan?</i>	No designated distinctive or landmark trees or mature stands of trees occur within the CPU area. The proposed CPU includes policies that promote the planting of new trees, and future development within the CPU area would be subject to City Council Policy 900-19 which provides for the protection of street trees. Therefore, impacts related to the loss of distinctive or landmark trees would be less than significant.	None required	Less than significant

# 1.0 INTRODUCTION

This Program Environmental Impact Report (PEIR) for the proposed Kearny Mesa Community Plan Update (CPU) and associated discretionary actions (collectively referred to throughout this PEIR as the “project”) has been prepared on behalf of the City of San Diego (City) in compliance with the California Environmental Quality Act (CEQA) Statute and Guidelines (Public Resources Code [PRC], Section 21000 et seq. and California Code of Regulations [CCR], Title 14, Section 15000, et seq.) and in accordance with the City’s CEQA Significance Determination Thresholds (City 2016).

The project analyzed within this PEIR is a comprehensive update of the Kearny Mesa Community Plan. The proposed CPU incorporates relevant policies from the City of San Diego General Plan (General Plan), and provides a long-range, comprehensive policy framework and vision for growth and development in the Kearny Mesa community. The proposed CPU provides community-specific policies that further implement the General Plan with respect to the distribution and arrangement of land uses and the local street and transit network; urban design guidelines; recommendations to preserve and enhance natural open space and historical and cultural resources; and prioritization and provision of public facilities within the Kearny Mesa community.

The proposed CPU is a component of the General Plan as it expresses the vision, goals, and policies contained within the elements of the General Plan through the provision of more refined, community-specific recommendations. Technical and planning studies have been prepared and considered in the development of the proposed CPU addressing a range of issues. The proposed CPU contains a land use map and a mobility network map that will guide future public and private development in the community, as well as policy guidance on land use; mobility; urban design; parks, recreation, and open space; historic preservation; and public facilities, services, and safety.

## 1.1 PEIR Purpose and Intended Uses

In accordance with CEQA Guidelines Section 15121, the purpose of this PEIR is to provide public agency decision-makers and members of the public with detailed information about the potential significant environmental effects of the project, possible ways to minimize its significant effects, and reasonable alternatives that would reduce or avoid any identified significant effects. This PEIR is informational in nature and is intended for use by decision-makers, Responsible or Trustee Agencies as defined under CEQA, other interested agencies or jurisdictions, and the general public. The PEIR includes mitigation measures which, when implemented, would lessen project impacts and provide the City, the lead agency as defined in Article 4 of the CEQA Guidelines (Sections 15050 through 15051), with ways to substantially lessen or avoid significant effects of the project on the environment, whenever feasible. Alternatives to the proposed project are presented to evaluate alternative land use scenarios, policies, and/or regulations that would further reduce or avoid significant impacts associated with the project.

In accordance with CEQA Guidelines Section 15168, a PEIR may serve as the Environmental Impact Report (EIR) for subsequent activities or implementing actions, including future development of public and private projects, to the extent it contemplates and adequately analyzes the potential environmental impacts of those subsequent projects. If, in examining future actions for development within the CPU area, the City finds no new effects could occur, or no new mitigation

measures would be required other than those analyzed and/or required in the PEIR, the City can approve the activity as being within the scope covered by this PEIR, and no new environmental documentation would be required.

This PEIR is specifically intended to implement the intent of Section 15183 of the CEQA Guidelines dealing with subsequent approvals of projects which are consistent with a community plan for which a PEIR has been prepared. Section 15183(a) states:

CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

In accordance with Section 15183(b), the City will conduct a consistency review for each subsequent project to determine if any impacts:

- Are peculiar to the subsequent project or the parcel on which the subsequent project would be located;
- Are not analyzed as significant effects in the Kearny Mesa CPU PEIR;
- Are potentially significant off-site impacts and cumulative impacts which were not discussed in the Kearny Mesa CPU PEIR; or
- Are previously identified significant effects which, as a result of substantial new information which was not known at the time the Kearny Mesa CPU PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR.

If the consistency review determines that any of the above conditions apply, the subsequent project would be subject to additional environmental review. If the consistency review concludes that an impact is not peculiar to the parcel or to the subsequent project, has been addressed as a significant effect in the Kearny Mesa CPU PEIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, as contemplated by Section 15183(f), then an additional EIR need not be prepared for the subsequent project solely on the basis of that impact.

If additional environmental analysis is required, it can be streamlined by tiering from this PEIR pursuant to CEQA Guidelines Sections 15152, 15153, 15162, 15163, 15164, and 15168 (e.g., through preparation of a Mitigated Negative Declaration, Addendum, or EIR).

## **1.2 PEIR Legal Authority**

### **1.2.1 Lead Agency**

The City is the lead agency for the project pursuant to Article 4 (Sections 15050 and 15051) of the CEQA Guidelines. The lead agency, as defined by CEQA Guidelines Section 15367, is the public agency that has the principal responsibility for carrying out or approving a project. On behalf of the

lead agency, the City's Planning Department conducted a preliminary review of the project and determined that a PEIR was required. The analysis and findings in this document reflect the independent, impartial conclusions of the City.

## **1.2.2 Responsible and Trustee Agencies**

State law requires that EIRs be reviewed by Responsible and Trustee Agencies. Responsible Agencies, as defined by CEQA Guidelines Section 15381, are public agencies that may have discretionary approval authority for a project. Trustee Agencies are defined in CEQA Guidelines Section 15386 as state agencies that have jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. Implementation of the proposed project may require subsequent actions and/or consultation from Responsible or Trustee Agencies. A brief description of some of the primary Responsible or Trustee Agencies that may have an interest in the project is provided below.

### **1.2.2.1 U.S. Army Corps of Engineers**

The U.S. Army Corps of Engineers (USACE) has jurisdiction over development in or affecting the navigable waters of the United States, pursuant to two federal laws: the Rivers and Harbors Act of 1889 and the Clean Water Act (CWA), as amended. A "navigable water" is generally defined by a blue line as plotted on a United States Geological Survey (USGS) quadrangle map. Projects that include potential dredge or fill impacts to waters of the United States are subject to Section 404 of the CWA. Impacts to waters of the United States (defined as direct fill or indirect effects of fill) greater than one-half acre require an individual permit. All permits issued by the USACE are subject to consultation and/or review by the U.S. Fish and Wildlife Service (USFWS) and the U.S. Environmental Protection Agency (USEPA). No permits from the USACE are required at this time; however, future development projects may require review and/or USACE permits.

### **1.2.2.2 U.S. Fish and Wildlife Service**

Acting under the federal Endangered Species Act (FESA), the USFWS is responsible for ensuring that any action authorized, funded, or carried out by a federal agency (such as the USACE) is not likely to jeopardize the continued existence of listed species or modify their critical habitat. Accordingly, the USFWS will provide input to the USACE as part of the CWA Section 404 process. The role of USFWS is limited within areas covered by the City's Multiple Species Conservation Program (MSCP) Subarea Plan. For listed species covered by the City's MSCP Subarea Plan, the USFWS has granted take authorization to the City in accordance with the requirements of the MSCP Implementing Agreement, executed between the City, the USFWS, and the California Department of Fish and Wildlife (CDFW) in 1997. For future projects that are consistent with the City's MSCP Subarea Plan, the City has the authority to grant permits for take of covered species and a separate permit is not required from the wildlife agencies. For listed species not included on the MSCP covered species list, the wildlife agencies retain permit authority. No permits from the USFWS are required at this time; however, development projects implemented under the proposed project may require review and/or USFWS permits in the future.

### **1.2.2.3 California Department of Fish and Wildlife**

The CDFW has the authority to reach an agreement with an agency or private party proposing to alter the bed, banks, or floor of any watercourse/ stream, pursuant to Section 1600 et seq. of the California Fish and Game Code. The CDFW generally evaluates information gathered during the preparation of the environmental documentation and attempts to satisfy their permit concerns in these documents. Where state listed threatened or endangered species not covered by the City's MSCP Subarea Plan occur on a project site, the CDFW would be responsible for the issuance of a Memorandum of Understanding (MOU) to ensure the conservation, enhancement, protection, and restoration of state listed threatened or endangered species and their habitats. No permits from the CDFW are required at this time; however, development projects implemented under the proposed project may require review and/or permits in the future.

### **1.2.2.4 California Department of Transportation**

The CPU area is adjacent to California Department of Transportation (Caltrans) facilities, including State Route (SR) 52, SR 163, Interstate (I-) 15, and I-805. No permits from Caltrans are required at this time; however, Caltrans approval would be required for any encroachments or construction of facilities in a Caltrans right-of-way associated with future projects within the CPU area.

### **1.2.2.5 San Diego Regional Water Quality Control Board**

The San Diego Regional Water Quality Control Board (RWQCB) regulates water quality through the CWA Section 401 certification process and oversees the National Pollutant Discharge Elimination System (NPDES) Permit No. CAS0109266. The RWQCB is responsible for permitting, compliance, and other activities to reduce pollutants in municipal, construction, and industrial storm water runoff, including overseeing the development and implementation of Water Quality Improvement Plans (WQIPs) as required by the Regional Municipal Separate Storm Sewer System (MS4) Permit for the San Diego region, which includes the City, as well as ensuring that all other MS4 permit requirements are met. No permits from the RWQCB are required at this time; however, future development projects within the CPU area may require review and/or CWA Section 401 certifications.

### **1.2.2.6 San Diego County Regional Airport Authority**

The San Diego County Regional Airport Authority (Airport Authority) serves as San Diego County's Airport Land Use Commission (ALUC) and is responsible for land use planning as it relates to public safety surrounding the region's airports. As a Responsible Agency, the Airport Authority, acting as the ALUC, would review future development proposals within the CPU area and make "consistency determinations" with the provisions and policies set forth in the Montgomery Field and Marine Corps Air Station (MCAS) Miramar Airport Land Use Compatibility Plans (ALUCPs) up until the time the ALUC determines the proposed CPU and zoning is consistent with the ALUCPs. Future development projects within the CPU area would be subject to the noise, safety, overflight, and airspace protection policies in the ALUCPs for Montgomery Field and MCAS Miramar, which also include the Code of Federal Regulations (CFR) Part 77 requirement to provide notification to the Federal Aviation Administration (FAA) as addressed in the ALUCPs.

## 1.3 EIR Type, Scope and Content, and Format

### 1.3.1 Type of EIR

This EIR has been prepared as a PEIR, as defined in CEQA Guidelines Section 15168. In accordance with CEQA, this PEIR examines the environmental impacts of the proposed project, which comprise a series of actions. The combined actions can be characterized as one large project for the purpose of environmental review in this PEIR and are herein collectively referred to as the “project.” The PEIR focuses on the physical changes in the environment that would result from the adoption and implementation of the project, described in Chapter 3.0, Project Description, including anticipated general impacts that could result during future construction and operation.

### 1.3.2 PEIR Scope and Content

The scope of analysis for this PEIR was determined by the City as a result of initial project review, as well as consideration of comments received in response to the Notice of Preparation (NOP) circulated on November 9, 2018, and a scoping meeting held on November 28, 2018, at the Serra Mesa-Kearny Mesa Branch Library located at 9005 Aero Drive, San Diego, California 92123. The NOP, comment letters received in response to the NOP, and comments made during the scoping meeting are included as Appendix A of this PEIR. Through these scoping activities, the project was determined to have the potential to result in significant environmental impacts to the following issue areas:

- Air Quality
- Biological Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Historical, Archaeological, and Tribal Cultural Resources
- Human Health, Public Safety, and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Public Services and Facilities
- Public Utilities
- Transportation
- Visual Effects and Neighborhood Character

The intent of this PEIR is to determine whether implementation of the project would have a significant effect on the environment through analysis of the issues identified during the scoping process. The environmental analysis for the project is presented in the Environmental Analysis chapter in this PEIR (Sections 5.1 through 5.13). Each environmental issue area discussed in this chapter includes a presentation of threshold(s) of significance for the particular issue area under evaluation based on the CEQA Guidelines and the City’s CEQA Significance Determination Thresholds (City 2016); an impact statement; an assessment of potential project impacts; a summary of the significance of project impacts; and a mitigation measure framework, as appropriate.

Pursuant to CEQA Guidelines Section 15126, all discretionary actions associated with the proposed CPU are considered at the program-level in this PEIR when evaluating potential impacts on the environment, including the construction of future development and supporting facilities and infrastructure. Impacts are identified as direct or indirect, and short-term or long-term, and are assessed on a plan-to-ground basis. The plan-to-ground analysis addresses the changes or impacts

that would result from implementation of the project compared to existing ground conditions. In some cases, the proposed CPU is also compared with the adopted Community Plan to provide context and background for the analysis.

The PEIR includes mandatory contents of EIRs as required pursuant to CEQA Guidelines Sections 15120 through 15132. A cumulative impacts analysis is presented for each specific environmental issue area in Chapter 6.0, *Cumulative Impacts*. Chapter 7.0, *Other Mandatory Discussion Areas*, discusses potential growth-inducing impacts, effects found not to be significant, and unavoidable significant environmental impacts/significant irreversible environmental changes.

Chapter 8.0, *Alternatives*, includes a discussion of Alternatives that could avoid or reduce potentially significant environmental effects associated with implementation of the project. Alternatives discussed in the PEIR include the No Project (Adopted Community Plan) Alternative, Alternative 1 (Reduced Density Alternative), Alternative 2 (Reduced Height Alternative), Alternative 3 (Reduced Industrial Employment Alternative), and Alternative 4 (Residential Options Alternative). For the purposes of this PEIR, the No Project Alternative would be the continued implementation of the adopted Community Plan.

For analytic purposes in this PEIR, the base year is 2018 unless otherwise noted, and the horizon year representing future buildout conditions under the proposed CPU is 2050. In cases where current data is not available, the most recent known data is used to depict existing conditions. The horizon year of 2050 represents the target year of the proposed CPU when projects and programs are anticipated to be fully implemented. In reality, full implementation of the proposed CPU may take more or less than 30 years.

### 1.3.3 PEIR Format

A brief overview of the various chapters of this PEIR is provided below:

- **Executive Summary** (CEQA Guidelines Section 15123). Provides a summary of the PEIR and a brief description of the project; identifies areas of controversy and issues to be resolved by the decision-makers; and includes a summary table identifying significant impacts, proposed mitigation measures, and the significance of the impact after mitigation. A summary of the project alternatives and a comparison of the potential impacts of the alternatives with those of the project is also provided.
- **Chapter 1.0, Introduction**. Contains an overview of the legal authority, purpose, and intended uses of the PEIR, as well as its scope and content. It also provides a discussion of the CEQA environmental review process, including public involvement.
- **Chapter 2.0, Environmental Setting** (CEQA Guidelines Section 15125). Provides a description of the project's regional context, location, and existing physical characteristics and land use within the CPU area. An overview of available public infrastructure and services, as well as the proposed CPU's relationship to relevant plans, is also provided in this chapter. The Environmental Setting chapter provides background information relevant to each environmental issue area further addressed in Sections 5.1 through 5.13. Within the Environmental Analysis chapter, the applicable environmental setting discussion contained in Chapter 2.0 is referenced to avoid repetition.

- **Chapter 3.0, Project Description** (CEQA Guidelines Section 15124). Provides a detailed discussion of the proposed project, including the background, objectives, key features, and environmental design considerations.
- **Chapter 4.0, Regulatory Framework**. Provides a summary of the applicable federal, state, and local environmental laws and requirements relevant to each issue area.
- **Chapter 5.0, Environmental Analysis** (CEQA Guidelines Section 15126). Provides a detailed community-specific evaluation of potential environmental impacts associated with the proposed project for environmental issues determined through the initial review and public scoping processes to be potentially significant. The analysis of each issue begins with a reference to the environmental setting and regulatory framework provided in Chapters 2.0 and 4.0, respectively, and a statement of specific thresholds used to determine the significance of impacts, followed by an evaluation of potential impacts. If significant impacts are identified, feasible mitigation measures to avoid or reduce any significant impacts are identified. Where mitigation measures are required, a statement regarding the significance of the impact after mitigation is provided.
- **Chapter 6.0, Cumulative Impacts** (CEQA Guidelines Section 15130). Provides a detailed discussion of the proposed project's cumulative impacts. Per CEQA Guidelines Section 15065(a)(3), a project's impacts are "cumulatively considerable" when the incremental effects of an individual project are considerable when viewed in connection with the effect of past projects, the effects of other current projects, and the effects of probable future projects.
- **Chapter 7.0, Other Mandatory Discussion Areas.**
  - **Growth Inducement** (CEQA Guidelines Section 15126.2(e)). Evaluates the potential influence the project may have on economic or population growth or the construction of additional housing within the CPU area, as well as in the region, either directly or indirectly.
  - **Effects Found Not to Be Significant**. Identifies the issues determined in the initial scoping and environmental review process to be not significant for the project, and briefly summarizes the basis for these determinations. For the proposed project, it was determined that environmental issues associated with agriculture and forestry resources, energy, mineral resources, paleontological resources, and population and housing would not be significant.
  - **Unavoidable Significant Impacts/Significant Irreversible Environmental Changes** (CEQA Guidelines Sections 15126.2(c) and 15126.2(d)) provides a summary of the significant unavoidable impacts of the proposed project as detailed in Chapter 5.0. This chapter also describes the potentially significant irreversible changes that may be expected and addresses the use of nonrenewable resources and energy use anticipated during implementation of the proposed CPU.
- **Chapter 8.0, Alternatives** (CEQA Guidelines Section 15126.6). Provides a description of alternatives to the proposed project, including the No Project (Adopted Community Plan) Alternative, Alternative 1 (Reduced Density Alternative), Alternative 2 (Reduced Height

Alternative) Alternative 3 (Reduced Industrial Employment Alternative), and Alternative 4 (Residential Options Alternative).

- **Chapter 9.0, References Cited.** Lists all of the reference materials cited in the PEIR.
- **Chapter 10.0, Individuals Consulted/List of Preparers** (CEQA Guidelines Section 15129). Identifies the individuals contacted during preparation of the PEIR and lists the individuals who contributed to the PEIR.

Technical reports, used as a basis for much of the environmental analysis in the PEIR, have been summarized in the PEIR, and are included as appendices to this PEIR. The technical reports prepared for the proposed project and their location in the PEIR are listed in the table of contents. Availability of the Draft PEIR and the technical appendices is discussed in Section 1.4.1 of this PEIR.

### 1.3.4 Incorporation by Reference

As permitted by CEQA Guidelines Section 15150, this PEIR has referenced several technical studies and reports. Information from these documents has been briefly summarized in this PEIR, and their relationship to this PEIR is described. These documents are included in Chapter 9.0, *References Cited*, are hereby incorporated by reference, and are available for review at the City's Planning Department located at 9485 Aero Drive, San Diego, California 92123. Included within the list of materials incorporated by reference into this PEIR are the following:

- City of San Diego General Plan (City 2008a)
- City of San Diego Program Environmental Impact Report for the General Plan (Final PEIR) (City 2007)
- City of San Diego Housing Element FY2013-FY2020 (City 2013a)
- City of San Diego Municipal Code (City 2008b)
- City of San Diego Climate Action Plan (City 2015a)
- City of San Diego Multiple Species Conservation Program Subarea Plan (City 1997)
- City of San Diego Vernal Pool Habitat Conservation Plan (VPHCP; City 2017)

## 1.4 PEIR Process

The City, as lead agency, is responsible for the preparation and review of this PEIR. The PEIR review process occurs in two basic stages. The first stage is the Draft PEIR, which offers the public the opportunity to comment on the document, and the second stage is the Final PEIR.

### 1.4.1 Draft PEIR

In accordance with the San Diego Municipal Code (SDMC) Section 128.0306 and CEQA Guidelines Section 15105, the Draft PEIR is distributed for review to the public and interested and affected

agencies for a review period of 45 days. The purpose of the review period is to allow the public an opportunity to provide comments “on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided and mitigated” (CEQA Guidelines Section 15204). SDMC Section 128.0307 allows the Planning Director to approve requests for additional public review time from the affected officially recognized community planning group, in this case the Kearny Mesa Community Planning Group. Approval of additional review time shall not exceed 14 calendar days.

The Draft PEIR and related technical studies are available for review during the public review period at the offices of the Planning Department, located at 9485 Aero Drive, San Diego, California 92123, and on the Planning Department’s CEQA Policy and Review webpage:

<http://www.sandiego.gov/ceqa/draft>

## **1.4.2 Final PEIR**

Following the end of the public review period, the City, as lead agency, will provide written responses to comments received on the Draft PEIR per CEQA Guidelines Section 15088. Comments and responses will be considered in the review of the PEIR. Responses to the comments received during public review, a Mitigation Monitoring and Reporting Program (MMRP), Findings of Fact, and a Statement of Overriding Considerations for impacts identified in the PEIR as significant and unavoidable will be prepared and compiled as part of the PEIR finalization process. The culmination of this process is a public hearing where the City Council will determine whether to certify the Final PEIR, which includes the MMRP, Findings of Fact, and Statement of Overriding Considerations, as being complete and in accordance with CEQA. The Final PEIR will be available for public review at least 14 days before the City Council public hearing to provide commenters the opportunity to review the written responses to their comment letters.

This page intentionally left blank

## **2.0 ENVIRONMENTAL SETTING**

### **2.1 Regional Location and Community Boundaries**

Kearny Mesa is located in the central portion of the City of San Diego (City) in San Diego County (Figure 2-1, *Regional Location*). The Kearny Mesa Community Plan Update (CPU) area encompasses 4,423 acres and is bounded by State Route (SR) 52 on the north, Interstate (I-) 805 on the west, and I-15 on the east. The southern CPU area boundary consists of properties south of Aero Drive and those extending to Friars Road along the western edge of I-15. (Figure 2-2, *Kearny Mesa Community Plan Area*). Marine Corps Air Station (MCAS) Miramar is located to the north of the CPU area, the community of Tierrasanta is to the east, the communities of Serra Mesa and Mission Valley are to the south, the community of Clairemont Mesa is located to the west, and a small portion of the community of Linda Vista is adjacent to the southwest.

### **2.2 Community Setting**

Kearny Mesa is a major industrial and commercial center centrally located within the City and accessible from several freeways adjacent to, or within the community, including I-805, SR 163, SR 52, and I-15. Development patterns have been shaped by the community's role as an employment center dating back to the 1950s and by Montgomery-Gibbs Executive Airport which occupies over 500 acres in the center of the CPU area. By the late 1960s, most of the available industrial land in Kearny Mesa was occupied, and smaller parcels were developed with commercial, retail, and office uses. During the 1990s, Pan-Asian businesses were established along Convoy Street comprised of restaurants, small grocery stores, medical offices, and other businesses. The community is highly urbanized with generally large blocks and parcels to support the industrial sector.

Limited residential development currently exists within the CPU area. The 318-acre StoneCrest Specific Plan area is located in the southeast portion of the CPU area and includes office, retail, and residential subdivisions. The 242-acre New Century Center Master Plan area (also known as the Spectrum mixed-use area) in the central portion of the CPU area occupies the former site of the General Dynamics facility and has been redeveloped with business parks, office, retail, and multi-family residential projects.

Development is concentrated on the relatively flat mesa top that characterizes most of the landform within the CPU area. Two major canyons traverse the community, including Murphy Canyon that parallels I-15 along the eastern CPU area boundary and a tributary canyon of the San Clemente Canyon that extends into the northwest portion of the CPU area between the I-805 and SR 52.

### **2.3 Existing Physical Characteristics**

#### **2.3.1 Air Quality**

The CPU area is located within the San Diego Air Basin (SDAB) of the San Diego Air Pollution Control District (SDAPCD). Existing air quality conditions and the local climate are described in this section.

Additional information is provided in Section 5.1 of this PEIR and in Appendix B, Air Quality Technical Report.

### 2.3.1.1 Climate

The climate in southern California, including the CPU area, is controlled largely by the strength and position of the subtropical high-pressure cell over the Pacific Ocean. Areas within 30 miles of the coast experience moderate temperatures and comfortable humidity. Precipitation is limited to a few storms during the winter season. The climate of the County is characterized by hot, dry summers, and mild, wet winters.

The predominant wind direction in the vicinity of the CPU area is from the west and the average wind speed is approximately six miles per hour (Iowa Environmental Mesonet [IEM] 2018). The annual average maximum temperature in the CPU area is approximately 67 degrees Fahrenheit (°F), and the average annual minimum temperature is approximately 56°F. Total precipitation in the CPU area averages approximately 10 inches annually. Precipitation occurs mostly during the winter and is relatively infrequent during the summer (Western Regional Climate Center [WRCC] 2018).

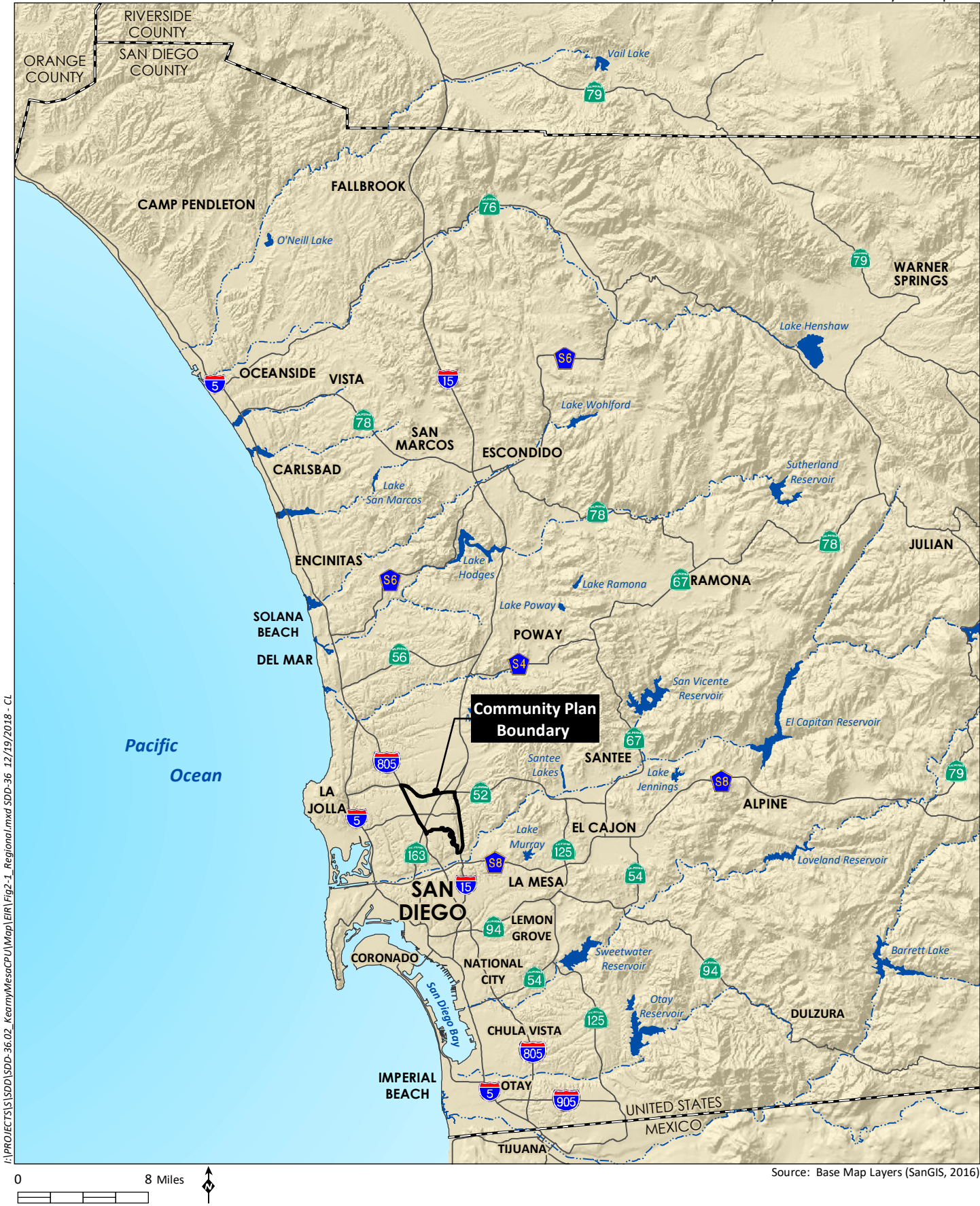
Due to its climate, the SDAB experiences frequent temperature inversions (temperature increases as altitude increases, which is the opposite of general patterns). Temperature inversions prevent air close to the ground from mixing with the air above it. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere, creating a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and nitrous dioxide (NO<sub>2</sub>) react under strong sunlight, creating smog. Light, daytime winds, predominantly from the west, further aggravate the condition by driving the air pollutants inland, toward the foothills. During the fall and winter, air quality problems are created due to carbon monoxide (CO) and NO<sub>2</sub> emissions. High NO<sub>2</sub> levels usually occur during autumn or winter, on days with summer-like conditions.

### 2.3.1.2 Air Pollutants of Concern

Federal and state laws regulate air pollutants emitted into the ambient air by stationary and mobile sources. These regulated air pollutants are known as “criteria air pollutants,” and are categorized by primary and secondary standards. Primary standards are a set of limits based on human health effects. Secondary standards are another set of limits intended to prevent environmental and property damage. Criteria air pollutants are defined by state and federal law as a risk to the health and welfare of the general public.

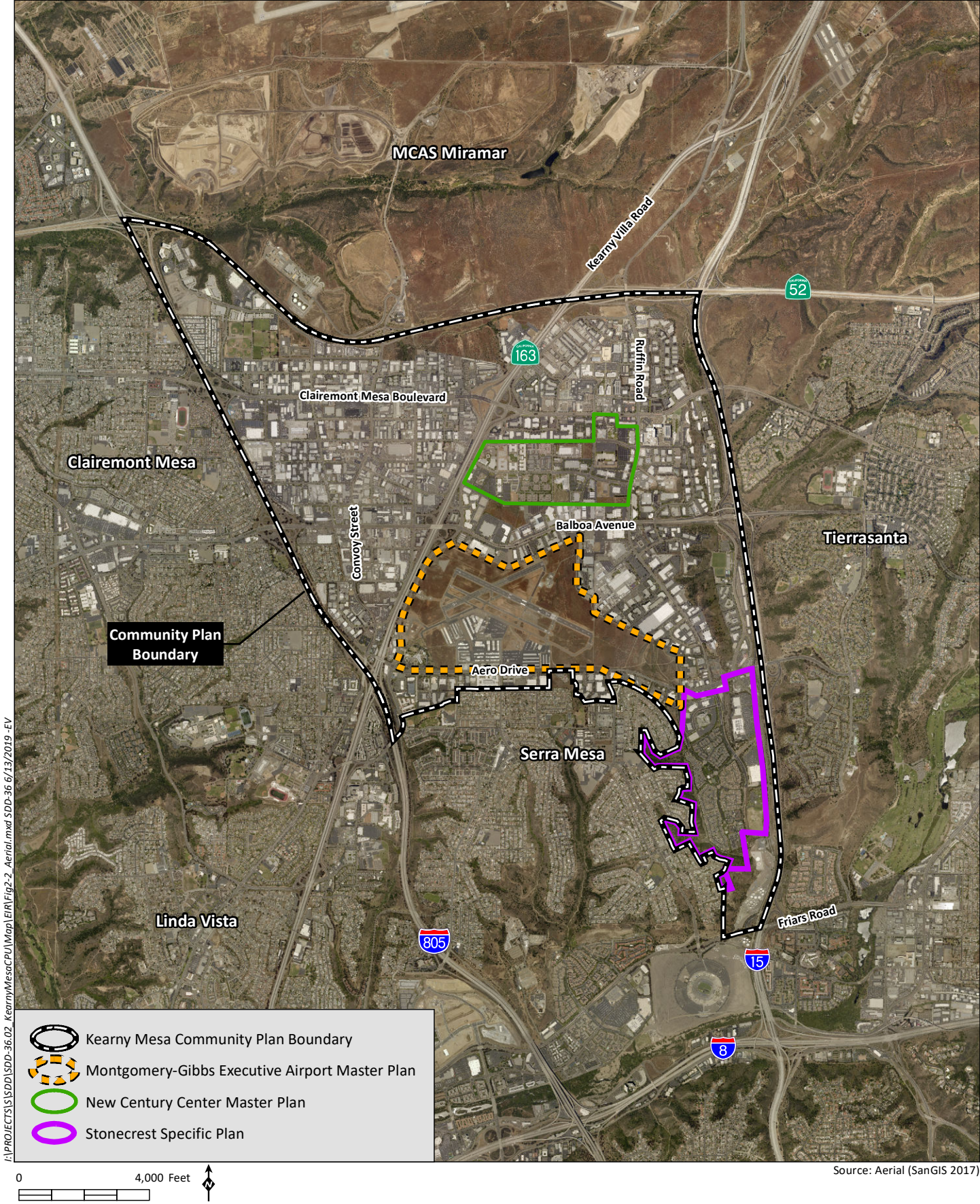
The following specific descriptions of health effects for each of the air pollutants that could potentially be associated with project construction and operation are based on information provided by the California Air Resources Board (CARB; 2009) and the U.S. Environmental Protection Agency (USEPA; 2018).

**Ozone.** Ozone (O<sub>3</sub>) is considered a photochemical oxidant, which is a chemical that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>), both by-products of fuel combustion, react in the presence of ultraviolet light. Ozone is considered a respiratory irritant and prolonged exposure can reduce lung function, aggravate asthma, and increase susceptibility to respiratory



# Regional Location

Figure 2-1



# Kearny Mesa Community Plan Area

Figure 2-2

infections. Children and those with existing respiratory diseases are at greatest risk from ozone exposure.

**Reactive Organic Gases.** Reactive organic gases (ROGs; also known as VOCs) are compounds composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of ROGs. Other sources of ROGs include evaporative emissions from paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by ROGs, but rather by reactions of ROGs to form secondary pollutants such as ozone.

**Carbon Monoxide.** CO is a by-product of fuel combustion. CO is an odorless, colorless gas, and it affects red blood cells in the body by binding to hemoglobin and reducing the amount of oxygen that can be carried to the body's organs and tissues. CO can cause health effects to those with cardiovascular disease and can also affect mental alertness and vision.

**Nitrogen Dioxide.** NO<sub>2</sub> is also a by-product of fuel combustion and is formed both directly as a product of combustion and in the atmosphere through the reaction of nitrogen oxide (NO) with oxygen. NO<sub>2</sub> is a respiratory irritant and may affect those with existing respiratory illness, including asthma. NO<sub>2</sub> can also increase the risk of respiratory illness.

**Respirable Particulate Matter and Fine Particulate Matter.** Respirable particulate matter, or PM<sub>10</sub>, refers to particulate matter with an aerodynamic diameter of 10 microns or less. Fine particulate matter, or PM<sub>2.5</sub>, refers to particulate matter with an aerodynamic diameter of 2.5 microns or less. Particulate matter in these size ranges have been determined to have the potential to lodge in the lungs and contribute to respiratory problems. PM<sub>10</sub> and PM<sub>2.5</sub> arise from a variety of sources, including road dust, diesel exhaust, fuel combustion, tire and brake wear, construction operations, and windblown dust. PM<sub>10</sub> and PM<sub>2.5</sub> can increase susceptibility to respiratory infections and can aggravate existing respiratory diseases such as asthma and chronic bronchitis. PM<sub>2.5</sub> is considered to have the potential to lodge deeper in the lungs. Diesel particulate matter (DPM) is classified a carcinogen by CARB.

**Sulfur dioxide.** Sulfur dioxide (SO<sub>2</sub>) is a colorless, reactive gas that is produced from the burning of sulfur-containing fuels such as coal and oil and by other industrial processes. Generally, the highest concentrations of SO<sub>2</sub> are found near large industrial sources. SO<sub>2</sub> is a respiratory irritant that can cause narrowing of the airways leading to wheezing and shortness of breath. Long-term exposure to SO<sub>2</sub> can cause respiratory illness and aggravate existing cardiovascular disease.

**Lead.** Lead in the atmosphere occurs as particulate matter. With the phase-out of leaded gasoline, large manufacturing facilities have become the primary sources of the largest amounts of lead emissions. Lead has the potential to cause gastrointestinal, central nervous system, kidney, and blood diseases upon prolonged exposure. Lead is also classified as a probable human carcinogen.

### 2.3.1.3 Existing Air Quality

#### a. Attainment Designations

Areas that do not meet state or federal standards (California Ambient Air Quality Standards [CAAQS] and National Ambient Air Quality Standards [NAAQS]) for a particular pollutant are considered to be

“nonattainment areas” for that pollutant. On June 3, 2016, the SDAB was classified as a moderate nonattainment area for the 8-hour O<sub>3</sub> NAAQS. Effective June 3, 2016, the USEPA determined that 11 areas, including the SDAB, failed to attain the 2008 O<sub>3</sub> NAAQS by the applicable attainment date of July 20, 2015 and, thus, are reclassified as “Moderate” for the 2008 O<sub>3</sub> NAAQS (CARB 2018a). The SDAB is an attainment area or unclassified for the NAAQS for all other criteria pollutants including PM<sub>10</sub> and PM<sub>2.5</sub>. The SDAB is currently classified as a nonattainment area under the CAAQS for O<sub>3</sub> (1-hour and 8-hour), PM<sub>10</sub>, and PM<sub>2.5</sub> (SDAPCD 2018). The current federal and state attainment status for the SDAB is provided in Table 2-1, *Federal and State Air Quality Designation*.

<b>Table 2-1</b> <b>FEDERAL AND STATE AIR QUALITY DESIGNATIONS</b>		
<b>Criteria Pollutant</b>	<b>Federal Designation</b>	<b>State Designation</b>
O <sub>3</sub> (1-hour)	(No federal standard)	Nonattainment
O <sub>3</sub> (8-hour)	Nonattainment	Nonattainment
CO	Attainment	Attainment
PM <sub>10</sub>	Unclassifiable <sup>1</sup>	Nonattainment
PM <sub>2.5</sub>	Attainment	Nonattainment
NO <sub>2</sub>	Attainment	Attainment
SO <sub>2</sub>	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	(No federal standard)	Attainment
Hydrogen Sulfide	(No federal standard)	Unclassified
Visibility	(No federal standard)	Unclassified

Source: SDAPCD 2018

<sup>1</sup> At the time of designation, if the available data does not support a designation of attainment or nonattainment, the area is designated as unclassifiable.

## **b. Monitored Air Quality**

The SDAPCD operates a network of ambient air monitoring stations throughout the San Diego region. The purpose of the monitoring stations is to measure ambient concentrations of criteria air pollutants and determine whether the ambient air quality meets state and federal standards, pursuant to the CAAQS and the NAAQS. The nearest ambient monitoring station to the CPU area is the San Diego – Kearny Villa Road monitoring station located approximately a quarter-mile north of the CPU area’s northern border at 6125 Kearny Villa Road. This station monitors the following criteria air pollutants: O<sub>3</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Air quality data collected at the San Diego – Kearny Villa Road monitoring station for the years 2016 through 2018 are shown in Table 2-2, *Summary of Air Quality Monitoring Data*.

**Table 2-2**  
**SUMMARY OF AIR QUALITY MONITORING DATA**

<b>Pollutant Standards</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>Ozone (O<sub>3</sub>)</b>			
Maximum concentration 1-hour period (ppm)	0.087	0.097	0.102
Maximum concentration 8-hour period (ppm)	0.075	0.084	0.077
Days above 1-hour state standard (>0.09 ppm)	0	2	1
Days above 8-hour state/federal standard (>0.070 ppm)	3	6	5
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>			
Maximum 1-hour concentration (ppm)	0.053	0.054	0.045
Days above state 1-hour standard (0.18 ppm)	0	0	0
Days above federal 1-hour standard (0.100 ppm)	0	0	0
<b>Suspended Particulates (PM<sub>10</sub>)</b>			
Maximum 24-hour concentration (µg/m <sup>3</sup> )	36.0	47.0	38.0
Days above state standard (>50 µg/m <sup>3</sup> )	0	0	0
Days above federal standard (>150 µg/m <sup>3</sup> )	0	0	0
<b>Suspended Particulates (PM<sub>2.5</sub>)</b>			
Maximum 24-hour concentration (µg/m <sup>3</sup> )	20.3	27.5	32.2
Days above federal standard (>35 µg/m <sup>3</sup> )	0	0	0

Source: CARB 2019

ppm = parts per million; µg/m<sup>3</sup> = micrograms per cubic meter

Monitoring data at the San Diego – Kearny Villa Road station showed acceptable levels of NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> for the years 2016 through 2018. Violations of the state and federal 8-hour standards for ozone occurred in all three years sampled. The state 1-hour ozone standard was exceeded twice in 2017 and once in 2018.

## 2.3.2 Biological Resources

### 2.3.2.1 Vegetation Communities

There are a total of 17 generalized vegetation communities/land cover types within the CPU area as identified in the City's Biology Guidelines. The approximate acreages of these vegetation communities and land cover types are presented in Table 2-3, *Vegetation Communities and Land Cover Types in the CPU Area*, and their locations within the CPU area are shown on Figure 2-3, *Vegetation Communities and Land Cover Types*. Additional information is provided below, in Section 5.2 of this PEIR, and in Appendix C, Biological Resources Report.

**Table 2-3  
VEGETATION COMMUNITIES AND LAND COVER TYPES IN THE CPU AREA**

<b>Vegetation Community or Land Cover Type</b>	<b>Acreage*</b>	<b>Ratio (Minimum) or Tier</b>
<b>Wetland**</b>		
Disturbed Wetland (Non-Native Riparian)	5.0	2:1
Southern Riparian Forest	0.2	3:1
Southern Riparian Scrub	15.4	2:1
Southern Riparian Woodland	0.7	3:1
Southern Sycamore-Alder Riparian Woodland	4.2	3:1
Southern Willow Scrub (including disturbed form)	1.1	2:1
Vernal Pool	9.5	2:1 to 4:1
<b>Subtotal Wetland Communities</b>	<b>36.1</b>	
<b>Sensitive Upland</b>		
Chamise Chaparral	5.4	IIIA
Diegan Coastal Sage Scrub (including baccharis-dominated, coastal, and disturbed forms)	284.4	II
Maritime Succulent Scrub	2.0	I
Non-Native Grassland (including broadleaf-dominated)	165.3	IIIB
Scrub Oak Chaparral	14.0	I
Southern Mixed Chaparral***	72.0	IIIA
Valley and Foothill Grassland	20.8	I
<b>Subtotal Sensitive Upland Communities</b>	<b>563.9</b>	
<b>Other Uplands^</b>		
Developed	3,698.8	NA
Disturbed Habitat (Disturbed Land)	122.6	IV ***
Eucalyptus Woodland	1.2	IV
<b>Subtotal Other Uplands</b>	<b>3,822.6</b>	
<b>TOTAL</b>	<b>4,422.6</b>	

Source: HELIX 2019e

\* Rounded to the nearest 0.1 acre.

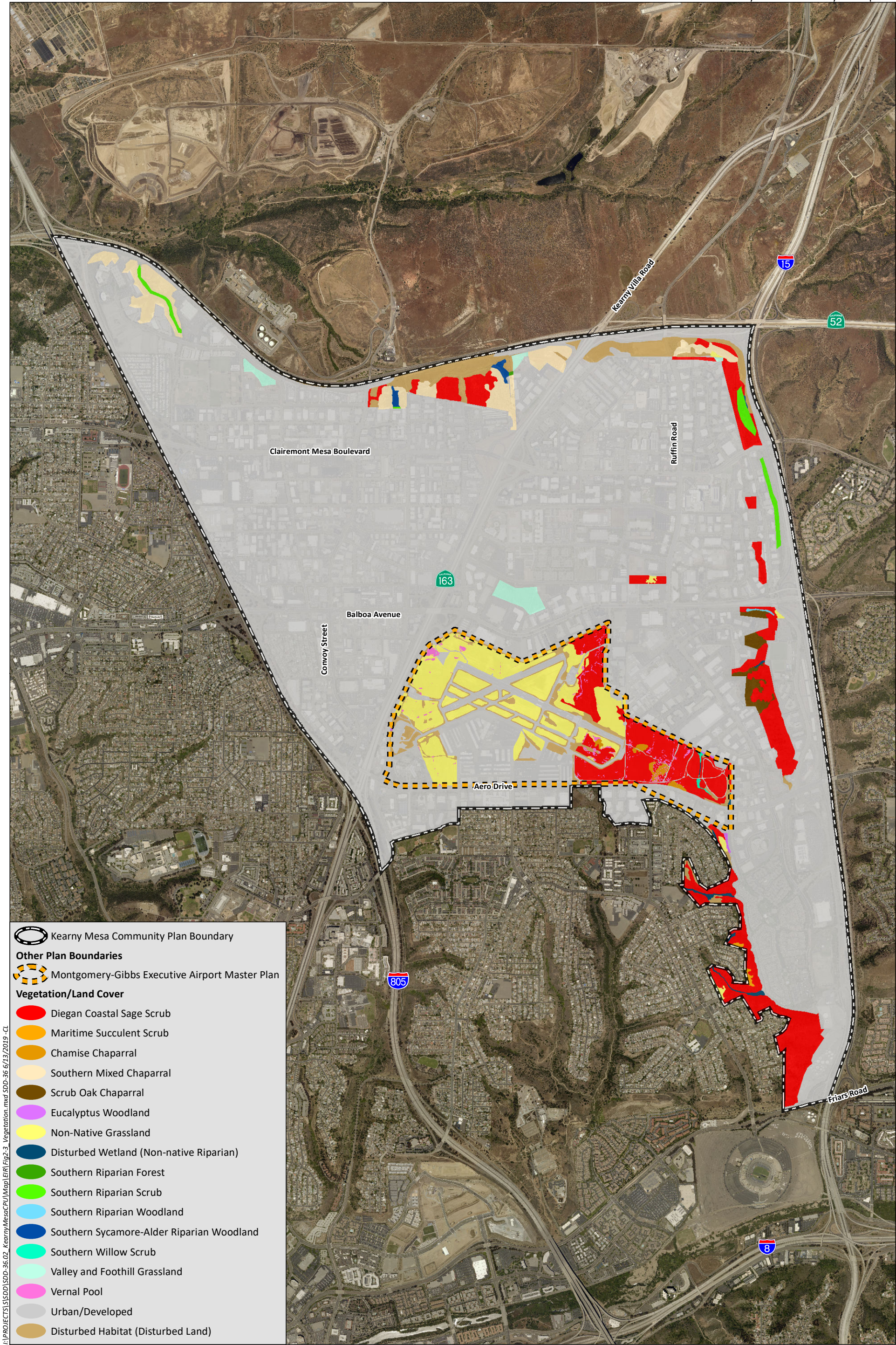
\*\* Wetland here does not imply/define U.S. Army Corps of Engineers "wetlands or waters of the U.S." All wetlands listed considered sensitive habitats per City Biology Guidelines. City wetlands typically include wet areas with native wetland species and include areas that have hydric soils or wetland hydrology and lack naturally occurring wetland vegetation communities; and/or areas lacking wetland vegetation communities, hydric soils, and wetland hydrology due to non-permitted filling of previously existing wetlands. Minimum ratios are listed. Ratios are determined on whether the impacts and mitigation site are inside or outside of the Multi-Habitat Planning Area (MHPA).

\*\*\* Mitigable subtypes (e.g., Southern Maritime Chaparral) will be further distinguished with applicable site-specific surveys.

^ May be sensitive if they support sensitive species.

### **a. Wetland Communities**

Wetlands vegetation, including riparian areas, are low-lying lands where association (i.e., saturation or inundation) with water is the primary constituent in soil development and the types of plant and animal species living in the soil and on its surface. Wetland vegetation communities vary widely due to regional and local differences in soils, topography, climate, hydrology, water chemistry, vegetation, and other factors. The individual vegetation types mapped within the CPU area that are typically recognized as wetlands communities are described below, including their locations within the CPU area.



**Vegetation Communities and Land Cover Types**

Figure 2-3

### Disturbed Wetland (Non-Native Riparian)

Disturbed wetland pertains to areas permanently or periodically inundated by water, which have been significantly modified by human activity. Site factors include portions of wetlands with obvious artificial structures such as concrete lining, barricades, rip-rap, piers, or gates. Often these areas are unvegetated but may contain scattered native or non-native vegetation. Examples include lined channels, Arizona crossings, detention basins, culverts, and ditches. Characteristic species include giant reed (*Arundo donax*), tamarisk (*Tamarix* spp.), eucalyptus (*Eucalyptus* spp.), palm trees (*Phoenix* and *Washingtonia* spp.), pampas grass (*Cortaderia* spp.), artichoke thistle (*Cynodon dactylon*), and may also contain native wetland species including willow (*Salix* spp.) and cattail (*Typha* spp.).

Within the CPU area disturbed wetland is mapped in the southeast boundary of the airport property. Disturbed wetlands are also likely to be found in pockets within more pristine habitat associated with creeks (Murphy Canyon and San Clemente) and associated with ephemeral streams feeding into the creeks in the northeast and eastern portions of the community.

### Southern Riparian Forest

Southern riparian forest is a general riparian community composed of winter-deciduous trees often found along streams and rivers. Willow (*Salix* sp.), cottonwood (*Populus* sp.), and western sycamore (*Platanus racemosa*) are typical species found in this community with no one species substantially dominating. Associated understory species may include mule fat (*Baccharis salicifolia*), stinging nettle (*Urtica dioica* ssp. *holosericea*), and wild grape (*Vitis girdiana*).

Southern riparian forest is mapped in northern central portion of the CPU area, immediately south of SR 52.

### Southern Riparian Scrub

Southern riparian scrub is a generic term for several shrub dominated communities that occur along drainages and/or riparian corridors including southern willow scrub, mule fat scrub, and tamarisk scrub. This community lacks taller riparian tree species.

Within the CPU area, southern riparian scrub occurs in the northwest in San Clemente Canyon and in the northeast within portions of Murphy Canyon.

### Southern Riparian Woodland

Southern riparian woodland is very similar to southern riparian forest; however, the differences between woodlands and forests are physiognomic rather than compositional. Woodlands have less canopy cover than forests. In woodlands, there may be large canopy gaps within the upper tree stratum. In forests, the canopies of individual tree species do overlap so that a canopy cover exceeding 100 percent may occur in the upper tree stratum.

Southern riparian woodland is mapped in one area within the CPU area: near the east border, immediately south of Aero Drive.

### Southern Sycamore-Alder Riparian Woodland

Southern sycamore-alder riparian woodland is a tall, open, broad-leaved, winter-deciduous streamside woodland dominated by western sycamore and white alder (*Alnus rhombifolia*). These stands seldom form closed canopy forests and even may appear as trees scattered in a shrubby thicket of sclerophyllous and deciduous species. Additional plant species include California blackberry (*Rubus ursinus*), poison oak (*Toxicodendron diversilobum*), and blue elderberry (*Sambucus mexicana*). This vegetation community is typically found in very rocky streambeds subject to seasonally high intensity flooding.

Within the CPU area, southern sycamore-alder riparian woodland is located in the northern central portion of the CPU area, immediately south of SR 52. Additionally, a small stand is mapped in the northern portion of Murphy Canyon.

### Southern Willow Scrub

Southern willow scrub consists of dense, broad-leaved, winter-deciduous stands of trees dominated by shrubby willows in association with mule fat, and with scattered emergent cottonwood (*Populus fremontii*) and western sycamores. This vegetation community occurs on loose, sandy or fine gravelly alluvium deposited near stream channels during flood flows. Frequent flooding maintains this early seral community, preventing succession to a riparian woodland or forest. In the absence of periodic flooding, this early seral type would be succeeded by southern cottonwood or western sycamore riparian forest.

Areas of southern willow scrub mapped as disturbed likely contain many of the same shrub species as the undisturbed community, but vegetation cover is sparser and has a higher proportion of non-native, annual plant species.

Within the CPU area, southern willow scrub (including the disturbed form) is mapped in the eastern portion of the airport property.

### Vernal Pools

Vernal pools are a highly specialized plant habitat that support a unique flora. Vernal pools are associated with two important physical conditions: a subsurface hardpan or claypan that inhibits the downward percolation of water and a topography characterized by a series of low hummocks called mima mounds and low depressions (the vernal pools) which prevents above ground water runoff. As the result of these two physical conditions, water collects in these depressions during the rainy season. As the rainy season ends and the dry season begins, the water that has collected in these vernal pools is gradually evaporated. A temporal succession of plant species will occur at the receding pool margins, depending upon the physical and chemical microenvironmental characteristics of the pool. Vernal pools in a wet year will have a high proportion of native species that are endemic to this habitat. During these years, exotic, ruderal species characteristic of the non-native grasslands that occur on the surrounding mima mounds may be suppressed as they cannot compete with wet adapted species like they can in a dry year.

Vernal pools (i.e., San Diego Mesa Hardpan Vernal Pools) are known to occur in multiple areas within the CPU area, with most pools mapped within the airport property. Additionally, vernal pools are known to occur in the north near SR 52, south of Tech Way, and west of Ruffin Road.

## **b. Sensitive Upland Communities**

Upland vegetation communities are found in dry landforms and do not occur in wetland situations (e.g., inundated or containing saturated soils). In the CPU area, sensitive upland vegetation communities consist of scrub, chaparral, and grasslands. These communities are mostly located along the perimeter of the CPU area within undeveloped lots and along the hillsides of Murphy Canyon. The majority of grasslands within the CPU area are located within the airport property. The individual upland vegetation types mapped within the CPU area are described below.

### Chamise Chaparral

Chamise chaparral is a 1- to 3-meter tall vegetation community overwhelmingly dominated by chamise (*Adenostoma fasciculatum*) with little to no herbaceous understory. Associated species of this community may include Ceanothus (*Ceanothus* spp.), Manzanita (*Arctostaphylos* spp.), laurel sumac (*Malosma laurina*), scrub oak (*Quercus dumosa*), deerweed (*Acmispon glaber*), and sages (*Salvia* spp.), although they contribute little to cover. This vegetation is adapted to repeated fires by stump sprouting and mature stands are densely interwoven with very little herbaceous understory or litter.

In the CPU area, chamise chaparral is mapped on lands within the airport property and in the east within the undeveloped hillsides near Murphy Canyon. Depending on present species, this generalized habitat may also be considered southern mixed or maritime chaparral at the time site specific surveys are performed.

### Diegan Coastal Sage Scrub

Diegan coastal sage scrub is a low, soft-woody, subshrub that may be dominated by a variety of species depending upon soil type, slope, and aspect. Typical species found within Diegan coastal sage scrub include California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum* ssp. *fasciculatum*), laurel sumac, lemonadeberry (*Rhus integrifolia*), and black sage (*Salvia mellifera*).

The coastal form of Diegan coastal sage scrub is nearly identical to Diegan coastal sage scrub, except that it is known to occur at lower elevations below 1000 feet above mean sea level (AMSL). According to Oberbauer et al., baccharis scrub is a subtype of coastal sage scrub, but chiefly supports baccharis species such as broom baccharis (*Baccharis sarothroides*) and coyote bush (*Baccharis pilularis*) (2008). Areas mapped as disturbed likely contain many of the same shrub species as the undisturbed community, but vegetation cover is sparser and has a higher proportion of non-native, annual plant species.

Within the CPU area, Diegan coastal sage scrub (including baccharis-dominated, coastal, and disturbed forms) is the most abundant vegetation community. It is found in the airport property, along the undeveloped hillsides near and within Murphy Canyon, and in the north within undeveloped lands south of SR 52.

### Southern Mixed or Southern Maritime Chaparral

Southern mixed chaparral is composed of broad-leaved sclerophyllous shrubs that can reach 6 to 10 feet in height and form dense often nearly impenetrable stands with poorly developed understories. In this mixed chaparral the shrubs are generally tall and deep rooted, with a well-developed soil litter layer. This vegetation community occurs on dry, rocky, often steep north-facing slopes with lower soil temperatures. As conditions become more mesic, broad-leaved sclerophyllous shrubs that resprout from underground root crowns become dominant. Depending upon relative proximity to the coast, southern mixed chaparral is dominated by chamise (*Adenostoma fasciculatum*), mission manzanita (*Xylococcus bicolor*), Ramona lilac (*Ceanothus tomentosus*), white-stem wild-lilac (*Ceanothus leucodermis*), and big-berry manzanita (*Arctostaphylos glauca*). This vegetation community provides important habitat for wide-ranging, larger wildlife species such as mule deer (*Odocoileus hemionus*), mountain lion (*Felis concolor*), and golden eagle (*Aquila chrysaetos*). Depending on present species, this generalized habitat may also be considered chamise or maritime chaparral. When coast white lilac (*Ceanothus verrucosus*) and/or scrub oak is present with or without other indicator species present, this habitat could be considered Tier I southern maritime chaparral per City's Biology Guidelines.

Southern mixed chaparral is the third largest vegetation community within the CPU area. It is mapped in airport property, along the undeveloped hillsides within Murphy Canyon, in the north within undeveloped lands south of SR 52, and within San Clemente Canyon in the northwest portion of the CPU area.

### Maritime Succulent Scrub

Maritime succulent scrub, rare subtype of Diegan coastal sage scrub, is a low open scrub community that is dominated by a mixture of stem and leaf succulent species and drought deciduous species that also occur within sage scrub communities. This vegetation community occurs on thin, rocky or sandy soils, on steep (west or southern) slopes of coastal headlands and bluffs. Maritime succulent scrub is generally restricted to the reach of the coastal fog belt and extends north to south from about Torrey Pines to southern Baja with island sub-types on San Clemente and Catalina islands. The dominant species typically found within this vegetation community include coast barrel cactus (*Ferocactus viridescens*), velvet cactus (*Bergerocactus emoryi*), prickly pear cactus (*Opuntia littoralis*), cliff spurge (*Euphorbia misera*), dudleya (*Dudleya* spp.), desert thorn (*Lycium californicum*), and California sunflower (*Bahiopsis laciniata*).

Within the CPU area, maritime succulent scrub is mapped in two areas in the south, along the undeveloped hillsides near Murphy Canyon.

### Non-Native Grassland

Non-native grassland occurs seasonally in response to winter and spring rains and is a dense to sparse cover of annual, non-native grasses, sometimes associated with species of showy-flowered, native, annual forbs. This community characteristically occurs on gradual slopes with deep, fine-textured, usually clay soils. Characteristic species in non-native grassland include oats (*Avena* spp.), red brome (*Bromus madritensis* ssp. *rubens*), ripgut grass (*Bromus diandrus*), ryegrass (*Lolium* sp.), and mustard (*Brassica* sp.). Most of the annual, introduced species that comprise the majority of species and biomass within non-native grassland originated from the Mediterranean region, an area with a

long history of agriculture and a climate similar to California's climate. These two factors, in addition to intensive grazing and agricultural practices in conjunction with severe droughts, contributed to the successful invasion and establishment of these species and the replacement of native grasses with an annual-dominated, non-native grassland. These grasslands occur throughout San Diego County and serve as valuable raptor foraging habitat.

Broadleaf-dominated non-native grassland is a subtype of non-native grassland but is dominated greater than 50 percent by one or several invasive annual broadleaf species, such as: mustard, fennel (*Foeniculum vulgare*), or thistle (*Centaurea* spp.).

Non-native grasslands (including broadleaf-dominated) are the second most abundant vegetation community within the CPU area and have been mapped in the airport property, along the undeveloped hillsides near and within Murphy Canyon, and in the north within undeveloped lands south of SR 52.

#### Scrub Oak Chaparral

Scrub oak chaparral is a dense, evergreen shrub up to 20 feet tall, dominated by scrub oak (*Quercus dumosa*) with considerable mountain mahogany (*Cercocarpus betuloides*). Scrub oak chaparral occurs in somewhat more mesic areas than many other chaparrals, such as north facing slopes, and recovers more rapidly from fires than other chaparrals due to the resprouting capabilities of scrub oak. This vegetation community often occurs at slightly higher elevations (to 5,000 feet) and substantial leaf litter accumulates.

Within the CPU area, scrub oak chaparral is mapped in the southeast along the undeveloped hillsides near Murphy Canyon.

#### Valley and Foothill Grassland

Valley and foothill grassland is rare, native grassland community dominated by perennial native bunchgrasses such as purple needle grass (*Nassella pulchra*) with annual and perennial forbs such as common golden stars (*Bloomeria crocea* ssp. *crocea*) and California blue-eyed grass (*Sisyrinchium bellum*). Native grasslands generally occur on fine-textured soils that exclude the annual, exotic grasses. Almost all of the native grasslands in California have been displaced by non-native grassland dominated by introduced annual species. Native grasslands occur throughout California as small isolated islands.

Within the CPU area, valley and foothill native grasslands occur as isolated blocks of habitat in the north, south of SR 52 and in the central portion of the CPU area approximately 0.25 mile north of the airport property.

### **c. Other Uplands**

Other uplands consist of various vegetation communities/land cover types within the CPU area that are typically a result from some level of disturbance (e.g., development, encroachment, or other anthropogenic disturbances). These habitats can also be considered sensitive if they support a sensitive species (i.e., a hawk in a eucalyptus tree).

### Developed

Developed land consist of areas that have been constructed upon or physically altered to which native vegetation is no longer supported. Typically, developed lands contain structures, impervious surfaces, or landscaped areas that are irrigated.

Within the CPU area, developed land is the largest cover type occupying approximately 84 percent of the total CPU area.

### Disturbed Habitat (Disturbed Land)

Disturbed habitat (disturbed land) is defined by areas that have been physically altered such that native habitat vegetation or structure is no longer present, but the area may still retain some native species or native soil substrate. These areas are not typically artificially irrigated but may receive water from precipitation and man-made runoff. Vegetation present is a preponderance of non-native plant species such as ornamentals or ruderal exotic species that take advantage of disturbance.

Areas within the CPU area mapped as disturbed land primarily occur on the airport property, but other areas of disturbed habitat are mapped in various locations throughout the CPU area in the north, east, and south.

### Eucalyptus Woodland

Eucalyptus woodland is a community dominated by eucalyptus (*Eucalyptus* sp.), an introduced genus that has often been planted purposely for wind blocking, ornamental, and hardwood production purposes. Most groves are monotypic with the most common species being either the blue gum (*Eucalyptus gunnii*) or red gum (*E. camaldulensis* ssp. *obtus*). The understory within well-established groves is usually very sparse due to the closed canopy and allelopathic nature of the abundant leaf and bark litter. If sufficient moisture is available, this species becomes naturalized and is able to reproduce and expand its range. The sparse understory offers only limited wildlife habitat; however, as a wildlife habitat, these woodlands can provide excellent nesting sites for a variety of raptors if the woodlands are not located in highly urbanized environments. During winter migrations, a large variety of warblers may be found feeding on the insects that are attracted to eucalyptus flowers.

Eucalyptus woodland is mapped in a few relatively small areas of the CPU area; in the eastern portion of the airport property and in the south near the undeveloped hillsides of Murphy Canyon.

## **2.3.2.2 Jurisdictional Resources**

Vegetation communities in the CPU area that may also be jurisdictional wetlands include: disturbed wetland, southern riparian forest, riparian scrub, southern riparian woodland, southern sycamore-alder riparian woodland, southern willow scrub, and vernal pools. In addition to the vegetation mapping, the National Wetlands Inventory (NWI; USFWS 2018a) database shows riverine and freshwater areas within the CPU area; specifically, PEM1A: palustrine, emergent, persistent, temporary flooded; PEM1Ax: palustrine, emergent, persistent, temporary flooded, excavated; PEM1Ah: palustrine, emergent, persistent, temporary flooded, diked/impounded; PEM1Ch: palustrine, emergent, persistent, seasonally flooded; PFO/SSA: palustrine, forested, scrub-shrub,

temporary flooded; PFOC: palustrine, forested, seasonally flooded; PFOA: palustrine, forested, temporary flooded; PSSA: palustrine, scrub-shrub, temporary flooded; PSSAx: palustrine, scrub-shrub, temporary flooded, excavated; R4SBA: riverine, intermittent, streambed, temporary flooded; and RS4SBAX: riverine, intermittent, streambed, temporary flooded, excavated.

Riverine areas recorded in the NWI database occur in four locations associated with either San Clemente Canyon along the northern portion of the CPU area or Murphy Canyon along the eastern portion of the CPU area. Due to contiguity of linear stream features, most of these reach areas may be considered jurisdictional wetlands and/or waters.

### 2.3.2.3 Sensitive Plants

Sensitive plant species are those that are considered federal, State, or California Native Plant Society (CNPS) rare, threatened, or endangered; MSCP Covered Species; or MSCP Narrow Endemic (NE) species. More specifically, pursuant to the SDMC (Chapter 11, Article 3, Division 1), Sensitive biological resources means upland and/or wetland areas that meet any one of the following criteria:

- a) Lands that have been included in the City of San Diego Multiple Species Conservation Program Preserve;
- b) Wetlands;
- c) Lands outside the MHPA that contain Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats;
- d) Lands supporting species or subspecies listed as rare, endangered, or threatened under Section 670.2 or 670.5, Title 14, California Code of Regulations, or the Federal Endangered Species Act, Title 50, Code of Federal Regulations, Section 17.11 or 17.12, or candidate species under the California Code of Regulations;
- e) Lands containing habitats with Narrow Endemic Species as listed in the Biology Guidelines in the Land Development manual; or
- f) Lands containing habitats of covered species as listed in the Biology Guidelines in the Land Development Manual.

A plant species may also be considered sensitive if it is included in the CNPS Inventory of Rare and Endangered Plants. Sensitive plant status is often based on one or more of three distributional attributes: geographic range, habitat specificity, and/or population size. A species that exhibits a small or restricted geographic range (such as those endemic to the region) is geographically rare. A species may be more or less abundant but occur only in very specific habitats. Lastly, a species may be widespread but exists naturally in small populations.

Per the sources listed above, a total of 20 sensitive plant species have been identified as being within or adjacent to the CPU area. Each of these species are listed below.

- **singlewhorl burrobrush** (*Ambrosia monogyra*) (CNPS Rare Plant Rank 2B.2),
- **San Diego ambrosia** (*Ambrosia pumila*) (CNPS Rare Plant Rank 1B.1, MSCP Covered),

- **San Diego goldenstar** (*Bloomeria clevelandii*) (CNPS Rare Plant Rank 1B.1, MSCP Covered),
- **Orcutt's brodiaea** (*Brodiaea orcuttii*) (CNPS Rare Plant Rank 1B.1, MSCP Covered),
- **wart-stemmed ceanothus** (*Ceanothus verrucosus*) (CNPS Rare Plant Rank 2B.2),
- **Orcutt's spineflower** (*Chorizanthe orcuttiana*) (Federally Endangered, State Endangered, CNPS Rare Plant Rank 1B.1),
- **knotweed spineflower** (*Chorizanthe polygonoides*), Federal Species of Special Concern, CNPS Rare Plant Rank 1B.1),
- **long-spined spineflower** (*Chorizanthe polygonoides* var. *longispina*) (CNPS Rare Plant Rank 1B.2),
- **summer holly** (*Comarostaphylis diversifolia* ssp. *diversifolia*) (CNPS Rare Plant Rank 1B.2),
- **variegated dudleya** (*Dudleya variegata*) (CNPS Rare Plant Rank 1B.2, MSCP Covered),
- **San Diego button-celery** (*Eryngium aristulatum* var. *parishii*) (Federally Endangered, State Endangered, CNPS Rare Plant Rank 1B.1, VPHCP Covered),
- **San Diego barrel cactus** (*Ferocactus viridescens*) (CNPS Rare Plant Rank 2B.1, MSCP Covered),
- **decumbent goldenbush** (*Isocoma menziesii* var. *decumbens*) (CNPS Rare Plant Rank 1B.2),
- **willow monardella** (*Monardella viminea*) (Federally Endangered, State Endangered, CNPS Rare Plant Rank 1B.1, MSCP Covered),
- **spreading navarretia** (*Navarretia fossalis*) (Federally Threatened, CNPS Rare Plant Rank 1B.1, MSCP/VPHCP Covered),
- **prostrate vernal pool navarretia** (*Navarretia prostrata*) (CNPS Rare Plant Rank 1B.1, VPHCP Covered),
- **San Diego mesa mint** (*Pogogyne abramsii*) (Federally Endangered, State Endangered, CNPS Rare Plant Rank 1B.1, VPHCP Covered),
- **Nuttall's scrub oak** (*Quercus dumosa*) (CNPS Rare Plant Rank 1B.1),
- **oil nest straw** (*Stylocline citroleum*) (CNPS Rare Plant Rank 1B.1), and
- **woven-spored lichen** (*Texosporium sancti-jacobi*) (CNPS Rare Plant Rank 3).

Although the species listed above are recorded in or adjacent to the CPU area, three of these species have historical occurrence records and are currently presumed to be extirpated or possibly extirpated from the CPU area. These three species include: San Diego ambrosia, Orcutt's spineflower, and woven-spored lichen.

A search of CNPS and California Natural Diversity Data Base (CNDDB) records (two-mile radius from the CPU area) was used to develop a matrix of additional sensitive plant species that may have potential to occur in the CPU area due to the presence of suitable habitat (e.g., vegetation communities, soils, elevation, and geographic range, life form/blooming period, etc.). The matrix is presented in Table 2-4, *Sensitive Plant Species Observed and Potential to Occur in the CPU Area*, and includes 14 additional special status plant species, their favorable habitat conditions, and their potential to occur in the CPU area.

**Table 2-4**  
**SENSITIVE PLANT SPECIES AND POTENTIAL TO OCCUR IN THE CPU AREA<sup>1</sup>**

Species	Sensitivity  Federal State CNPS City	Potential to Occur/Preferred Habitat/Range	Lifeform and Bloom Period <sup>2</sup>
San Diego thorn-mint ( <i>Acanthomintha ilicifolia</i> )	FT SE CNPS 1B.1 MSCP Covered NE	<b>Low Potential.</b> Occurs between 10 and 960 meters above mean sea level (AMSL) on clay soils in chaparral, coastal sage scrub, valley and foothill grassland, and vernal pools. CNDDDB has two records of this species within two miles of the CPU area; however, these records are historical (1936) and this species is presumed to be extirpated from the majority of this portion of the County as a result of development. There is one extant population known to occur within an SDG&E utility easement on the U.S. Naval Golf Course within the Navajo community. Suitable habitat present, but species is likely extirpated within the CPU area.	Annual herb  April to June
California adolphia ( <i>Adolphia californica</i> )	-- -- CNPS 2B.1 --	<b>High Potential.</b> Found in clay soils in chaparral, coastal scrub, and valley and foothill grassland vegetation between 10 and 740 meters AMSL. CNDDDB has three extant populations known to occur southeast and south of the CPU area along I-8 freeway. Suitable habitat is present in the CPU area.	Perennial, deciduous shrub  December to May
Coulter's saltbush ( <i>Atriplex coulteri</i> )	-- -- CNPS 1B.2 NE	<b>Not Expected.</b> Occurs between 3 and 460 meters AMSL in areas of alkaline or clay soils within coastal bluff scrub, coastal dunes, coastal scrub, and native grasslands. CNDDDB has one extant population known to occur south of the CPU area in an undeveloped urban canyon in the community of Serra Mesa. Suitable habitat is present in the CPU area.	Perennial herb  March to October
Otay Mountain ceanothus ( <i>Ceanothus otayensis</i> )	-- -- CNPS 1B.2	<b>Not Expected.</b> Occurs between 600 and 1100 meters AMSL in areas of metavolcanic or gabbroic soils where chaparral vegetation. CNDDDB has one extant population known to occur north of the CPU area within the MCAS Miramar. Suitable habitat does not occur in the CPU area.	Perennial shrub  January to April

**Table 2-4 (cont.)**  
**SENSITIVE PLANT SPECIES AND POTENTIAL TO OCCUR IN THE CPU AREA<sup>1</sup>**

Species	Sensitivity  Federal State CNPS City	Potential to Occur/Preferred Habitat/Range	Lifeform and Bloom Period <sup>2</sup>
Palmer's goldenbush ( <i>Ericameria palmeri</i> <i>var. palmeri</i> )	-- -- CNPS 1B.1	<b>Moderate Potential.</b> Occurs between 300 and 600 meters AMSL in mesic soils and associated with chaparral and coastal scrub vegetation. CNDDDB has one extant population known to occur south of the CPU area along I-8 freeway. Suitable habitat is present in the CPU area.	Perennial shrub  July to November
Palmer's grapplinghook ( <i>Harpagonella palmeri</i> )	-- -- CNPS 4.2	<b>Moderate Potential.</b> Occurs between 20 and 955 meters AMSL in clay soils that support chaparral, coastal scrub vegetation, and native grasslands. Found in openings within the vegetation. CNDDDB has two extant populations known to occur within two miles of the CPU area northwest on MCAS Miramar and east of the CPU area in the community of Tierrasanta. Suitable habitat is present in the CPU area.	Annual shrub  March to May
San Diego marsh-elder ( <i>Iva hayesiana</i> )	-- -- CNPS 2B.2	<b>Moderate Potential.</b> Found in marshes, swamps, plays, and often associated with drainage channels. Found between 10 and 500 meters AMSL in openings within the vegetation. CNDDDB has one extant population known to occur within two miles of the CPU area; located north within Rose Canyon the communities of University and Clairemont Mesa. Suitable wetland habitat and drainages that could support this species occur in the CPU area.	Perennial herb  April to October
Coulter's goldfields ( <i>Lasthenia glabrata</i> <i>ssp. Coulteri</i> )	-- -- CNPS 1B.1	<b>Moderate Potential.</b> Occurs in coastal marshes and swamps, plays, and vernal pools between 1 and 1,220 meters AMSL. CNDDDB has one extant population known to occur north of the CPU area within the MCAS Miramar. Suitable vernal pool is present habitat in the CPU area.	Annual herb  February to June

**Table 2-4 (cont.)**  
**SENSITIVE PLANT SPECIES AND POTENTIAL TO OCCUR IN THE CPU AREA<sup>1</sup>**

Species	Sensitivity  Federal State CNPS City	Potential to Occur/Preferred Habitat/Range	Lifeform and Bloom Period <sup>2</sup>
Robinson's pepper-grass ( <i>Lepidium virginicum</i> var. <i>robinsonii</i> )	-- -- CNPS 4.3	<b>Moderate Potential.</b> Occurs in chaparral and coastal scrub vegetation. CNDDDB has two extant populations known to occur within two miles of the CPU area: north within Rose Canyon and east of the CPU area in the community of Tierrasanta. Additional observations of this species were recorded in 2018 adjacent to the CPU area, located east of I-15, in the community of Tierrasanta. Suitable habitat is present in the CPU area.	Annual herb  January to July
Little mousetail ( <i>Myosurus minimus</i> ssp. <i>apus</i> )	-- -- CNPS 3.1	<b>High Potential.</b> Occurs between 20 and 640 meters AMSL in native grasslands and often found near vernal pools. CNDDDB has one extant population known to occur within two miles of the CPU area and located east in the community of Tierrasanta. Suitable vernal pool habitat is present in the CPU area.	Annual herb  March to June
California Orcutt grass ( <i>Orcuttia californica</i> )	FE SE CNPB 1B.1 NE VPHCP Covered	<b>Moderate Potential.</b> Occurs in vernal pool habitats between 15 and 660 meters AMSL. CNDDDB has three extant populations known to occur within two miles of the CPU area: all are found associated with the vernal pool complexes on MCAS Miramar. Suitable vernal pool habitat is present in the CPU area.	Annual herb  April to August
Otay mesa mint ( <i>Pogogyne nudiuscula</i> )	FE SE CNPS 1B.1 NE VPHCP Covered	<b>Not Expected.</b> Found in vernal pools on Otay Mesa in San Diego County between 90 and 250 meters AMSL. CNDDDB has two records of this species within two miles of the CPU area. Although suitable habitat is present in the CPU area, this species is considered extirpated by development in this region of the County.	Annual herb  May to July
Munz's sage ( <i>Salvia munzii</i> )	-- -- CNPS 2B.2	<b>Moderate Potential.</b> Occurs in chaparral and coastal scrub vegetation between 115 and 1,065 meters AMSL. CNDDDB has one record of this species within two miles of the CPU area, located with Ruffin Canyon in the community of Serra Mesa. Suitable habitats are present in the CPU area.	Perennial shrub  February to April

**Table 2-4 (cont.)  
SENSITIVE PLANT SPECIES AND POTENTIAL TO OCCUR IN THE CPU AREA<sup>1</sup>**

Species	Sensitivity  Federal State CNPS City	Potential to Occur/Preferred Habitat/Range	Lifeform and Bloom Period <sup>2</sup>
San Diego County viguiera ( <i>Viguiera laciniata</i> )	-- -- CNPS 4.2 --	<b>High Potential.</b> Found in chaparral and coastal scrub in a variety of soil types at elevations of between 195 feet to 2,460 feet AMSL. This species was observed in 2018 adjacent to the CPU area, located east of I-15 and along Clairemont Mesa Boulevard, in the community of Tierrasanta. Suitable habitat is present in the CPU area.	Perennial shrub  February to August

Source: HELIX 2019e

<sup>1</sup> Sensitive includes MSCP Narrow Endemic and Covered Species.

<sup>2</sup> Lifeform and bloom period are from CNPS (2017).

*Federal Status Codes:* FE = federally listed endangered; FT = federally listed threatened

*State Status Codes:* SE = state listed endangered

*California Native Plant Society Rare Plant Rankings:*

1B = Rare, threatened, or endangered in California and elsewhere. Eligible for state listing.

2B = Rare, threatened, or endangered in California but more common elsewhere. Eligible for state listing.

3 = Review list: Plants about which more information is needed. Some eligible for state listing.

4 = Watch list: plants of limited distribution. Needs monitoring for changes in population status. Few (if any) eligible for state listing.

.1 = Seriously threatened in California (over 80 percent of occurrences threatened/high degree and immediacy of threat)

.2 = Moderately threatened in California (20-80% occurrences threatened/moderate degree and immediacy of threat.

.3 = Not very threatened in California (less than 20% of occurrences threatened/low degree and immediacy of threat or no current threats known.

*City of San Diego:* MSCP Covered = MSCP covered species; NE = narrow endemic; VPHCP Covered = VPHCP covered species.

### 2.3.2.4 Sensitive Wildlife

Sensitive animal species are those that are considered federal or State threatened or endangered; MSCP Covered Species; or MSCP NE species. More specifically, if a species is designated with any of the following statuses (a-c below), it is considered sensitive per the SDMC (Chapter 11, Article 3, Division 1):

- A species or subspecies is listed as endangered or threatened under Section 670.2 or 670.5, Title 14, California Code of Regulations, or the federal Endangered Species Act, Title 50, CFR, Section 17.11 or 17.12, or candidate species under the California Code of Regulations;
- A species is a Narrow Endemic as listed in the Biology Guidelines in the Land Development Manual (City 2018d); and/or
- A species is a MSCP Covered Species as listed in the Biology Guidelines in the Land Development Manual (City 2018d).

A species may also be considered sensitive if it is included on the CDFW's Special Animals List (CDFW 2018a-e) as a candidate for federal or State listing, State Species of Special Concern, State Watch List species, State Fully Protected species, or federal Bird of Conservation Concern. Generally, the principal reason an individual taxon (species or subspecies) is considered sensitive is the documented or perceived decline or limitations of its population size or geographical extent and/or distribution, resulting in most cases from habitat loss. Additionally, avian nesting is protected by the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC).

A total of 11 sensitive wildlife species have been recorded within or adjacent to the CPU area. Each of these species are listed below.

- **Cooper's hawk** (*Accipiter cooperii*) (CDFW Species of Special Concern)
- **California glossy snake** (*Arizona elegans occidentalis*) (CDFW Species of Special Concern)
- **orange-throated whiptail** (*Aspidoscelis hyperythra*) (CDFW watch list, MSCP Covered)
- **burrowing owl** (*Athene cunicularia*) (CDFW Species of Special Concern, MSCP Covered)
- **San Diego fairy shrimp** (*Branchinecta sandiegonensis*) (Federally Endangered, VPHCP Covered),
- **prairie falcon** (*Falco mexicanus*) (CDFW watch list)
- **coast horned lizard** (*Phrynosoma blainvillii*) (CDFW Species of Special Concern, MSCP Covered)
- **coastal California gnatcatcher** (*Polioptila californica californica*) (Federally Threatened, CDFW Species of Special Concern, MSCP Covered)
- **Quino checkerspot butterfly** (*Euphydryas editha quino*) (Federally Endangered)
- **southwestern willow flycatcher** (*Empidonax traillii extimus*) (Federally Endangered, State Endangered, MSCP Covered), and
- **yellow warbler** (*Setophaga petechia*) (USFWS Bird of Conservation Concern, CDFW Species of Special Concern)

Although the wildlife species listed above are recorded in or adjacent to the CPU area, two of these species have historical occurrence records and are currently presumed to be extirpated or possibly extirpated from the CPU area; including: prairie falcon and quino checkerspot butterfly. Additionally, although a single southwestern willow flycatcher was recorded during general biological field surveys for the City's Pure Water Final EIR (City 2018a), this species is not expected to breed within the CPU area due to lack of suitable habitat.

A search of CNDDB and USFWS records (two-mile radius from the CPU area) was used to develop a matrix of additional sensitive wildlife species that may have potential to occur in the CPU area due to the presence of suitable habitat (e.g., vegetation communities, soils, elevation, and geographic range, etc.). The matrix is presented in Table 2-5, *Sensitive Wildlife Species and Potential to Occur in the CPU Area*, and includes the additional special status wildlife species, their favorable habitat conditions, and their potential to occur in the CPU area.

**Table 2-5**  
**SENSITIVE WILDLIFE SPECIES AND POTENTIAL TO OCCUR IN THE CPU AREA<sup>1</sup>**

Species	Sensitivity  Federal State City	Habitat and Potential to Occur
<b>Amphibians</b>		
Western spadefoot ( <i>Spea hammondi</i> )	-- SSC --	<b>Moderate Potential.</b> Inhabits floodplains, washes, and low hills. In southern California, its habitats include coastal sage scrub, chaparral, and grassland. Important habitat components include temporary pools (which form during winter and spring rains) for breeding and friable soils for burrowing. CNDDDB has one record of this species occurring within two miles of the CPU area, within an SDG&E utility easement northwest of SDCCU Stadium in the community of Mission Valley. Suitable habitat is present in the wetland and vernal pool portions of the CPU area.
<b>Reptiles</b>		
Two-striped garter snake ( <i>Thamnophis hammondi</i> )	-- SSC --	<b>Moderate Potential.</b> Occurs primarily along permanent creeks and streams but also around vernal pools and along intermittent streams. It is occasionally found in chaparral or other habitats relatively far from permanent water. CNDDDB has one record of this species occurring within two miles of the CPU area, located northwest within the MCAS Miramar. Suitable vernal pools habitat is present in the CPU area; however, this species prefers permanent aquatic habitats, which are limited within the CPU area.
Coronado skink ( <i>Plestiodon skiltonianus interparietalis</i> )	-- SSC --	<b>High Potential.</b> Found in grasslands, coastal sage scrub, open chaparral, pine oak woodland, and coniferous forests. It prefers areas where there is abundant leaf litter or low, herbaceous growth. CNDDDB has one record of this species occurring within two miles of the CPU area, located north within the MCAS Miramar. Suitable habitat for this species is present in the CPU area.

**Table 2-5 (cont.)  
SENSITIVE WILDLIFE SPECIES AND POTENTIAL TO OCCUR IN THE CPU AREA<sup>1</sup>**

<b>Species</b>	<b>Sensitivity  Federal State City</b>	<b>Habitat and Potential to Occur</b>
<b>Birds</b>		
Southern California rufous-crowned sparrow ( <i>Aimophila ruficeps canescens</i> )	-- WL MSCP Covered	<b>Moderate Potential.</b> Occurs in coastal sage scrub and chaparral habitats of moderate density throughout the County. CNDDDB has one record of this species occurring within two miles of the CPU area, located northeast along an SDG&E easement within the U.S. Naval Recreation Facility in the community of Navajo. Suitable habitat is present in the CPU area.
Yellow-breasted chat ( <i>Icteria virens</i> )	-- SSC --	<b>High Potential.</b> In California, this species is found in a variety of dense riparian thickets during its breeding season and is mostly absent during the winter months. Observations of this species were recorded in 2018 adjacent to the CPU area, located north within the MCAS Miramar. Suitable habitat for this species is present in the CPU area and the species may move through the CPU area during migration; however, larger habitat blocks occur outside of the CPU area and are more likely to be inhabited and used for breeding by this species. Suitable habitat is present in the CPU area.
Least Bell's vireo ( <i>Vireo bellii pusillus</i> )	FE SE MSCP Covered	<b>Moderate Potential.</b> The least Bell's vireo is found a variety of riparian scrub, woodland, and forest habitats in California and northern Baja California, Mexico during its breeding season. It winters in southern Baja California, Mexico. CNDDDB has several records of this species occurring within two miles of the CPU area. All of these records are south of the CPU area within the riparian corridor of the San Diego River in the community of Mission Valley. Suitable habitat for this species is present in the CPU area and the species may move through the CPU area during migration; however, larger habitat blocks occur outside of the CPU area and are more likely to be inhabited and used for breeding by this species.
<b>Mammals</b>		
Northwestern San Diego pocket mouse ( <i>Chaetodipus fallax fallax</i> )	-- SSC --	<b>Potential.</b> Occurs in coastal sage scrub, grasslands, and sparse chaparral; usually with loams and sandy substrates. CNDDDB has one record of this species occurring within two miles of the CPU area, located east in the community of Tierrasanta. Suitable habitat is present in the CPU area.

**Table 2-5 (cont.)**  
**SENSITIVE WILDLIFE SPECIES AND POTENTIAL TO OCCUR IN THE CPU AREA<sup>1</sup>**

<b>Species</b>	<b>Sensitivity</b>  <b>Federal State City</b>	<b>Habitat and Potential to Occur</b>
<b>Mammals (cont.)</b>		
Western mastiff bat ( <i>Eumops perotis californicus</i> )	-- SSC --	<b>Potential.</b> Found in chaparral where associated with oak trees. Also prefers cracks and small holes within rocky areas and man-made structures. CNDDDB has two records of this species occurring within two miles of the CPU area, located southeast near San Diego State University in the community of Navajo. Limited suitable chaparral habitat is present in the CPU area.
Pocketed free-tailed bat ( <i>Nyctinomops femorosaccus</i> )	-- SSC --	<b>Not Expected.</b> Occurs in desert areas with high cliffs and/or rock outcrops. CNDDDB has two records of this species documented within two miles of the CPU area in the adjacent communities of Linda Vista and Clairemont Mesa; however, these records are from 1983 and 1987 and are of deceased individuals that were reported to the County Public Health Department. No suitable habitat is present in the CPU area.
Big free-tailed bat ( <i>Nyctinomops macrotis</i> )	-- SSC --	<b>Not Expected.</b> Found in rocky rugged areas with canyons and/or cliffs. CNDDDB has one record of this species documented within two miles of the CPU area in the adjacent community of Clairemont Mesa; however, this record is from 1983 and 1987 and are of deceased individuals that were reported to the County Public Health Department. No suitable habitat is present in the CPU area.

Source: HELIX 2019e

<sup>1</sup> Sensitive includes MSCP Narrow Endemic and Covered Species.

Federal Status Codes: FE = federally listed endangered

State Status Codes: SE = state listed endangered; SSC = state species of special concern; WL = watch list

City Status Codes: MSCP Covered = MSCP covered species

### 2.3.2.5 Wildlife Corridor Movement

Wildlife corridors are linear spaces of undeveloped native habitats that connect large natural open space and provide opportunities for wildlife movement either at a regional or local scale. Habitat linkages between wildlife corridors connect isolated blocks of habitat and allow movement or dispersal species over a large scale and the consequent mixing of genes between populations (i.e., gene pool diversity). Wildlife corridors and habitat linkages contribute to species' sustainability by providing access to adjacent habitat areas for dispersal, foraging, and mating. Wildlife movement corridors and linkages are considered sensitive by the City, resource agencies, and conservation groups.

There are no designated regional corridors crossing the CPU area. The nearest regional corridor extends from the west to east via San Clemente Canyon south of SR 52 then transitions north of

SR 52 continuing through MCAS Miramar. Remaining undeveloped lands in the CPU area occur in the north along SR 52, in the east where the hillside and creek of Murphy Canyon are located, in the south where a large vernal pool complex is located within the airport property, and within the Multi-Habitat Planning Area (MHPA) area in the western portion of the StoneCrest Specific Plan area. The undeveloped areas in the CPU area are limited by surrounding existing development, including major freeways. Undeveloped areas serve as stepping stones and local links within and between the remaining habitat in the CPU area and larger areas of native habitat and MHPA surrounding the CPU area (i.e., San Diego River Park open space areas to the south; Mission Trails Regional Park connections to the east, coastal canyons to the west, and MCAS Miramar and Los Peñasquitos Canyon Preserve to the north).

The CPU area is likely to support urban adapted and migrating terrestrial wildlife species (i.e., birds, mammals, reptiles and amphibians, etc.), including the coyote (*Canis latrans*), and bobcat (*Lynx rufus*), mule deer (*Odocoileus hemionus*), and mountain lion (*Felis concolor*).

## 2.3.3 Geology and Soils

### 2.3.3.1 Geologic Setting

San Diego is located within the western (coastal) portion of the Peninsular Ranges Geomorphic Province of California. The Peninsular Ranges encompass an area that roughly extends from the Transverse Ranges and the Los Angeles Basin, south to the Mexican border, and beyond another approximately 800 miles to the tip of Baja California. The geomorphic province varies in width from approximately 30 to 100 miles, most of which is characterized by northwest-trending mountain ranges separated by subparallel fault zones. In general, the Peninsular Ranges are underlain by Jurassic-age metavolcanic and metasedimentary rocks and by Cretaceous-age igneous rocks of the southern California batholith. Geologic cover over the basement rocks in the westernmost portion of the province in San Diego County generally consists of Upper Cretaceous-, Tertiary-, and Quaternary-age sedimentary rocks. See additional information below, in Section 5.3 of this PEIR, and in Appendix D, Desktop Geotechnical and Geological Hazard Evaluation.

### 2.3.3.2 Soils and Geologic Formations

Geologic and surficial units within the CPU area include: artificial fill materials; young alluvial flood plain deposits, very old paralic deposits (Units 9, 8, and 8a), the Mission Valley Formation, Stadium Conglomerate, and Friars Formation. These units are described below in order of increasing age and their locations within the CPU area are depicted on Figure 2-4, *Geologic Map*.

#### a. Artificial Fill

Although there are no mapped limits of artificial fill, manmade fill underlies large portions of the CPU area. Most areas underlain by fill are associated with construction of buildings or infrastructure. These fills are likely compacted. Uncompacted fills associated with the Miramar Landfill are located south of SR 52 between Convoy Street and Magnatron Boulevard. Uncompacted fill associated with the abandoned quarry is located in the southern portion of the CPU area, south and west of Murphy Canyon Road. The uncompacted fills are subject to settlement under building or additional fill loads.

**b. Young Alluvial Flood Plain Deposits**

Young alluvial floodplain deposits are characterized as poorly consolidated, poorly sorted, permeable floodplain deposits of sandy, silty, or clay-bearing alluvium. These deposits occur along the floodplain of the Murphy Canyon drainage. The alluvium underlies I-15 from the southernmost portion of the CPU area, northward to Clairemont Mesa Boulevard. North of Clairemont Mesa Boulevard, the alluvium thins in a natural drainage that forms the head of Murphy Canyon. Young alluvial deposits are also located in San Clemente Canyon (in the northwestern corner of the CPU area, at the I-805/SR 52 interchange) and along smaller drainages that feed into these major canyons and Mission Valley to the south. Young alluvial deposits may settle under structural or additional fill loads.

**c. Very Old Paralic Deposits, Units 9, 8, and 8a (Lindavista Formation)**

The Unit 9 very old paralic deposits consist of poorly sorted, moderately permeable, well consolidated, reddish brown, interfingering strandline, beach, estuarine, and colluvial deposits composed of siltstone, sandstone, and conglomerate. These paralic deposits are well consolidated and are usually suitable for light structural or thin fill loads. They are locally cemented and may create difficult excavation conditions for utility trenches or basements. The Unit 9 deposits are mapped in the northwestern portion of the CPU area.

The Unit 8 very old paralic deposits consist of poorly sorted, moderately permeable, well consolidated, poorly to moderately cemented, reddish brown, interfingering strandline, beach, estuarine, and colluvial deposits composed of siltstone, sandstone, and conglomerate. These paralic deposits are well consolidated and are typically suitable for light structural or thin fill loads. They are locally cemented and may create difficult excavation conditions for utility trenches or basements. The Unit 8 deposits are mapped across most of the CPU area.

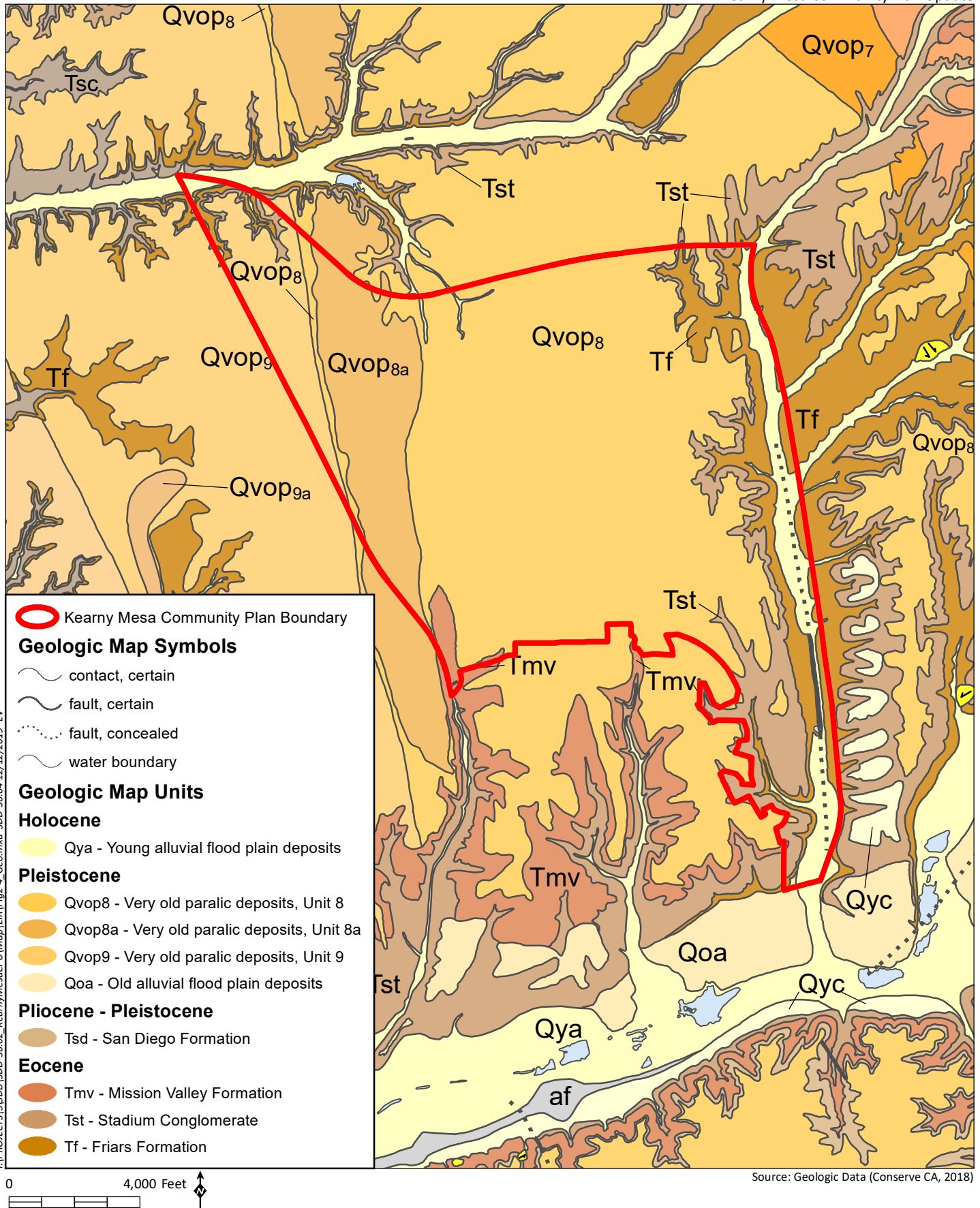
Unit 8a of the very old paralic deposits is characterized as poorly sorted, moderately permeable, reddish-brown, dune and back beach ("beach ridge") deposits composed of cross bedded sandstone. The Unit 8a deposits form a topographic high in the northwestern portion of the CPU area. The sandstone is well consolidated, usually moderately to well cemented and is generally suitable for moderate structural and fill loads. The sandstone is frequently very difficult to excavate.

**d. Mission Valley Formation**

The Mission Valley Formation is only locally preserved in the southwest central and southern portion of the CPU area. The Mission Valley Formation appears to pinch out beneath the very old paralic deposits in the central and northern portion of the CPU area. It is exposed near the top of natural canyon slopes just south of Aero Drive near the I-805 and in Mission Valley, north of Friars Road. It consists predominantly of light olive gray, soft and friable, fine- to medium-grained marine and non-marine sandstone containing cobble conglomerate tongues. The Mission Valley Formation is erodible on slopes. It can typically support light to moderate structural and fill loads.

**e. Stadium Conglomerate**

The Stadium Conglomerate underlies the entire CPU area, underlying the very old paralic deposits and, where preserved, the Mission Valley Formation. It is most exposed in the slopes along the west



# Geologic Map

Figure 2-4

side of Murphy Canyon. It consists of massive cobble conglomerate with a dark-yellowish brown, coarse-grained sandstone matrix. The conglomerate contains slightly metamorphosed volcanic and volcanoclastic rocks and quartzite. The conglomerate is very well consolidated and locally very well cemented. The conglomerate can typically support very heavy structural and fill loads. The Stadium Conglomerate is difficult to excavate and is approximately 150 feet thick in the southern portion of the CPU area but thins to about 100 feet thick in the northern portion of the CPU area.

#### **f. Friars Formation**

The Friars Formation consists of yellowish-gray, medium-grained, massive, poorly indurated non-marine and lagoonal sandstone and claystone with tongues of cobble conglomerate. Within the CPU area, it is exposed in the lower portions of the western slopes and bottom of Murphy Canyon, as well as in the northwest corner of the CPU area where it is exposed along San Clemente Canyon. The Friars Formation is well consolidated where un-weathered and can typically support moderate structural and fill loads. In other portions of San Diego, the Friars Formation lagoonal claystone is very susceptible to massive landsliding and surficial slope failures. The Friars Formation in the CPU area is composed predominantly of sandstone and is somewhat more stable as evident by the steeper slopes along Murphy Canyon and a lack of identifiable landslides.

### **2.3.3.3 Geologic Hazards**

#### **a. Geologic Hazard Categories**

The City of San Diego Seismic Safety Study (City 2008c) Geologic Hazards and Faults maps document the known and suspected geologic hazards and faults in the region. The maps show potential hazards and rates them by relative risk, on a scale from nominal to high. Figure 2-5, *Geologic Hazards*, shows the location of hazards as defined by the City maps. The mesa area that covers most of the CPU area is designated as Geologic Hazard Category 51, which includes other terrain characterized by "level mesas - underlain by terrace deposits or bedrock" with nominal risk and Geologic Hazard Category 52, "other level areas or gently sloping to steep terrain" with favorable geologic structure and low risk. Slope areas in the eastern and northwestern portions of the CPU area are designated Geologic Hazard Category 23, which includes slide-prone formations (Friars) with neutral or favorable geologic structure. Some areas at the top of these slopes have been designated Geologic Hazard Category 53, which include "level or sloping terrain" with unfavorable geologic structure and low to medium risk." Portions of Murphy Canyon Creek along the eastern CPU area boundary are designated as Geologic Hazard Category 31, which exhibit a high liquefaction potential due to shallow groundwater. Other sections of Murphy Canyon Creek and San Clemente Creek in the northwestern portion of the CPU area are designated Geologic Hazard Category 32, which have a low potential for liquefaction due to fluctuating groundwater levels. One very small area in the northwestern portion of the CPU area is designated Geologic Hazard Category 54, which includes steeply sloping terrain with unfavorable or fault controlled geologic structures that pose a moderate risk.

#### **b. Faulting and Seismicity**

San Diego is affected by the boundary between the North American and Pacific tectonic plates. The boundary, in southern California is characterized by a wide zone of predominantly northwest-striking, right-slip faults that span the Imperial Valley and Peninsular Range to the offshore California

Continental Borderland Province (from the California continental slope to the coast). Within the San Diego region, this zone extends from the San Clemente fault zone located approximately 60 miles west of San Diego to the San Andreas fault zone approximately 70 miles east of San Diego. The most active faults based on geodetic and seismic data are the San Andreas, San Jacinto, and Imperial faults. These faults take up most of the plate motion. Smaller faults, however, are active enough to create damaging earthquakes and these include the Elsinore, Newport- Inglewood-Rose Canyon, and the offshore Coronado Banks, San Diego Trough, and San Clemente fault zones.

Table 2-6, *Fault Characteristics for Active Faults on the Region*, summarizes the local and regional fault characteristics for the active faults that could affect the CPU area. Active faults are those faults which have ruptured the ground surface in the last 11,700 years. Potentially active faults are those that have ruptured the ground surface during Quaternary time, but Holocene activity is indeterminate. Potentially active faults may have a lower probability for future activity than active faults. The CPU area is not underlain by active or potentially active faults.

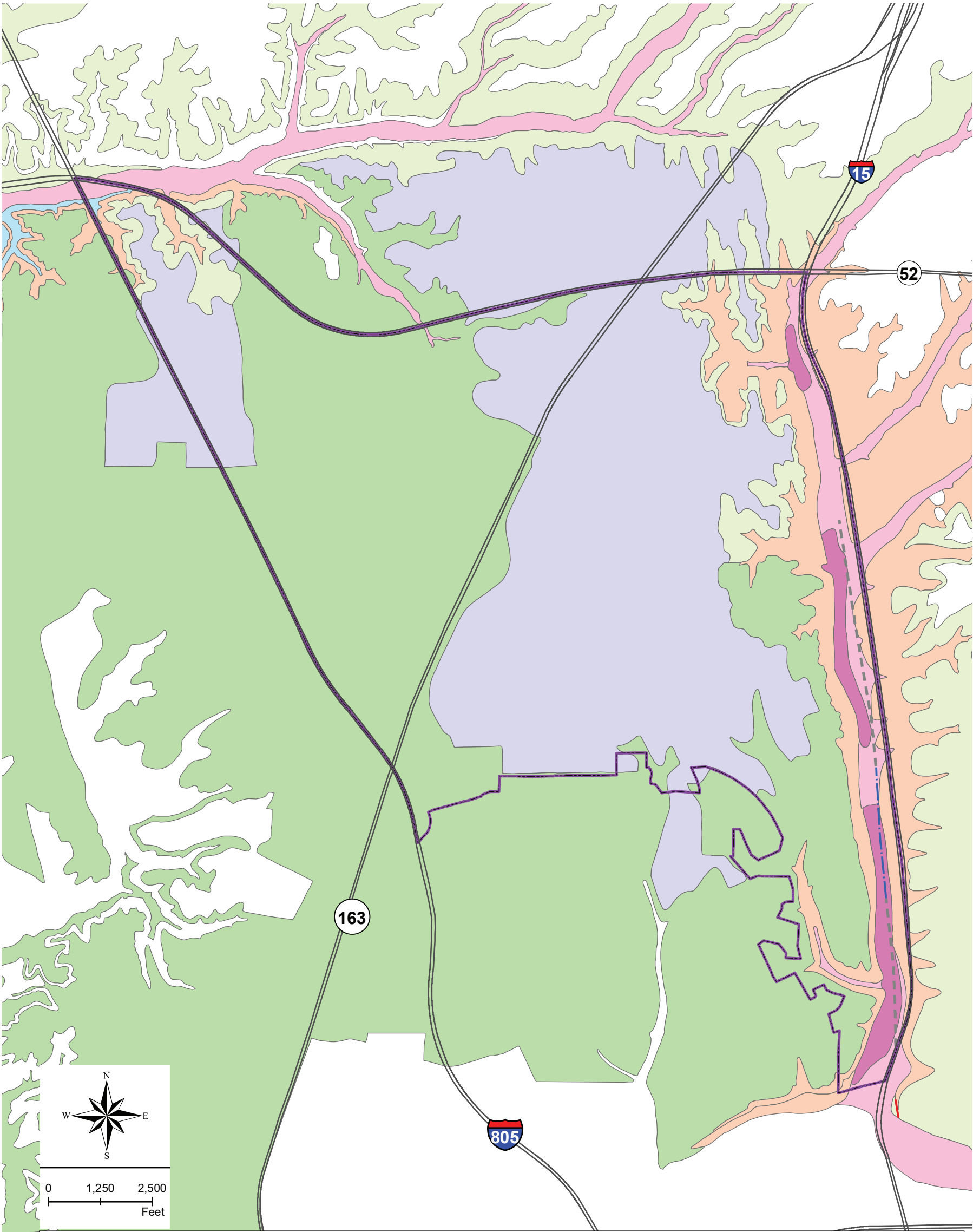
<b>Table 2-6</b> <b>FAULT CHARACTERISTICS FOR ACTIVE FAULTS IN THE REGION</b>				
<b>Fault Zone</b>	<b>Approximate Distance to CPU Area (miles)</b>	<b>Slip Rate (mm/yr)</b>	<b>Fault Length (miles)</b>	<b>Estimated Maximum Magnitude (Mw)</b>
Newport – Inglewood – Rose Canyon	4	1.5	130	7.2
Coronado Bank (offshore)	16	3.0	115	7.6
San Diego Trough (offshore)	25	1.5	106	7.5
San Miguel – Vallecitos (Northern Baja California)	34	0.2	100	6.9
Elsinore	36	5.0	190	7.0
San Clemente (offshore)	23		129	7.7
San Jacinto	57	4.0	152	6.8
Southern San Andreas	84	25	140	7.2

Source: Bohdi Group 2018a

mm = millimeters; yr = year; Mw = maximum moment magnitude

The nearest active fault capable of causing ground rupture and strong earthquake shaking is the Rose Canyon fault zone located approximately four miles southwest of the CPU area. The Rose Canyon fault zone is the southernmost portion of the Newport-Inglewood fault zone which extends from Long Beach to the north to the Descanso fault, offshore of Baja California. A Magnitude 6.3 earthquake occurred on the Newport-Inglewood fault in 1933 and caused serious damage in the Los Angeles area. Fault trenching on the Rose Canyon fault has shown that the fault has ruptured the ground surface several times in the last 10,000 years.

The nearest major potentially active fault to the CPU area that is outside of the Rose Canyon fault zone is the La Nacion fault zone located approximately five miles to the southeast. This fault zone extends from just west of San Diego State and southward to the United States/Mexico border. The fault is a normal fault showing down to the west, extensional separations. The fault offsets the lower portion of the early Pleistocene very old paralic deposits in southern San Diego County but shows very little, if any geomorphic features typical of recent fault offset. The fault zone may be a



**Legend**

- Kearny Mesa Plan Area boundary
- Fault Types**
  - Concealed Zone
  - Fault
  - Inferred Fault
  - SHEAR ZONE

- No. 51: Level mesas-underlain by terrace deposits and bedrock, nominal risk
- No. 54: Steeply sloping terrain, unfavorable or fault controlled geologic structure, moderate risk
- No. 53: Level or sloping terrain, unfavorable geologic structure, low to moderate risk
- No. 52: Other level areas; gently sloping to steep terrain, favorable geologic structure low risk
- No. 31: High liquefaction potential-shallow groundwater major drainages, hydraulic fills
- No. 32: Low Liquefaction potential-fluctuating groundwater minor drainages, hydraulic fills
- No. 23: Slide prone Formation, Friars-neutral or favorable geologic structure

Reference: SANDAG, 2017

I:\PROJECTS\SD\SD-36.02\_KearnyMesaCPU\Map\ER\Fig2-5\_Geohazards.indd SDD-36.04 01/16/19-EV

Source: The Bodhi Group, 2018

**Geologic Hazards**

Figure 2-5

secondary feature resulting from movement on the Rose Canyon fault zone. Based on its length, the fault is estimated to be capable of causing Magnitude 6.7 earthquakes.

Additionally, a fault has been mapped in the bottom of Murphy Canyon (Kennedy and Tan 2008) along the eastern portion of the CPU area boundary. The fault is concealed (buried) and approximately located. Evidence for the fault is poorly documented and appears mostly based on linear character of Murphy Canyon and a reported 30-foot vertical offset of the contact between the very old paralic deposits on either side of the canyon. This fault is shown on the San Diego Seismic Safety Study maps and characterized as potentially active, inactive, presumed inactive, or activity unknown.

### 2.3.3.4 Groundwater

Groundwater levels vary across the CPU area and occur at depths as shallow as 6 feet below ground surface (bgs) and deeper than 100 feet. Groundwater flow directions also vary within the CPU area.

## 2.3.4 Greenhouse Gas Emissions

The CPU area is currently a source of anthropogenic greenhouse gas (GHG) emissions, with emissions generated by vehicular traffic and by the energy use, water use, and solid waste management practices of existing development. See additional information below, in Section 5.4 of this PEIR, and in Appendix E, Greenhouse Gas Emissions Technical Report.

### 2.3.4.1 Statewide and Regional Greenhouse Gas Emissions

CARB performs statewide GHG inventories that are divided into six broad sectors: agriculture and forestry, commercial, electricity generation, industrial, residential, and transportation. Emissions are quantified in million metric tons (MMT) of carbon dioxide equivalents (CO<sub>2</sub>e). Table 2-7, *California Greenhouse Gas Emissions by Sector*, shows the estimated statewide GHG emissions for the years 1990, 2000, 2010, and 2017.

<b>Table 2-7</b> <b>CALIFORNIA GREENHOUSE GAS EMISSIONS BY SECTOR (MMT CO<sub>2</sub>e)</b>				
<b>Sector</b>	<b>1990</b>	<b>2000</b>	<b>2010</b>	<b>2017</b>
Agriculture and Forestry	18.9 (4%)	31.0 (7%)	33.7 (8%)	32.4 (8%)
Commercial	14.4 (3%)	14.1 (3%)	20.1 (4%)	23.3 (5%)
Electricity Generation	110.5 (26%)	105.4 (22%)	90.6 (20%)	62.6 (15%)
Industrial	105.3 (24%)	105.8 (22%)	101.8 (23%)	101.1 (24%)
Residential	29.7 (7%)	31.7 (7%)	32.1 (7%)	30.4 (7%)
Transportation	150.6 (35%)	183.2 (39%)	170.2 (38%)	174.3 (41%)
Unspecified Remaining	1.3 (<1%)	-	-	-
<b>TOTAL</b>	<b>430.7</b>	<b>471.1</b>	<b>448.5</b>	<b>424.1</b>

Source: HELIX 2019b

MMT = million metric tons; CO<sub>2</sub>e = carbon dioxide equivalent

As shown in Table 2-6, statewide GHG emissions totaled approximately 431 MMT CO<sub>2</sub>e in 1990, 471 MMT CO<sub>2</sub>e in 2000, 448 MMT CO<sub>2</sub>e in 2010, and 424 MMT CO<sub>2</sub>e in 2017. Transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions.

A San Diego regional emissions inventory was prepared by the University of San Diego School of Law Energy Policy Initiative Center (EPIC) that took into account the unique characteristics of the region. Their 2010 emissions inventory for San Diego is shown below in Table 2-8, *San Diego County Greenhouse Gas Emissions by Sector*. The sectors included in this inventory are somewhat different from those in the statewide inventory. Similar to the statewide emissions, transportation-related GHG emissions contributed the most countywide, followed by emissions associated with energy use.

<b>Table 2-8</b> <b>SAN DIEGO COUNTY GREENHOUSE GAS EMISSIONS BY SECTOR</b> <b>(MMT CO<sub>2</sub>e)</b>	
<b>Sector</b>	<b>2010</b>
On-road Transportation	14.4 (43%)
Electricity	8.3 (25%)
Natural Gas Consumption	2.9 (9%)
Off-Road Equipment and Vehicles	1.4 (4%)
Civil Aviation	1.9 (6%)
Waste	0.6(2%)
Industrial	1.8 (5%)
Water-Borne Navigation	0.1 (<1%)
Rail	0.3 (1%)
Agriculture/Forestry/Land Use	0.5 (2%)
Other	1.6 (5%)
Sequestration	-0.7 (-2%)
<b>TOTAL</b>	<b>33.2</b>

Source: HELIX 2019b

MMT = million metric tons; CO<sub>2</sub>e = carbon dioxide equivalent

### 2.3.4.2 City of San Diego Climate Action Plan Inventory

A San Diego regional emissions inventory, prepared as part of the City's Climate Action Plan (CAP), reported GHG emissions totaling 13 MMT CO<sub>2</sub>e in 2010. Similar to the statewide emissions, transportation-related GHG emissions contributed the most citywide, followed by emissions associated with energy use.

### 2.3.4.3 CPU Area Inventory

A baseline analysis of the existing GHG emissions from the CPU area land uses and associated traffic was performed using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2 and EMFAC2014, respectively. Both land use and traffic assumptions were adapted from the Transportation Impact Study (TIS) prepared for the CPU (Chen Ryan Associates 2019). As shown in Table 2-9, *Existing CPU Area Greenhouse Gas Emissions*, the CPU area currently generates approximately 649,307 MT CO<sub>2</sub>e per year.

<b>Table 2-9 EXISTING CPU AREA GREENHOUSE GAS EMISSIONS</b>	
<b>Source</b>	<b>MT CO<sub>2</sub>e per year</b>
Area	2,074 (<1%)
Energy	215,367 (33%)
Mobile	371,670 (57%)
Waste	20,036 (3%)
Water	40,160 (6%)
<b>Total</b>	<b>649,307</b>

Source: HELIX 2019b

MT = metric tons; CO<sub>2</sub>e = carbon dioxide equivalent

### 2.3.5 Historical, Archaeological, and Tribal Cultural Resources

A Tribal Cultural Resource is defined as a site, feature, place, cultural landscape, sacred place, or object, which is of cultural value to a Tribe, and is either on or eligible for listing in the national, state, or a local historic register, or the lead agency, at its discretion, chooses to treat the resource as a Tribal Cultural Resource (PRC Section 21074).

Historical resources are physical features, both natural and constructed, that reflect past human existence and are of historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance. These resources may include such physical objects and features as archaeological sites and artifacts, buildings, groups of buildings, structures, districts, street furniture, signs, cultural properties, and landscapes. Historical resources in the San Diego region span a timeframe of at least the last 10,000 years and include both the prehistoric and historic periods. For purposes of the PEIR, historical resources consist of historic buildings, structures, objects, or sites, prehistoric and archaeological resources, sacred sites and human remains, and tribal cultural resources determined to be significant or potentially significant under CEQA.

Archaeological resources include prehistoric and historic locations or sites where human actions have resulted in detectable changes to the area. This can include changes in the soil, as well as the presence of physical cultural remains. Archaeological resources can have a surface component, a subsurface component, or both. Historic archaeological resources are those originating after European contact. These resources may include subsurface features such as wells, cisterns, or privies. Other historic archaeological remains include artifact concentrations, building foundations, or remnants of structures. See additional information below, in Section 5.5 of this PEIR, in Appendix F, Kearny Mesa Community Planning Area Cultural Resources Constraints & Sensitivity Analyses, and in Appendix G, Kearny Mesa Community Planning Area Historic Context Statement.

#### 2.3.5.1 Pre-Contact/Prehistoric Period

The earliest well-documented sites in the San Diego area belong to the San Dieguito Tradition, dating to over 9,000 years ago. The San Dieguito Tradition is thought by most researchers to have an emphasis on big game hunting and coastal resources. Diagnostic material culture associated with the San Dieguito complex includes scrapers, scraper planes, choppers, large blades, and large projectile points.

In the southern coastal region, the traditional view of San Diego prehistory has the San Dieguito Tradition followed by the Archaic Period, dating from circa 8600 Before Present (BP) to circa 1300 BP. Many of the archaeological site assemblages dating to this period have been identified at a range of coastal and inland sites. These assemblages, designated as the La Jolla/Pauma complexes, are considered part of "Encinitas tradition" and "Early Milling Stone Horizon." The Encinitas tradition is generally recognized by millingstone assemblages in shell middens, often near sloughs and lagoons and brings a shift toward a more generalized economy and an increased emphasis on seed resources, small game, and shellfish. The local cultural manifestations of the Archaic period are called the La Jollan complex along the coast and the Pauma complex inland. Pauma complex sites lack the shell that dominates many La Jollan complex site assemblages. Sites dating to the Archaic Period are numerous along the coast, near-coastal valleys, and around estuaries. In the inland areas of San Diego County, sites associated with the Archaic Period are less common relative to the Late Prehistoric complexes that follow them. The La Jolla/Pauma complex tool assemblage is dominated by rough cobble tools, especially choppers and scrapers. The La Jolla/Pauma complex tool assemblage also include manos and metates; terrestrial and marine mammal remains; flexed burials; doughnut stones; discoidals; stone balls; plummets; biface points; beads; and bone tools.

While there has been considerable debate about whether San Dieguito and La Jollan patterns might represent the same people using different environments and subsistence techniques, or whether they are separate cultural patterns, abrupt shifts in subsistence and new tool technologies occur at the onset of the Late Prehistoric Period (1500 BP to AD 1769). The Late Prehistoric period is characterized by higher population densities and intensification of social, political, and technological systems. The Late Prehistoric period is represented by the San Luis Rey complex in the northern portion of San Diego County and the Cuyamaca complex in the southern portion of the county. Late Prehistoric artifactual material is characterized by Tizon Brownware pottery, various cobble-based tools (e.g., scrapers, choppers, and hammerstones), arrow shaft straighteners, pendants, manos and metates, and mortars and pestles. Subsistence is thought to be focused on the utilization of acorns and grass seeds, with small game serving as a primary protein resource and big game as a secondary resource. Fish and shellfish were also secondary resources, except immediately adjacent to the coast, where they assumed primary importance. The settlement system is characterized by seasonal villages where people used a central-based collecting subsistence strategy.

Based on ethnographic data, including the areas defined for the Hokan-based Yuman-speaking peoples (Kumeyaay) and the Takic-speaking peoples (Luiseño) at the time of contact, it is now generally accepted that the Cuyamaca complex is associated with the Kumeyaay and the San Luis Rey complex with the Luiseño. Agua Hedionda Creek is often described as the division between the territories of the Luiseño and the Kumeyaay people, although various archaeologists and ethnographers use slightly different boundaries.

### **2.3.5.2 Ethnohistory**

The CPU area is located within the traditional territory of the Kumeyaay, also known as Ipai, Tipai, or Diegueño (named for Mission San Diego de Alcalá). At the time of Spanish contact, Yuman-speaking Kumeyaay bands occupied southern San Diego and southwestern Imperial counties and northern Baja California. The Kumeyaay were a group of exogamous, patrilineal territorial bands that lived in semi-sedentary, politically autonomous villages or rancherías. Most rancherías were the seat of a clan, although it is thought that, aboriginally, some clans had more than one ranchería and some

rancherías contained more than one clan. Several sources indicate that large Kumeyaay villages or rancherías were located in river valleys and along the shoreline of coastal estuaries. They subsisted on a hunting and foraging economy, exploiting San Diego's diverse ecology throughout the year; coastal bands exploited marine resources while inland bands might move from the desert, ripe with agave and small game, to the acorn and pine nut rich mountains in the fall.

At the time of Spanish colonization in the late 1700s, several major villages, or rancherías, were located along the San Diego River, including *Nipaguay* at the location of the San Diego Mission de Alcalá, located less than a half-mile to the southeast of the CPU area, on the north side of the river. Some native speakers referred to river valleys as oon-ya, meaning trail or road, describing one of the main routes linking the interior of San Diego with the coast. For example, the floodplain from the San Diego Mission de Alcalá to the ocean was hajir or qajir. It is likely that the Kumeyaay people used Murphy Canyon as a travel corridor between villages located in Mission Valley, such as *Nipaguay*, and villages to the north, including *Ystagua*, *Peñasquitos*, and *Pawai/Pawaii/Paguay*. Although Kearny Mesa was undoubtedly exploited by the Kumeyaay for foraging and as a travel route, no known villages or major settlements are recorded for this area and very little ethnographic data exists for the mesa area.

### **2.3.5.3 Historical Background**

There are three general eras in California history: the Spanish, Mexican, and American periods.

#### **a. Spanish Period**

While Juan Rodriguez Cabrillo visited San Diego briefly in 1542, the beginning of the historic period in the San Diego area is generally given as 1769. In the mid-18th century, Spain had escalated its involvement in California from exploration to colonization and in that year, a Spanish expedition headed by Gaspar de Portolá and Junípero Serra established the Royal Presidio of San Diego. Gaspar de Portolá then traveled north from San Diego seeking suitable locations to establish military presidios and religious missions in order to extend the Spanish Empire into Alta California.

Initially, both a mission and a military presidio were located on Presidio Hill overlooking the San Diego River. A small pueblo, now known as Old Town San Diego, developed below the presidio. The Mission San Diego de Alcalá was constructed in its current location five years later. The missions and presidios stood, literally and figuratively, as symbols of Spanish colonialism, importing new systems of labor, demographics, settlement, and economies to the area. Cattle ranching, animal husbandry, and agriculture were the main pursuits of the missions.

#### **b. Mexican Period**

Although Mexico gained its independence from Spain in 1821, Spanish patterns of culture and influence remained for a time. The missions continued to operate as they had in the past, and laws governing the distribution of land were also retained in the 1820s. Following secularization of the missions in 1834, large ranchos were granted to prominent and well-connected individuals, ushering in the Rancho Era, with the society making a transition from one dominated by the church and the military to a more civilian population, with people living on ranchos or in pueblos. With the numerous new ranchos in private hands, cattle ranching expanded and prevailed over agricultural activities.

These ranches put new pressures on California's native populations, as grants were made for inland areas still occupied by the Kumeyaay, forcing them to acculturate or relocate farther into the backcountry. In rare instances, former mission neophytes were able to organize pueblos and attempt to live within the new confines of Mexican governance and culture. The most successful of these was the Pueblo of San Pasqual, located inland along the San Dieguito River Valley, founded by Kumeyaay who were no longer able to live at the Mission San Diego de Alcalá.

### **c. American Period**

American governance began in 1848, when Mexico signed the Treaty of Guadalupe Hidalgo, ceding California to the United States at the conclusion of the Mexican-American War. A great influx of settlers to California and the San Diego region occurred during the American Period, resulting from several factors, including the discovery of gold in California, the end of the Civil War, the availability of free land through passage of the Homestead Act, and later, the importance of San Diego County as an agricultural area supported by roads, irrigation systems, and connecting railways. The increase in American and European populations quickly overwhelmed many of the Spanish and Mexican cultural traditions, and greatly increased the rate of population decline among Native American communities.

In the late 1860s, Alonzo Horton began the development of New San Diego and began the shift of commerce and government centers from Old Town (Old San Diego) to New Town (downtown). Development from downtown San Diego initially began to spread eastward, in part, by following natural transportation corridors. The following decades saw "boom and bust" cycles that brought thousands of people to the area of San Diego County. By the end of the 1880s, many of the newcomers had left, although some remained to form the foundations of small communities based on dry farming, orchards, dairies, and livestock ranching. During the late nineteenth and early twentieth centuries, rural areas of San Diego County developed small agricultural communities centered on one-room schoolhouses.

Beginning in the late 1850s, John Murphy raised cattle and horses in the Mission Valley area. In 1871, what had become known as "Murphy's Canyon" was recognized by the San Diego County Board of Supervisors as a major traffic artery between the City of San Diego and Poway Valley and the northern areas of San Diego County. In the late 1870s, Murphy sold his land, which by that time had developed into a prosperous farm and cattle ranch.

By the 1890s, the City entered a time of steady growth and subdivisions surrounding downtown were developed. As the City continued to grow in the early twentieth century, the downtown's residential character changed. Streetcars and the introduction of the automobile allowed people to live farther from their downtown jobs, and new suburbs were developed.

The influence of military development, beginning in 1916 and 1917 during World War I, resulted in substantial development in infrastructure and industry to support the military and accommodate soldiers, sailors, and defense industry workers. In 1917, the U.S. Army established Camp Kearny on the site of what is now MCAS Miramar. In 1943, Camp Kearny was commissioned as the Naval Auxiliary Air Station Camp Kearny; it continued to operate until 1946, when it was transferred to the Marines.

One of the first modern developments to occur within the CPU area was the Montgomery-Gibbs Executive Airport (initially named Gibbs Field), which opened in 1937 as a private flying field. In 1940, the airfield was leased to the Ryan School of Aeronautics for Army Air Corps cadet training. In 1947, the City acquired 1,500 acres in Kearny Mesa, including Montgomery-Gibbs Executive Airport.

The 1950s also saw the beginning of widespread industrial development within the CPU area, and in the following decade during the 1960s, the CPU area also saw increases in residential, commercial, and infrastructure development. General Dynamics constructed facilities in the late 1950s to support research, development, and manufacture of the Atlas Missile for the United States Air Force, and several other aerospace, electronics, and other industrial companies constructed buildings in the community. In 1948, the Cabrillo Parkway, now SR 163, was constructed as U.S. Highway 395 and between 1953 and 1964, a new two-lane highway was constructed in the present-day location of I-15.

Distinct key periods of development within Kearny Mesa include the following:

- ***Early Development and the Influence of Surrounding Development (1918 – 1949):*** At the turn of the 20th century, military developments led to the first improvements to the area and resulted in the growth of aviation and other defense related activities.
- ***Mid-Century Development Boom (1950 – 1969):*** Beginning in the 1950s, the City's need for both residential and industrial land led to the first developments in the community. The area that is now Kearny Mesa was zoned for industrial development and became an industrial center of the City.
- ***Transition to Commercial, Retail, and Office Development (1965 – 1989):*** Most of the available industrial land in Kearny Mesa was occupied by 1969, and smaller parcels were becoming available for commercial, retail, and office use.
- ***Continued Development (1990s – present):*** The 1990s represented the continued development and redevelopment of existing uses and the establishment of Pan-Asian businesses and the rise of a Pan-Asian cultural influence in the Convoy Street area.

## 2.3.6 Human Health, Public Safety, and Hazardous Materials

### 2.3.6.1 Hazardous Materials Sites

Hazardous materials are substances with certain physical or chemical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials are used for a variety of purposes, including service industries, various small businesses, medical uses, schools, and households. Many chemicals used in household cleaning, construction, dry cleaning, film processing, landscaping, and automotive maintenance and repair are considered hazardous. Businesses that handle/generate hazardous materials within the City are monitored by the USEPA. Small-quantity hazardous waste generators include facilities such as automotive repair, dry cleaners, and medical offices.

A search of federal, state, and local environmental regulatory agency databases was conducted in order to identify sites within the CPU area that may have been impacted by hazardous materials or

wastes (Bodhi Group 2018b). The search was screened to 88 properties with potential concerns to the CPU area from releases of hazardous materials. Of the 88 properties, 25 had documented releases impacting groundwater, 87 had documented releases impacting soil, and 65 had documented releases impacting soil vapor (more than one medium was impacted on some listed properties). Three properties within or adjacent to the CPU area have open unauthorized release cases, as described below. Additional details are provided in Section 5.6 of this PEIR and in Appendix H, Hazardous Materials Technical Study.

**a. Mission Valley Terminal (9950 San Diego Mission Road)**

The Mission Valley Terminal is an active 10.5-acre fuel farm located in the southernmost portion of the CPU area. The terminal is owned by Kinder Morgan and portions have been historically leased to Texaco, Shell, ExxonMobil, and CENCO-Powerline. The facility has been in operation since 1962 and has multiple unauthorized release cases affecting soil, soil vapor, and groundwater. The San Diego RWQCB issued a Cleanup and Abatement Order on January 3, 1992, which was most recently amended in July 2015. The facility has been undergoing groundwater and soil gas remediation since 1999 and residual contaminants of concern remain in soil, soil vapor, and groundwater. Two residual light non-aqueous phase liquid zones are located within the CPU area. Groundwater flow direction was documented to the south/southwest.

**b. South Miramar Landfill (San Diego)**

Miramar Landfill is separated into three areas: North Landfill, West Landfill, and South Landfill. The majority of the landfill is located north of the CPU area; however, a portion of the South Landfill is located in the northern portion of the CPU area. The South Miramar Landfill is an inactive landfill (case number 9000000363) and is part of the RWQCB's Monitoring and Reporting Program. According to the Water Quality Monitoring report on Geotracker, two sets of wells (SMMW-7S, -7D, and SMMW-9S, -9D) are located within the CPU area. The flow direction in the shallow zone is reportedly south to north and in the deep zone was documented to flow to the southeast and southwest. The on-site (deep) wells are located downgradient of the landfill, and concentrations of chlorinated volatile organic compounds (CVOCs) were detected in both the shallow and deep aquifers. Depth to groundwater in the shallow aquifer was most recently measured as shallow as approximately 16 feet bgs and in the deep aquifer as deep as approximately 250 feet bgs within the CPU area. Based on this information, it is likely that soil and soil vapor, in the footprint of the landfill, and possibly downgradient (south) have also been affected by CVOCs. The North and West Landfills are located approximately 4,500 feet north of the CPU area and are not considered a concern to the CPU area at this time.

**c. Former General Dynamics Facility (4773 Paramount Drive and 5011 Kearny Villa Road)**

The former General Dynamics Kearny Mesa Plant has six closed unauthorized release cases and one open unauthorized release case associated with addresses 5011 Kearny Villa Road and 4773 Paramount Drive. The facility was formerly an approximately 242-acre aerospace manufacturing facility that was operational between 1958 and 1995. The facility included an underground trichloroethylene (TCE)/trichloroethane storage tank farm where a solvent leak was discovered in 1986 during replacement of the underground storage tanks (USTs) with above ground storage tanks (ASTs). Soil and groundwater assessment was approved by the San Diego County Department of Environmental Health (DEH) in 1997 and multiple soil borings were advanced and

groundwater wells were installed in three water bearing zones at that time. Soil vapor has also been assessed and human health risk assessments (HHRAs) were performed for portions of the property. The most recent groundwater sampling event (November 2017) indicates elevated concentrations of VOCs remain in groundwater at the property. TCE, 1,1,1-trichloroethane (TCA), and 1,1-dichloroethene (DCE) plumes are located beneath the Spectrum Center Boulevard and Paramount Drive intersection. Groundwater flow direction at the property is to the southeast/east. HHRAs were performed at the property in 2008 and 2017 and were reportedly at levels considered less than significant by the USEPA for the facility uses at the time (open space, residential, and commercial).

### **2.3.6.2 Wildfire Hazards**

Most of the CPU area is urbanized with a generally low potential for wildfire hazards. Some areas, however, particularly along the eastern edge of the CPU area within Murphy Canyon, as well as the northern edge adjacent to SR 52, are located within a mapped Very High Fire Severity Zone (City 2009). These areas require a 300-foot brush management zone.

### **2.3.6.3 Emergency Preparedness**

The City is a participating jurisdiction in the San Diego County Multi-Jurisdictional Hazard Mitigation Plan (MHMP), a countywide plan to identify risks and minimize damage from natural and man-made disasters (County of San Diego 2017). The primary goals of the MHMP include efforts to promote and provide compliance with applicable regulatory requirements (including through the promulgation/enhancement of local requirements), increase public awareness and understanding of hazard-related issues, and foster inter-jurisdictional coordination.

The San Diego Office of Homeland Security (SD-OHS) oversees the City's Homeland Security, Disaster Preparedness, Emergency Management, and Recovery/Mitigation Programs. The primary focus of this effort is to ensure comprehensive emergency preparedness, training, response, recovery, and mitigation services for disaster-related effects. The SD-OHS also maintains the City's Emergency Operations Center (EOC) and an alternate EOC in a ready-to-activate status, ensures that assigned staff are fully trained and capable of carrying out their responsibilities during activations, and manages the EOC during responses to multi-department and citywide emergencies to support incident response activities and maintain citywide response capabilities (County of San Diego 2017).

Additionally, the City is a participating agency in the County's Unified San Diego County Emergency Services Organization and County of San Diego Operational Area Emergency Operations Plan (EOP; County of San Diego 2018), which addresses emergency issues including evacuation. Annex Q (Evacuation) of the EOP notes that: "Primary evacuation routes consist of major interstates, highways and prime arterials within San Diego County..." with I-15, SR 52, SR 163, and I-805 identified as evacuation routes in the CPU area.

### **2.3.6.4 Aircraft Hazards**

The State of California requires that the San Diego County Regional Airport Authority, as the ALUC, prepare an ALUCP for each public-use airport and military air installation in San Diego County. An ALUCP contains policies and criteria that address compatibility between airports and future land

uses that surround them by addressing noise, overflight, safety, and airspace protection concerns to minimize the public's exposure to excessive noise and safety hazards within the airport influence area (AIA) for each airport over a 20-year horizon. The City of San Diego implements the adopted ALUCPs with the Airport Land Use Compatibility Overlay Zone. Montgomery – Gibbs Executive Airport is located within the center of the CPU area, and MCAS Miramar is located directly to north. Portions of the proposed CPU area are located within both the Montgomery-Gibbs Executive Airport and MCAS Miramar's AIA Review Areas 1 and 2, as shown in Figure 2-6, *Montgomery-Gibbs Executive Airport, Airport Influence Area*, and Figure 2-7, *MCAS Miramar Airport Influence Area*. Projects located within the AIAs are reviewed for consistency with the ALUCPs.

## 2.3.7 Hydrology and Water Quality

### 2.3.7.1 Drainage

The CPU area is mostly developed and has extensive impervious surfaces. Nearly all rainfall can be expected to become runoff because of limited opportunities for infiltration. Typical runoff response from highly impervious areas is flashy with high peak flow rates for short durations. Storm water runoff originating in Kearny Mesa is conveyed to the receiving waters via streets, gutters, cross gutters, open channels, creeks, and other storm drain systems. More information can be found below, in Section 5.7 of this PEIR, and in Appendix I, Hydrology and Water Quality Report, completed January 2019.

In general, the CPU area is part of three drainage basins and storm water runoff flows in three directions, as shown in Figure 2-8, *Drainage Map*. Storm water runoff within the approximately 867-acre San Clemente Basin in the northwest portion of the CPU area drains to the San Clemente Creek and eventually into Rose Creek, which drains to Mission Bay. Runoff within the approximately 405-acre Tecolote Creek Basin in the western portion of the CPU area drains to Tecolote Creek, which also drains to Mission Bay. Storm water runoff within the approximately 3,150-acre Murphy Canyon Basin in the east and southeast portion of the CPU area drains to Murphy Canyon Creek, which eventually drains into the San Diego River. Storm water flows from the San Diego River and Mission Bay are ultimately discharged into the Pacific Ocean.

The CPU area lies within two regional watersheds. The majority of the CPU area is located within the San Diego River watershed in the Mission San Diego hydrologic subarea (HSA) 907.11, part of the Lower San Diego hydrologic area (HA), which is part of the San Diego hydrologic unit (HU). With a land area of approximately 434 square miles, the San Diego River watershed is home to approximately 520,000 residents and contains portions of the cities of San Diego, El Cajon, La Mesa, Poway, and Santee, as well as several unincorporated areas. Approximately 44 percent of the San Diego River watershed is currently undeveloped. Important hydrologic resources in the watershed include five water storage reservoirs, a large groundwater aquifer, extensive riparian habitat, coastal wetlands, and tide pools (Project Clean Water 2019). Murphy Canyon Creek and the Lower San Diego River are within this watershed.

The northwestern portion of the CPU area lies within the Mission Bay and La Jolla watershed in the Miramar (906.4) and Tecolote (906.5) hydrologic areas (HA), which are part of the Peñasquitos HU. The Mission Bay and La Jolla watershed encompasses 64 square miles and is home to approximately 232,000 residents. About 37 percent of this watershed is undeveloped or has otherwise been

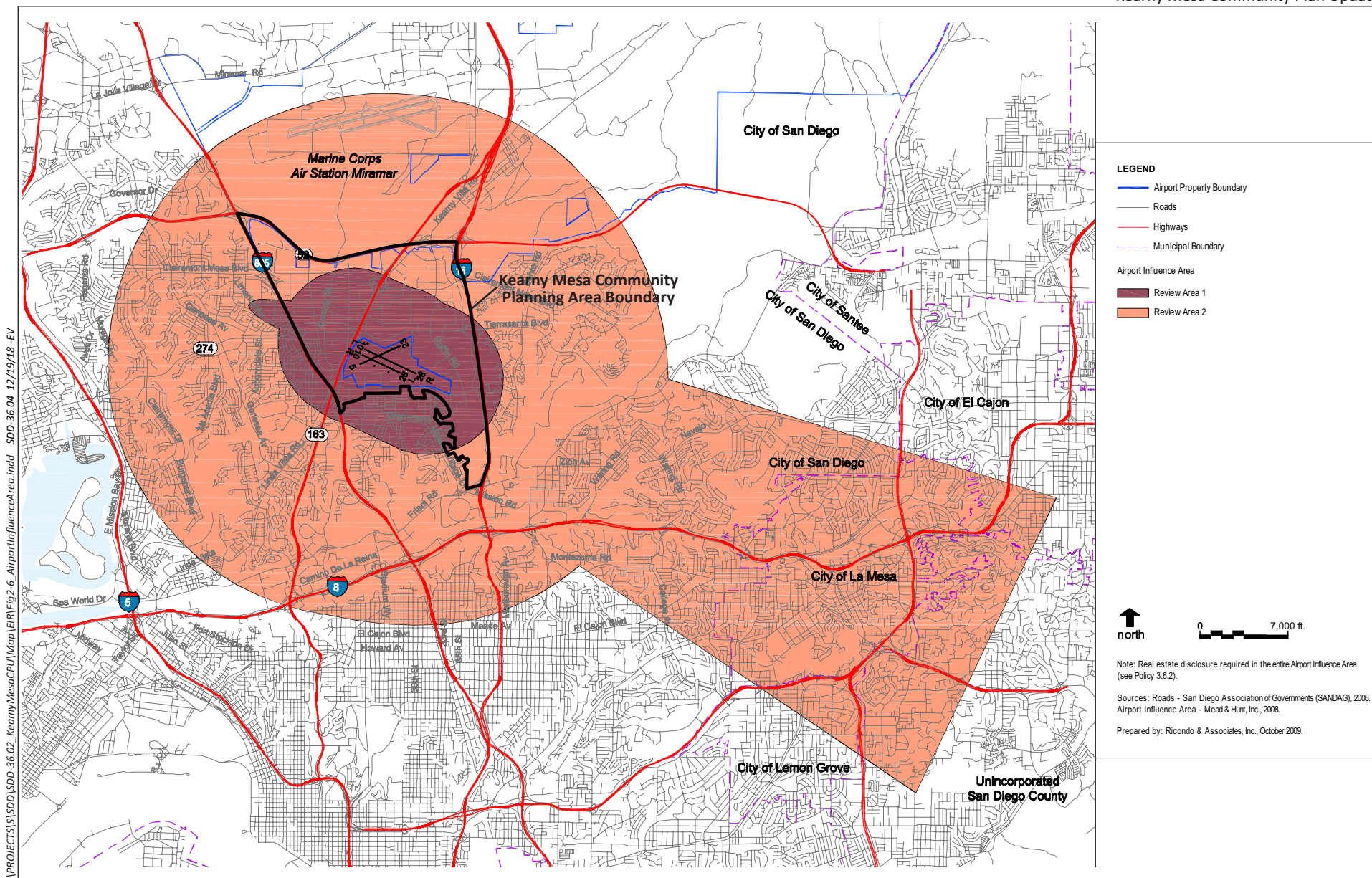
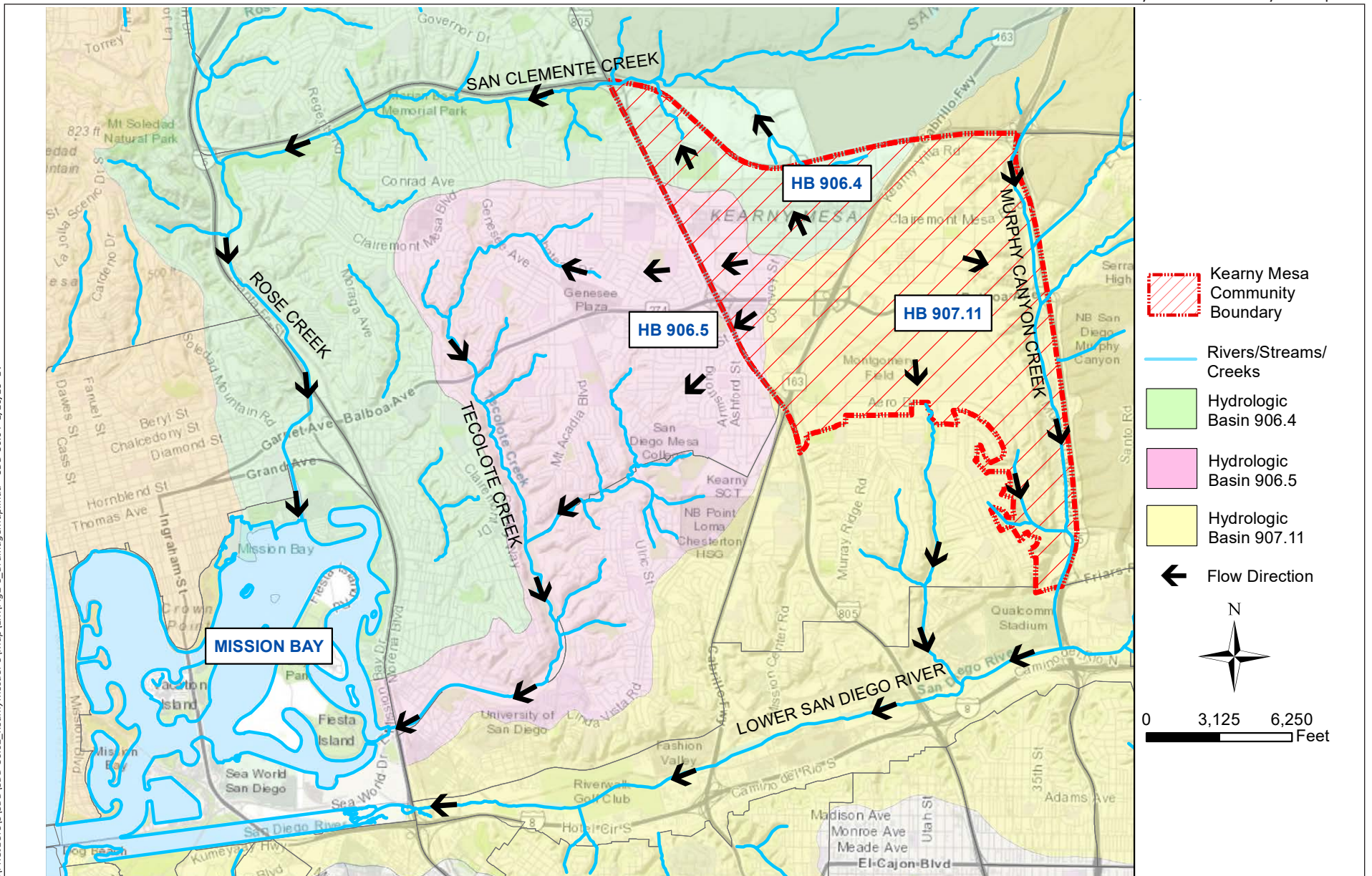


Figure 2-6



Figure 2-7

I:\PROJECTS\SD\SD-36.02\_KearnyMesaCPU\Map\LR\Fig-2-8\_DrainageMap.indd SDD-36.04 1/16/19-EV



Source: West Coast Civil, 2018

# Drainage Map

Figure 2-8

dedicated to open space and recreational lands (Project Clean Water 2019). San Clemente Creek, Tecolote Creek, Rose Creek, and Mission Bay are within this watershed.

### 2.3.7.2 Floodplains

Based on mapping from the Federal Emergency Management Agency (FEMA), almost all of the CPU area lies outside of mapped floodplains. Portions of Murphy Canyon Creek along the eastern boundary of the CPU area are within mapped floodplains. This area is parallel to I-15 generally between Clairemont Mesa Boulevard to Friars Road and is mapped either Zone A (areas with no base elevations determined) or Zone AE (areas with base elevations determined). The base elevations within the Zone AE floodway vary from 88 feet to 210 feet.

### 2.3.7.3 Water Quality

Storm water runoff originating in the CPU area is conveyed via streets, gutters, cross gutters, creeks, and storm drain systems resulting in limited opportunities for infiltration for much of the area. Thus, pollutants in runoff may reach receiving waters. Areas with additional pollutant protection for storm water runoff include industrial sites that have implemented best management practices (BMPs) required by the Industrial Storm Water General Permit or individual waste discharge requirements (WDRs) issued by the San Diego RWQCB, and development projects classified as "Priority Development Projects" that have been constructed since the City adopted their Storm Water Standards Manual.

Typical pollutants from existing land uses within the CPU area that can be expected from these land uses include sediment, nutrients, heavy metals, organic compounds, trash and debris, oxygen demanding substances, oil and grease, bacteria and viruses, and pesticides.

Receiving waters from runoff within the CPU area include San Clemente Creek, Rose Creek, Tecolote Creek, Murphy Canyon Creek, San Diego River, Mission Bay, and ultimately the Pacific Ocean. Existing water quality conditions of these receiving waters are described below.

#### a. Beneficial Uses

Beneficial uses are the uses of water necessary for the survival or wellbeing of humans, plants, and wildlife. These water uses serve to promote the tangible and intangible economic, social, and environmental goals of humankind. The Water Quality Control Plan for the San Diego Basin (Basin Plan; RWQCB 2016) prepared by the RWQCB identifies beneficial uses for inland surface waters, coastal waters, reservoirs and lakes, and ground waters.

San Clemente Creek. Existing beneficial uses identified for the San Clemente Creek include Contact Water Recreation (REC-1); Non-contact Water Recreation (REC-2); Warm Freshwater Habitat (WARM); Cold Freshwater Habitat (COLD); Wildlife Habitat (WILD); Rare, Threatened, or Endangered Species (RARE); and Spawning, Reproduction, and/or Early Development (SPWN). Industrial Service Supply (IND) is identified as a potential beneficial use. San Clemente Creek is excluded from the Municipal and Domestic Supply (MUN) beneficial use.

Rose Creek. Existing beneficial uses identified for Rose Creek include REC-1, REC-2, Warm, and WILD. IND is a potential beneficial use. Rose Creek is excluded from the MUN beneficial use.

Tecolote Creek. Existing beneficial uses identified for Tecolote Creek include REC-2, WARM, and WILD. REC-1 is a potential beneficial use. Tecolote Creek is excluded from the MUN beneficial use.

Murphy Canyon Creek. Existing beneficial uses identified for Murphy Canyon Creek include Agricultural Supply (AGR), IND, REC-1, REC-2, WARM, WILD, and RARE. Murphy Canyon Creek is excluded from the MUN beneficial use.

San Diego River. Existing beneficial uses identified for the San Diego River include AGR, IND, REC-1, REC-2, WARM, WILD, and RARE. The San Diego River is excluded from the MUN beneficial use.

Mission Bay. Existing beneficial uses identified for Mission Bay include IND, REC-1, REC-2, Commercial and Sport Fishing (COMM), Estuarine Habitat (EST), WILD, RARE, Marine Habitat (MAR), Migration of Aquatic Organisms (MIGR), SPWN, and Shellfish Harvesting (SHELL).

Pacific Ocean. Existing beneficial uses identified for Pacific Ocean include IND, Navigation (NAV), REC-1, REC-2, COMM, Preservation of Biological Habitats of Special Significance (BIOL), WILD, RARE, MAR, Aquaculture (AQUA), MIGR, SPWN, and SHELL.

#### **b. Clean Water Act Section 303(d) Impaired Water Bodies and Total Maximum Daily Loads**

Under Section 303(d) of the Clean Water Act, states, territories and authorized tribes are required to develop a list of water quality limited segments. Waters on the list do not meet water quality standards even after point sources of pollution have installed the minimum required levels of pollution control technology. The law requires establishment of priority rankings for water on the lists and develop action plans, called Total Maximum Daily Loads (TMDLs), to improve water quality. The San Diego RWQCB is responsible for developing the 303(d) list in the San Diego region.

The receiving waters for the CPU area that are currently listed as impaired (based on the 2014 – 2016 303[d] List) include Rose Creek, Tecolote Creek, the San Diego River (Lower), and Mission Bay, as described below.

Rose Creek. The pollutants/stressors causing impairment of Rose Creek are benthic community effects, selenium, and toxicity. Currently, there are no adopted TMDLs for Rose Creek.

Tecolote Creek. The pollutants/stressors causing impairment of Tecolote Creek are benthic community effects, bifenthrin, cadmium, copper, cypermethrin, diazinon, indicator bacteria, lead, nitrogen, phosphorus, selenium, toxicity, turbidity, and zinc. There are three adopted TMDLs for Tecolote Creek to address bacteria (fecal coliform, total coliform, and enterococcus). The estimated TMDL completion date for pollutants and stressors in Tecolote Creek is by 2025.

San Diego River (Lower). The pollutants/stressors causing impairment of the San Diego River (Lower) are benthic community effects, cadmium, indicator bacteria, nitrogen, oxygen (dissolved), phosphorus, total dissolved solids, and toxicity. There are three adopted TMDLs for the San Diego River (Lower) to address bacteria (fecal coliform, total coliform, and enterococcus). The estimated TMDL completion date for pollutants and stressors in the San Diego River (Lower) is by 2029.

Mission Bay (mouths of Rose Creek and Tecolote Creek). The pollutants/stressors causing impairment of Mission Bay at the mouths of Rose Creek and Tecolote Creek are eutrophic conditions and lead.

#### **2.3.7.4 Groundwater**

Groundwater is defined as subsurface water that occurs beneath the water table in soils and geologic formations that are fully saturated. Groundwater bearing formations sufficiently permeable to transmit and yield substantial quantities of water are called aquifers. A groundwater basin is defined as a hydrogeologic unit containing one large aquifer or several connected and interrelated aquifers. The principal groundwater basins in the San Diego region are relatively small in area and usually shallow. Although these groundwater basins are limited in size, the groundwater yield from the basins has been historically important to the development of the region. Nearly all of the local groundwater basins have been intensively developed for municipal and agricultural supply purposes.

Groundwater within the Mission San Diego HSA of the Lower San Diego HA of the San Diego HU has identified existing beneficial uses of AGR, IND, and Industrial Process Supply (PROC). MUN is a potential beneficial use. Groundwater within the Miramar HA of the Peñasquitos HU has no identified existing beneficial uses, but IND is a potential beneficial use. No existing beneficial uses are identified for the Tecolote HA of the Peñasquitos HU.

### **2.3.8 Land Use**

#### **2.3.8.1 Existing Land Uses**

The CPU area encompasses 4,423 acres, is predominantly urbanized, and is largely developed with industrial, commercial, and office uses due its role as a major employment center. Other uses include residential, institutional, educational, recreation, open space, Montgomery-Gibbs Executive Airport, transportation facilities/utilities, and vacant land. Existing land uses within the CPU area are summarized in Table 2-10, *Base Year (2012) Land Use Distribution Summary*.

<b>Table 2-10</b> <b>BASE YEAR (2012) LAND USE DISTRIBUTION SUMMARY</b>		
<b>Land Use</b>	<b>Land Area (acres<sup>1</sup>)</b>	<b>Land Area Percentage of Total CPU Area</b>
Residential	196	6
Industrial	859	25
Commercial Office	551	16
Commercial Retail	547	16
Commercial Visitor	44	1
Institutional	253	7
Educational;	15	1
Parks and Recreation	95	1
Open Space	305	9
Transportation/Utilities	602 <sup>2</sup>	17
Vacant	37	1
<b>TOTAL</b>	<b>3,505<sup>3</sup></b>	<b>100</b>

<sup>1</sup> All acres are rounded to the nearest acre.

<sup>2</sup> The Montgomery-Gibbs Executive Airport includes 502 acres within the Transportation and Utilities category.

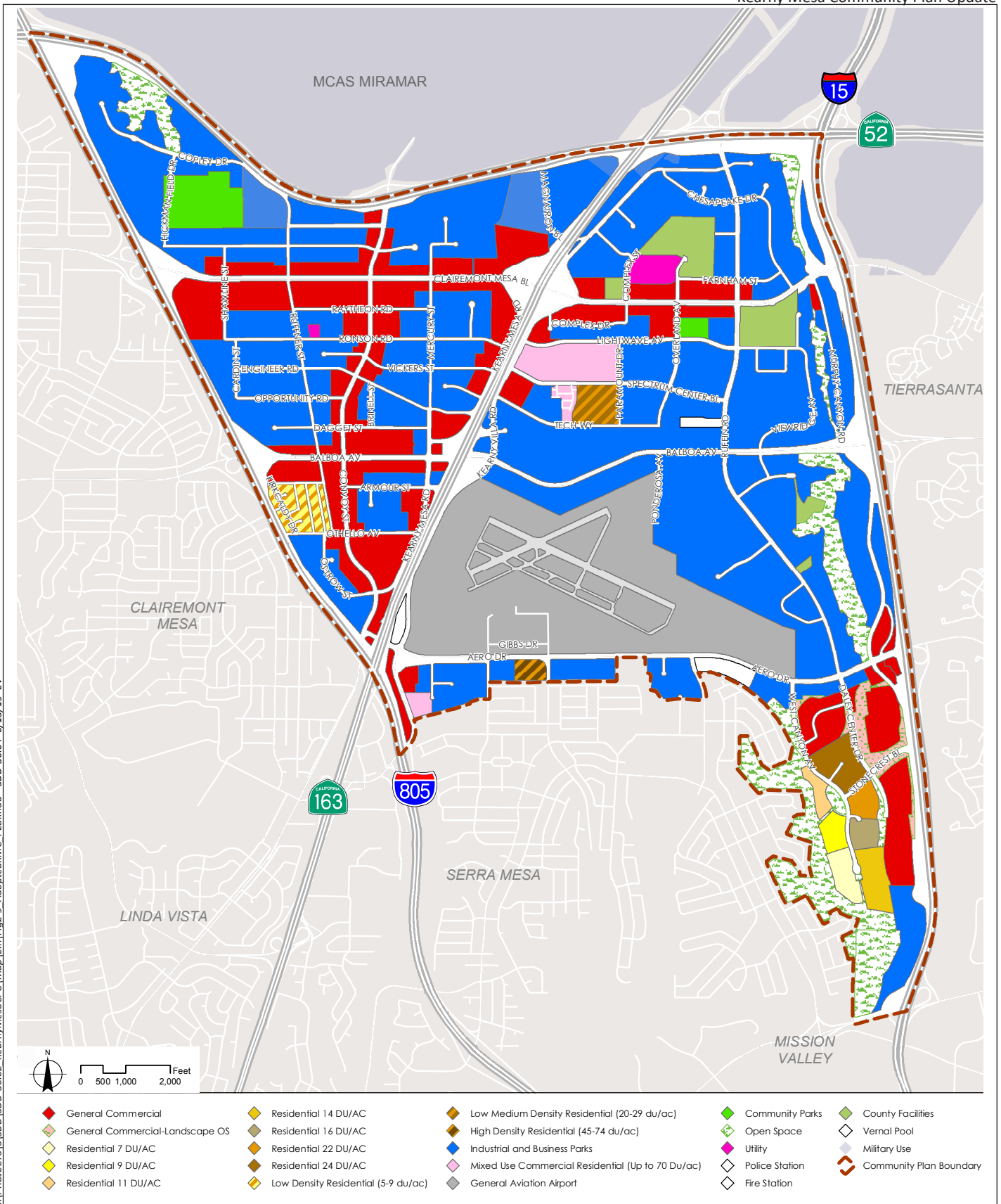
<sup>3</sup> Right-of-way is excluded from the total.

Industrial and commercial uses occur throughout most of the CPU area. Residential uses are located in the StoneCrest neighborhood in the southern portion of the CPU area, the Royal Highlands neighborhood in the western portion of the CPU area (south of Armour Street, west of Ruffner Street, and north of Othello Avenue), the Spectrum neighborhood in the central portion of the CPU area, residential development in the southern portion of the CPU area along and near Aero Drive, and the Kearney Lodge Mobile Home Park in the northwestern portion of the CPU area. Open space includes the canyons along portions of the northern, western, and southern boundaries of the CPU area.

### 2.3.8.2 Adopted Kearny Mesa Community Plan

The adopted Kearny Mesa Community Plan covers the same geographic area as the CPU area and identifies key issues, goals, and implementation actions for the community primarily focused on designating and protecting commercial and industrial properties. Specific policies to implement the adopted Kearny Mesa Community Plan's vision are contained in its individual plan elements, which include Industrial, Commercial, Transportation, Urban Design, Housing, Community Facilities and Services, Conservation and Open Space, Airport, and General Plan Consistency. The adopted Community Plan designates a majority of the plan area as Industrial and Business Park (1,900 acres or approximately 53 percent of the plan area). This designation includes general industrial, business park, scientific research and development, and heavy commercial uses. Other designated uses include Government/Public Facilities, General Commercial, Residential, Mixed Use, Park and Recreation, Utility, and Specific Plan (Stonecrest). Figure 2-9, *Adopted Kearny Mesa Community Plan Land Use Designations*, depicts the existing land use designations of the adopted Community Plan. The adopted Kearny Mesa Community Plan would be replaced by the proposed CPU.

I:\PROJECTS\SD-36.02\_KearnyMesaCPU\Map\ER\Fig-2-9\_AdoptedKMC\_PU\lind SDD-36.04 6/13/19-EV



Source: City of San Diego 2019

# Adopted Kearny Mesa Community Plan Land Uses

Figure 2-9

### 2.3.8.3 Existing Zoning

Zoning implements the land use designations and policies set forth in the General Plan and the community plan through development regulations addressing form and design, density and intensity, and permitted uses. Figure 2-10, *Existing Zoning*, illustrates the existing underlying zone classifications within the CPU area. As shown, most of the CPU area are designated with industrial zones.

## 2.3.9 Noise

### 2.3.9.1 Existing Noise Environment

The primary existing noise generators within the CPU area include vehicles traveling on nearby freeways (I-805, I-15, SR 163, and SR 52) and key roadways, as well as aircraft operations at Montgomery-Gibbs Executive Airport and MCAS Miramar.

Noise-sensitive land uses (NSLUs) are land uses that may be subject to stress and/or interference from excessive noise. The most common noise-sensitive uses include residences, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, childcare facilities, and certain types of recreational parks and open space. Existing NSLUs in the CPU area include the Kaiser Permanente Medical Center; various hotels, private schools, and daycares; as well as residences located in the northwestern, central, southwestern, and southeastern portions of the CPU area. Industrial and commercial land uses are generally not considered to be sensitive to noise. See additional information in Section 5.9 of this PEIR and Appendix J, Acoustical Analysis Report.

### 2.3.9.2 Noise and Sound Level Descriptors and Terminology

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected, or annoying sound.

Noise level or sound level values presented in this PEIR are expressed in terms of decibels (dB), with A-weighting (dBA) to approximate the hearing sensitivity of humans. Time-averaged noise levels are expressed by the symbol  $L_{EQ}$ , with a specified duration. The Community Noise Equivalent Level (CNEL) is a 24-hour average, where noise levels during the evening hours of 7:00 p.m. to 10:00 p.m. have an added 5 dBA weighting, and sound levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. have an added 10 dBA weighting. This is similar to the Day Night sound level ( $L_{DN}$ ), which is a 24-hour average with an added 10 dBA weighting on the same nighttime hours, but no added weighting on the evening hours. Sound levels expressed in CNEL are always based on dBA. These metrics are used to express noise levels for both measurement and municipal regulations, as well as for land use guidelines and enforcement of noise ordinances.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver contribute to the sound level and

characteristics of the noise perceived by the receiver. The field of acoustics deals primarily with the propagation and control of sound.

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz (kHz), or thousands of Hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

The amplitude of pressure waves generated by a sound source determines the loudness of that source. A logarithmic scale is used to describe sound pressure level (SPL) in terms of dBA units. The threshold of hearing for the human ear is approximately 0 dBA, which corresponds to 20 micro Pascals (mPa).

Because decibels are logarithmic units, SPL cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dBA increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than one source under the same conditions.

### **2.3.9.3 Vibration Descriptors and Terminology**

Vibration is defined as any oscillatory motion induced in a structure or mechanical device as a direct result of some type of input excitation. Sources of ground-borne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or manufactured (explosions, trains, machinery, traffic, construction equipment, etc.). Vibration sources may be transient, steady-state (continuous), or pseudo steady-state. Examples of transient construction vibrations are those that occur from blasting with explosives, impact pile driving, demolition, and wrecking balls.

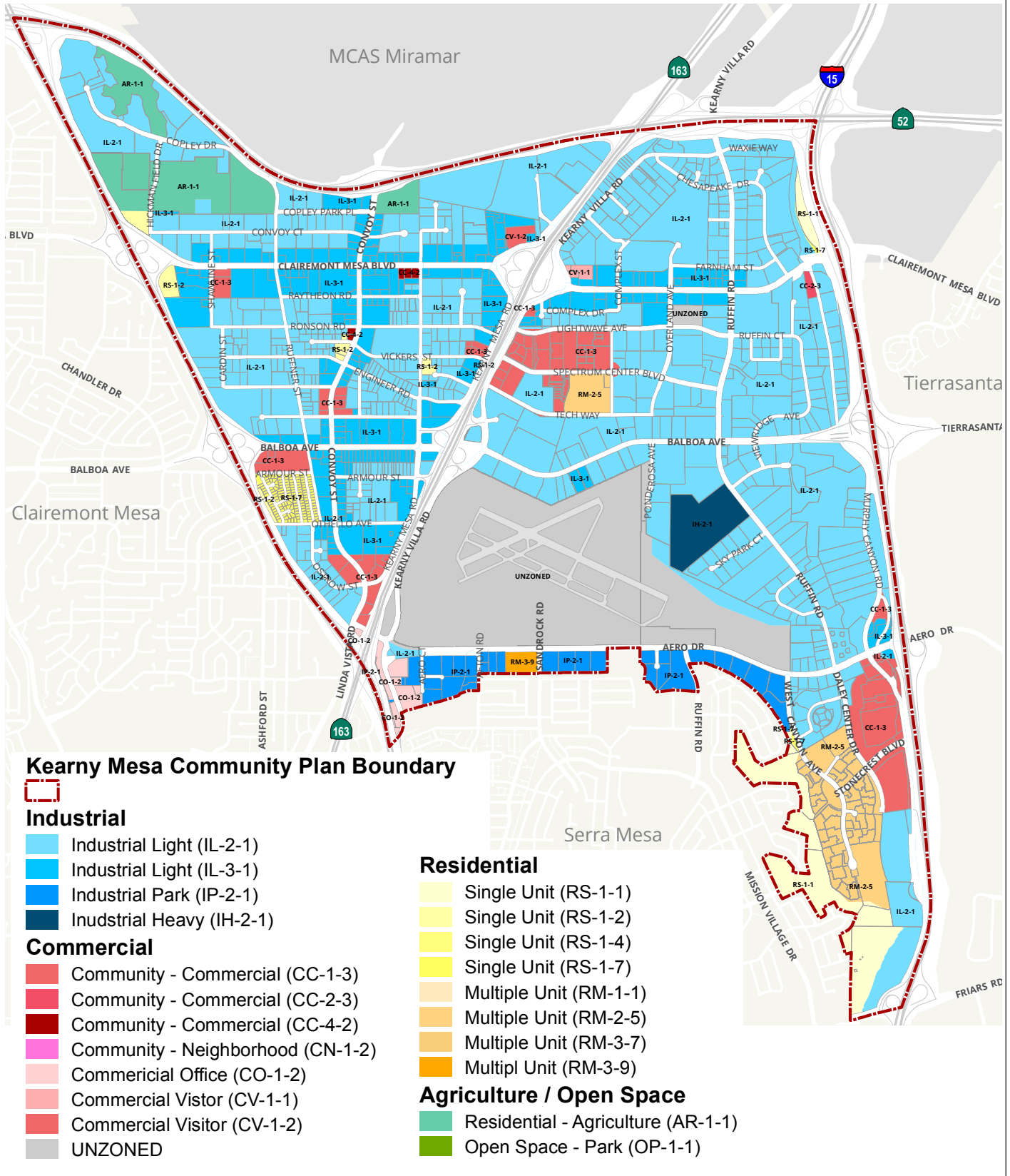
Ambient and source vibration information are expressed in terms of the peak particle velocity (PPV) in inches per second (in/sec). The root mean square (RMS) of a signal is the average of the squared amplitude of the signal in decibels (relative to 1 micro-inch per second). Because the net average of a vibration signal is zero, the RMS amplitude is used to describe the “smoothed” vibration amplitude. The RMS amplitude is always less than the PPV and is always positive. The RMS average is typically calculated over a one-second period.

The background vibration velocity level in residential areas is usually 50 vibration decibels (VdB) or lower; this is well below the level perceptible by humans, which is approximately 65 VdB. Most perceptible indoor vibration is caused by sources within buildings, such as the operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

### **2.3.10 Public Services and Facilities**

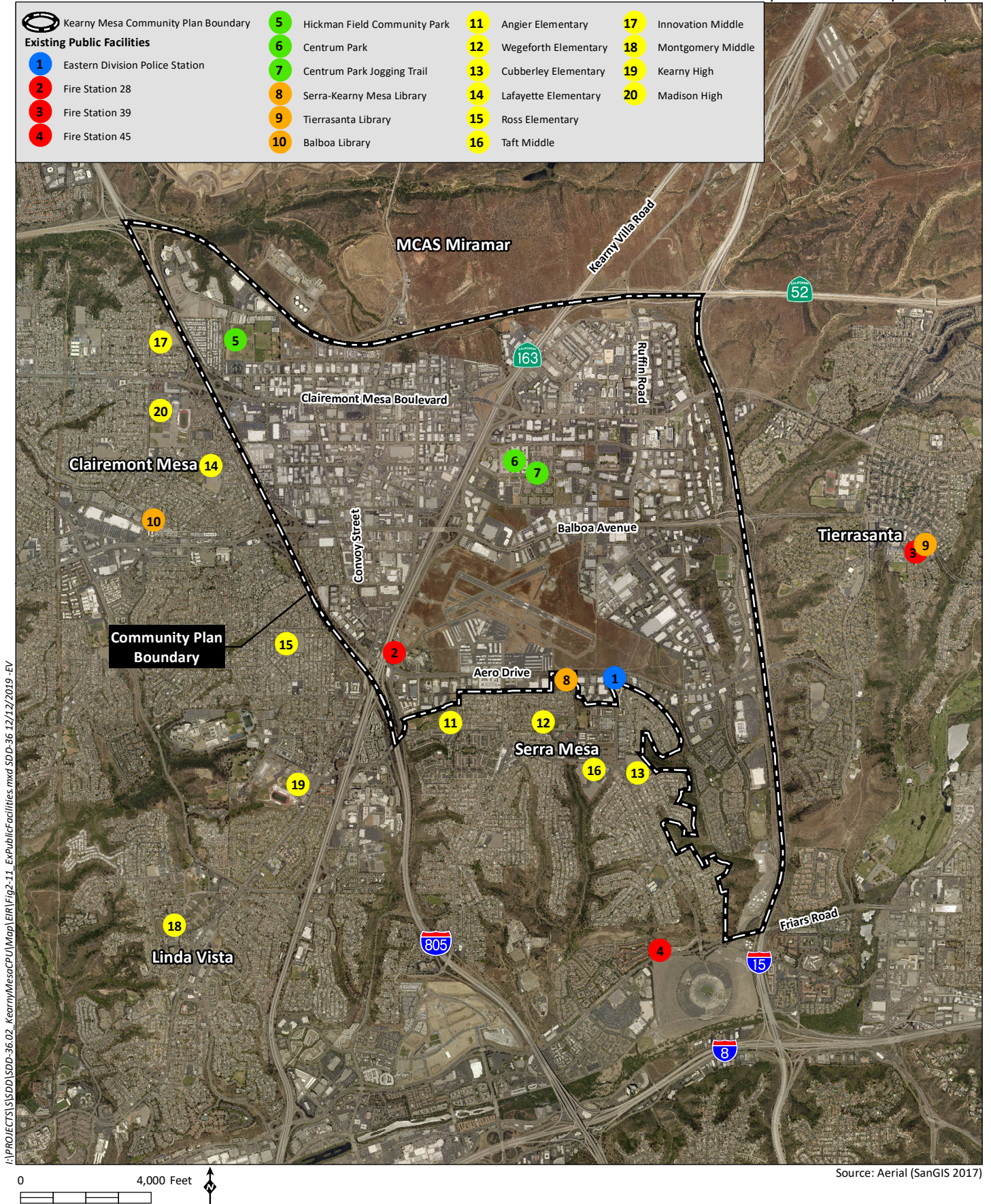
Existing public facilities that serve the CPU area are described below and their locations are shown on Figure 2-11, *Existing Public Facilities*.

I:\PROJECTS\SD\SD-36.02\_KearnyMesaCPU\Map\ER\Fig2-10\_ExistingZoning.indd SDD-36.04 6/13/19 -EV



## Existing Zoning

Figure 2-10



## Existing Public Facilities

Figure 2-11

### 2.3.10.1 Police Protection

The San Diego Police Department (SDPD) provides police services including patrol, traffic, investigative, records, laboratory, and support services to the City (City 2008a). The CPU area is currently patrolled by Beats 311 and 313 in the Eastern Division of the SDPD. Beat 313 covers most of the CPU area (north of Aero Drive) and Beat 311 covers the CPU area south of Aero Drive. The Eastern Division currently serves a population of 155,892 people and encompasses a total of approximately 74.1 square miles (City 2019d). The Eastern Division serves the neighborhoods of Allied Gardens, Birdland, College East, College West, Del Cerro, Grantville, Kearny Mesa, Lake Murray, Mission Valley East, Qualcomm, San Carlos, Serra Mesa and Tierrasanta. The Eastern Division Police Substation is located within the CPU area at 9225 Aero Drive. The SDPD's Airborne Law Enforcement Unit (ABLE) is located at Montgomery-Gibbs Executive Airport. The Eastern Division is currently staffed with 76 sworn personnel (City 2019e).

The service goal for police services across the entire SDPD service area is to maintain a ratio of 1.48 sworn officers per 1,000 residents. As of 2018, the ratio across the entire service area was 1.3 sworn officers per 1,000 residents (City 2019e). Based on a population of 155,892 people and 76 sworn officers, the Eastern Division had a service ratio of 0.49.

The SDPD has personnel on duty and available to respond to calls for service 7 days a week, 24 hours a day. SDPD currently utilizes a multi-level priority dispatch system, with different response-time guidelines for different call types. Calls for service range from level "1 priority," meaning life-threatening/suspicious activity, to level "4 priority" related to non-life-threatening/suspicious activity. Priority E calls, meaning imminent threat to life, receive the highest priority.

As indicated in Table 2-11, *Beats 311 and 313 Call Priority Response Times*, the average response times within Beats 311 and 313 do not meet any of the General Plan response time guidelines and exceed citywide average times for all Call Priority levels except for Priority E calls within Beat 311.

<b>Table 2-11</b> <b>BEATS 311 AND 313 CALL PRIORITY RESPONSE TIMES</b>				
<b>Call Priority</b>	<b>General Plan Response-Time Guidelines<sup>1</sup></b>	<b>2016 Average Response Times (Beat 311)</b>	<b>2016 Average Response Times (Beat 313)</b>	<b>2016 Actual Average Response Times (Citywide)</b>
Priority E – Imminent threat to life	Within 7 minutes	6.5	7.8	7.0
Priority 1 – Serious crimes in progress	Within 12 minutes	17.2	16.8	16.0
Priority 2 – Less serious crimes with no threat to life	Within 30 minutes	43.2	43.7	42.5
Priority 3 – Reported after a crime has been committed	Within 70 minutes	108.6	124.2	100.9
Priority 4 – Parking complaints and lost and found reports	Within 70 minutes	225.1	196.3	150.6

Sources: City 2008a; City 2019f

### 2.3.10.2 Fire Protection

Fire protection services to the CPU area are provided by the San Diego Fire-Rescue Department (SDFD). The SDFD serves a total area of approximately 343 square miles, including 17 miles of coastline extending three miles offshore, and a population of approximately 1,419,845 people. The SDFD has a current total of 52 fire stations and nine permanent lifeguard stations, and employs 892 uniformed personnel, 98 lifeguards, and 246 civilian personnel. In addition to fire protection services, the SDFD also provides emergency medical services (EMS).

Fire protection services to Kearny Mesa are provided by three fire stations: Fire Stations 28, 39, and 45. San Diego Fire Station 28 provides fire protection and advanced life support services to a majority of the CPU area and is located at 3880 Kearny Villa Road in the southwestern portion of the CPU area. Fire Station 28 was originally built in 1958 and serves Kearny Mesa/Montgomery-Gibbs Executive Airport and surrounding areas, totaling 7.76 square miles. This station includes a fire engine, aerial truck, and water tender. Fire Station 28 is also responsible for testing the pumping capacity of each new fire engine before it is placed into a station (City 2019a).

Fire Station 39 is located at 4949 La Cuenta Drive in the neighboring community of Tierrasanta and serves Tierrasanta and surrounding areas, including the northeastern portion of the CPU area. This station is equipped with one fire engine and one paramedic unit/medic rescue rig (City 2019b).

Fire Station 45 is located at 9366 Friars Road and serves west Mission Valley and surrounding areas, including the southeastern portion of the CPU area. This station includes a fire engine, an aerial truck, a battalion chief's vehicle, and two hazmat units. Fire Station 45 is also the hazardous materials station and is responsible for identifying, containing, and removing hazardous materials (City 2019c).

Table 2-12, *Incident Runs for Fire Stations Serving the CPU Area for Fiscal Year 2018*, shows the number of incident runs for Fire Stations 28, 39, and 45 for Fiscal Year (FY) 2018.

<b>Table 2-12</b> <b>INCIDENT RUNS FOR FIRE STATIONS SERVING THE CPU AREA FOR FISCAL YEAR 2018</b>								
Call Category	Fire Station 28		Fire Station 39	Fire Station 45				
	Engine 28	Truck 28	Engine 39	Engine 45	Truck 45	Battalion 4	HazMat 1	HazMat 2
Fire	255	168	156	326	169	398	26	6
Rescue	40	93	22	25	73	111	4	1
Emergency Medical Response	2,294	595	1,228	2,259	593	35	27	3
Urgent Medical Response	209	52	126	192	52	1	-	-
Non-emergency Medical Response	219	43	81	193	34	1	-	-
Hazard	406	232	212	447	181	45	183	38
Service	19	8	8	7	7	-	24	12
<b>TOTAL</b>	<b>3,442</b>	<b>1,191</b>	<b>1833</b>	<b>3,449</b>	<b>1,109</b>	<b>591</b>	<b>264</b>	<b>60</b>

Source: City 2019g

In 2017, the City retained Citygate Associates, LLC to perform a Standards of Response Cover Review (Citygate 2017) to review the adequacy of the current fire station resource deployment system, the risks to be protected, and the emergency incident outcomes desired by the community. This study concluded that additional fire-rescue resources are needed to meet best practice outcome response times for all neighborhoods. For effective outcomes on serious medical emergencies and to keep serious, but still emerging, fires small, the City's adopted Fire-Rescue response time policy is that the first-due fire unit should arrive within 7 minutes and 30 seconds of fire dispatch, 90 percent of the time. Fire-Rescue's actual performance from fire dispatch call receipt to first crew on scene is 8 minutes and 10 seconds to 90 percent of fire and emergency medical services incidents. Only seven fire stations meet the 90 percent best practice goal of 7 minutes and 30 seconds from fire dispatch to first unit on scene. The average response time for Station 28 is 8 minutes and 30 seconds, 8 minutes and 15 seconds for Station 39, and 8 minutes and 56 seconds for Station 45 (Citygate 2017).

Fire-Rescue does not meet the City's goals for dispatch and crew turnout time. The issue with response times is the travel time from too few fire stations across an increasingly traffic-congested road network. Fire-Rescue is not meeting the City's adopted goal of five minutes travel time for the first arriving unit. The Citywide actual performance is 6 minutes and 9 seconds from crew notification. Only four fire stations meet the five-minute travel time goal. The average travel time for Station 28 is 6 minutes and 31 seconds, 6 minutes and 35 seconds for Station 39, and 7 minutes and 1 second for Station 45 (Citygate 2017).

These results are reflective of the large size of some station areas, simultaneous calls for service, road network design, and traffic congestion issues. Fire-Rescue is staffed for several serious building fires at a time and multiple medical calls for service at a time. The regional automatic and mutual aid response system delivers greater alarm and multiple incident support.

### Adopted Fire Station Location Measures

To direct fire station location timing and crew size planning as the community grows, the adopted fire unit deployment performance measures based on population density zones are listed in Table 2-13, *Deployment Measures for San Diego City Growth by Population Density per Square Mile*.

<b>Table 2-13</b> <b>DEPLOYMENT MEASURES FOR SAN DIEGO CITY GROWTH</b> <b>BY POPULATION DENSITY PER SQUARE MILE</b>				
	<b>Structure Fire Urban Area &gt;1,000 people/ sq. mi.</b>	<b>Structure Fire Rural Area 1,000 to 500 people/sq. mi.</b>	<b>Structure Fire Remote Area 500 to 50 people/sq. mi.</b>	<b>Wildfires Populated Area Permanent Open Space Areas</b>
1 <sup>st</sup> Due Travel Time	5	12	20	10
Total Reflex Time	7.5	14.5	22.5	12.5
1 <sup>st</sup> Alarm Travel Time	8	16	24	15
1 <sup>st</sup> Alarm Total Reflex	10.5	18.5	26.5	17.5

Source: City 2008a

## Aggregate Population Definitions

Where more than one square mile is not populated at similar densities, and/or a contiguous area with different zoning types aggregate into a population “cluster,” the standards as shown in Table 2-14, *Aggregate Population Standards*, guide the determination of response time measures and the need for fire stations.

<b>Table 2-14</b> <b>AGGREGATE POPULATION STANDARDS</b>		
<b>Area</b>	<b>Aggregate Population</b>	<b>First-Due Unit Travel Time Goal</b>
Metropolitan	>200,000 people	4 minutes
Urban-Suburban	<200,000 people	5 minutes
Rural	500-1,000 people	12 minutes
Remote	< 500 people	>15 minutes

Source: City 2008a

The City’s EMS also has ambulances, paramedics, and emergency medical technicians (EMTs) who respond to emergency calls. There are four levels of calls. Level 1 is the most serious (e.g., heart attack, shortness of breath), and the closest fire engine and an advance life support ambulance respond to this type of call. The fire crew has to respond within eight minutes of being dispatched pursuant to City requirements, and the ambulance has to respond within 12 minutes for Level 1 (the most serious) calls. A Level 2 call is the next most serious; however, these calls are either reprioritized up to a Level 1 call or down to a Level 3 call. Only the advance life support ambulance responds to Level 2 calls; no fire station staff or equipment are deployed. The response time for a Level 2 call is 12 minutes, the same as for a Level 1 call. For a Level 3 call (e.g., someone having extended flu-like symptoms), either a basic or advance life support ambulance would respond. A basic ambulance is staffed with two EMTs, whereas an advance life support ambulance is staffed with one paramedic and one EMT. The response time for a Level 3 call is 18 minutes. For a Level 4 call, which is not an emergency (e.g., the patient could have driven themselves to a hospital), a basic ambulance would respond within 18 minutes of being dispatched.

### 2.3.10.3 Parks and Recreation

The General Plan standard for population-based parks is 2.8 useable acres per 1,000 residents, which can be achieved through a combination of neighborhood, community, and other types of park acreages. The household population estimates within the CPU area as of 2016 include 10,968 residents in (SANDAG 2019b). This existing population estimate would warrant approximately 30 acres of population-based parks Kearny Mesa. There are an estimated 7.59 acres of usable population-based parkland in Kearny Mesa, resulting in an existing deficiency of approximately 22 useable acres.

Existing population-based parks in the CPU area include Hickman Field Community Park and Centrum Mini-Park. Hickman Field is a 46.5-acre community park located 5300 Hickman Field Drive in the northwest portion of the CPU area. As a community park, Hickman Field is a shared facility with surrounding communities. Improvements are shown on the General Development Plan (GDP) for Hickman Field, including the addition of an aquatic complex, picnic areas, and children’s play

areas. Centrum Park is a two-acre mini park located at 4955 Ariva Way in the central portion of the CPU area and includes a children's play area, passive turf area, and picnic areas. The Centrum Park Jogging Path is a 2.2-acre privately-owned and publicly-accessible park adjacent to Centrum Park located along Spectrum Center Boulevard.

The General Plan standard for population-based recreation facilities is one 17,000 square foot recreation center for every 25,000 residents and one aquatic complex for every 50,000 residents. Based on the existing population estimates in the Kearny Mesa community, approximately 7,150 square feet of population-based recreation facilities and 0.21 aquatic complex are warranted. There are no existing recreation centers or aquatic complexes in the CPU area, although as noted above, a new aquatic complex is planned at Hickman Field. Consequently, there is an existing deficiency of 7,100 square feet of recreation facilities and 0.21 aquatic complex in Kearny Mesa.

### 2.3.10.4 Schools

The CPU area is served by the San Diego Unified School District (SDUSD), which serves students from kindergarten through 12th grade. The SDUSD serves the City with 113 elementary schools, 24 middle schools, four atypical schools, 10 alternative schools, 27 high schools, and 25 charter schools. Table 2-15, *School Enrollment and Capacity*, shows the current capacity and enrollment numbers available for the public schools that would serve student-aged populations within the CPU area. There are no existing public schools within the CPU area.

Table 2-15 SCHOOL ENROLLMENT AND CAPACITY				
School	Address	Community	Estimated Capacity	Enrollment (2018-2019)
<b>Elementary</b>				
Angier	8450 Hurlbut Street	Serra Mesa	510	473
Wegeforth	3443 Ediwhar Avenue	Serra Mesa	258	212
Cubberley	3201 Marathon Drive	Serra Mesa	234	175
Lafayette	6125 Printwood Way	Clairemont Mesa	528	326
Ross	7470 Bagdad Street	Clairemont Mesa	338	241
<b>Middle</b>				
Taft	9191 Gramercy Drive	Serra Mesa	718	462
Innovation	5095 Arvinels Avenue	Clairemont Mesa	682	487
Montgomery	2470 Ulric Street	Linda Vista	1,064	465
<b>High</b>				
Kearny	1954 Komet Way	Linda Vista	1,737	1,456
Madison	4833 Doliva Drive	Clairemont Mesa	1,593	976

Source: SDUSD 2019

### 2.3.10.5 Libraries

The CPU area is within the service area of the City Library System. Each service area for a library is two miles, although the area served depends on the proximity and access to residential, commercial, and civic uses, as well as roadways and transit. The City's General Plan establishes a minimum of 15,000 square feet of dedicated library space for branch libraries. In addition, branch libraries should ideally serve a resident population of 30,000.

The Serra Mesa-Kearny Mesa Branch Library, located at 9005 Aero Drive, is immediately adjacent to the CPU area and serves the CPU area, as well as the neighboring community of Serra Mesa and the Birdland and Mission City neighborhoods. The library was constructed in 2006 and includes community rooms, patios, and an outdoor play area. Other nearby libraries include the Tierrasanta branch to the west in the community of Tierrasanta and the Balboa branch to east in the community of Clairemont Mesa.

## **2.3.11 Public Utilities**

The Kearny Mesa community is served by a variety of public facilities and services, including utilities such as water and sewer, and solid waste services. Many of the infrastructure needs for these services are managed through the City's Capital Improvements Program (CIP). The City conducts a biannual review of public services, facilities, and utilities implementation in conjunction with the budget/CIP review cycle. As part of this review process, the City assesses the need for new or expanded services and public facilities to provide appropriate services and infrastructure commensurate with population increase.

Public utilities include public water, energy, sewer, storm water, and solid waste collection and recycling that are available to serve the CPU area. A description of the existing conditions of each of these public utilities is provided below.

### **2.3.11.1 Water Supply**

#### **a. City of San Diego**

The City's Public Utilities Department (PUD) provides water services to 1.3 million customers through a water system that serves over 200 square miles of developed land including the CPU area. The City's PUD imports nearly 90 percent of its water from other areas such as northern California and the Colorado River. To do this, the PUD purchases imported water from the San Diego County Water Authority (Water Authority). The Water Authority was formed for the purpose of purchasing Colorado River water from The Metropolitan Water District of Southern California (MWD) for conveyance to San Diego County.

The City's water system consists of a large network of infrastructure connecting residents and businesses to the water supply. The City's water system includes nine surface raw water storage reservoirs, three water treatment plants, 32 potable water storage facilities, approximately 3,300 miles of water transmission and distribution pipelines, and 49 water pump stations. The City runs three water treatment operations—Otay Water Treatment Plant, Alvarado Water Treatment Plant, and Miramar Water Treatment Plant—with a total of 298 million gallons per day (mgd) capacity.

The City also runs two recycled water facilities. The North City and South Bay Water Reclamation Plants were built to treat wastewater to a level that would be approved for non-potable uses such as landscape irrigation and manufacturing. These facilities provide water to City residents and businesses, as well as other jurisdictions and water districts.

Established in 1985, the PUD's Water Conservation Program was established to reduce San Diego's dependence on imported water. Savings are achieved through the implementation of programs,

policies, and ordinances promoting water conservation practices. All residential, commercial, and industrial buildings are required to be certified as having water-conserving plumbing fixtures in accordance with SDMC Chapter 14, Article 7, Division 4. The PUD works in collaboration with the MWD and the Water Authority to formulate new conservation initiatives, and annually checks progress toward conservation goals.

The City's 2015 Urban Water Management Plan (UWMP) was developed to serve as the City's overarching water resources planning document to address the City's water system, water demand, water supply resources, conservation efforts, and historic and projected water use. This UWMP was prepared in accordance with the Urban Water Management Act, requiring urban water suppliers to adopt and submit a plan every five years to the California Department of Water Resources. Every urban water supplier providing water for municipal purposes to more than 3,000 connections or supplying more than 3,000-acre feet (AF) of water annually must comply.

The PUD also adopted the Long-Range Water Resources Plan in 2013. This Plan provides guidance and input on alternative strategies for meeting San Diego's water needs through 2035 by addressing concerns such as population growth and water resource diversification. The Plan details existing water supplies, new water supply opportunities, objectives, performance measures, and conclusions and recommendations.

In accordance with the Conservation Element of the City's General Plan (Policy CE-A.11), development projects are required to implement sustainable landscape design and to use recycled water to the maximum extent feasible in development projects to aid in water conservation (City 2008a).

#### **b. The Metropolitan Water District of Southern California**

The MWD was formed in 1928 to develop, store, and distribute supplemental water in Southern California for domestic and municipal purposes. The MWD is a wholesale supplier of water to its member agencies, which includes the Water Authority. It obtains supplies from local sources as well as the Colorado River via the Colorado River Aqueducts, which it owns and operates. It also obtains water supplies via the Sacramento-San Joaquin Delta via the State Water Project. Planning documents such as the Regional Urban Water Management Plan (RUWMP) and Integrated Water Resources Plan (IWRP) help to ensure the reliability of water supplies and the infrastructure necessary to provide water to Southern California.

MWD's IWRP was updated in 2015 to accommodate recent changes in retail demands, water use efficiency, and local and imported supplies, and to update resource targets. The IWRP sets reliability targets to identify developments in imported and local water supply and in water conservation to reduce water shortages and mandatory restrictions. These regional targets are set for conservation, local supplies, State Water Project supplies, Colorado River supplies, groundwater banking, and water transfers. MWD's 2015 RUWMP, adopted in June 2016, documents the availability of these existing supplies and additional supplies required to meet future demands. It includes the resource targets in the IWRP and contains an assessment of water supply reliability. The Long-Term Conservation Plan was implemented in July 2011 with the goal to achieve the conservation target in MWD's 2010 IWRP as well as to pursue water efficiency innovations and to transform the public's perception of the value of the regional water supply.

### **c. San Diego County Water Authority**

The Water Authority is an independent public agency that serves as the County's regional water wholesaler. As a retail member agency of the Water Authority, the PUD purchases water from the Water Authority for retail distribution within its service area.

The Water Authority's 2015 UWMP was adopted by the Water Authority Board in June 2016 in accordance with state law and the RUWMP. The 2015 Plan contains a water supply reliability assessment that identifies a diverse mix of imported and local supplies necessary to meet demands over the next 25 years in average, single-dry year, and multiple-dry year periods. The UWMP documents that although no shortages are anticipated during a normal year through 2040, shortages may occur during a single-dry year starting in 2035, and during a multiple-dry water year event starting in 2028. The Water Authority also prepares an annual water supply report providing updated documentation on existing and projected water supplies.

## **2.3.11.2 Water, Sewer, and Storm Water Infrastructure**

### **a. Water Distribution System**

The City's PUD provides water service to the CPU area via the City's Miramar Water Treatment Plant (WTP), the City's Alvarado WTP, and/or the Water Authority's Second Aqueduct Pipeline. Water is distributed from these facilities to the CPU area in a system of large water pipelines that connect to numerous distribution main lines within the community.

The CPU area includes five pressure zones, including Kearny Mesa (600), Northwest Mesa (559), Murphy Canyon (500), Miramar (712), and University Heights (390). The main pressure zone is Kearny Mesa (600), which in general, is supplied water from the east at higher grades to the south and westerly lower grades.

### **b. Wastewater Collection System**

The City's PUD provides wastewater collection, treatment, reclamation and disposal services to the San Diego region, including the CPU area, through its Metropolitan Sewerage System. The Metropolitan Sewerage Sub-System treats the wastewater from the City of San Diego and 15 other cities and districts from a 450-square mile area with a population of over 2.2 million. The system treats an average of 180 million gallons of wastewater each day. Sewage collected is conveyed and processed through a sewer infrastructure system and ultimately discharges at the Point Loma Wastewater Treatment Plant.

Wastewater flows generated within the CPU area are conveyed through four points of connection outside of the CPU area boundary. In general, all wastewater generated in Kearny Mesa is conveyed southwesterly towards the North Metro Interceptor (NMI). A portion of the flows have the potential to be diverted at the proposed Moreno Pump Station for treatment at the North City Water Reclamation Plant or continue through the NMI to the Point Loma WTP.

### **c. Storm Water Conveyance System**

As discussed in Section 2.3.7, the CPU area is mostly developed and has extensive impervious surfaces. Nearly all rainfall can be expected to become runoff because of limited opportunities for infiltration. Typical runoff response from highly impervious areas is flashy with high peak flow rates for short durations. Storm water runoff originating in the CPU area is conveyed to receiving waters via streets, gutters, cross gutters, open channels, and other storm drain systems.

Storm water runoff from the CPU area is divided into three drainage basins and drains into three directions. Storm water runoff within the approximately 867-acre San Clemente Basin in the northwest portion of the CPU area drains to the San Clemente Creek and eventually into Rose Creek, which drains to Mission Bay. Runoff within the approximately 405-acre Tecolote Creek Basin in the western portion of the CPU area drains to Tecolote Creek, which also drains to Mission Bay. Storm water runoff within the approximately 3,150-acre Murphy Canyon Basin in the east and southeast portion of the CPU area drains to Murphy Canyon Creek, which eventually drains into the lower San Diego River. Storm water flows from the San Diego River and Mission Bay are ultimately discharged into the Pacific Ocean.

### **2.3.11.3 Solid Waste Management**

The City provides refuse, recycling, and yard waste collection services to some residents per the People's Ordinance (SDMC Section 66.0127). These services are provided without a fee primarily to single-family homes, and also some multi-family facilities, using General Fund monies. Residences on private streets, commercial land uses, and certain multi-family residences are not served by the City and must obtain the services of one of the City's franchised haulers.

Solid waste generated in the CPU area is collected by City forces and taken to one of three active landfills permitted to accept solid waste: West Miramar Sanitary Landfill (Miramar Landfill), Otay Landfill, and Sycamore Sanitary Landfill (Sycamore Landfill). Miramar Landfill and Sycamore Landfill are located within the City. Otay Landfill is located within an unincorporated area within the City of Chula Vista. The Greenery at the Miramar Landfill provides the majority of organic waste processing capacity.

Per Assembly Bill (AB) 341, 75 percent of waste must be diverted from disposal in landfills. Of the remaining 25 percent of residuals requiring disposal, 15 years of disposal capacity is the target. West Miramar Landfill (WML) is permitted to receive 8,000 tons per day and, on average, it receives less than 1,000,000 tons per year. The anticipated closure date for WML is 2024. Sycamore Landfill is permitted to receive a maximum of 5,000 tons per day and is expected to operate until 2031. Otay Landfill is permitted to receive 6,700 tons per day and is expected to serve the region through 2021 (California Department of Resources Recycling and Recovery [CalRecycle] 2019).

### **2.3.11.4 Energy**

#### **a. Electricity**

San Diego Gas & Electric (SDG&E) is the owner and operator of electricity transmission, distribution, and natural gas distribution infrastructure in San Diego County, and currently provides gas and electric services to the CPU area. SDG&E is regulated by the California Public Utilities Commission

(CPUC) who sets the gas and electricity rates for SDG&E and is responsible for making sure that California utilities customers have safe and reliable utility service at reasonable rates, protecting utilities customers from fraud and promoting the health of California's economy.

SDG&E supplies customers with electricity generated both locally and outside of the utility's service territory, with local facilities currently capable of generating a total of approximately 3,100 megawatts (MW) of power. SDG&E owns and contracts with generation facilities both within and outside its service territory, and power is also produced in local facilities that are non-utility owned. Local generation is important for local power supply needs due to the voltage support it provides that keeps the electric system running smoothly.

Table 2-16, *SDG&E 2017 Power Mix*, lists SDG&E's energy sources and the most recent available data of the power mix of those energy sources. As shown, SDG&E used biomass, solar, and wind sources, and obtained 44 percent of its energy from renewable resources in 2017 (California Energy Commission [CEC] 2019). As directed by the California Renewables Portfolio Standard in SB 1078, SDG&E and other statewide energy utility providers are targeted to achieve a 33 percent renewable energy mix by 2020 and 50 percent by 2030.

<b>Table 2-16 SDG&amp;E 2017 POWER MIX</b>	
<b>Energy Source</b>	<b>Power Mix (%)</b>
Renewables	44
Biomass	2
Solar	21
Wind	21
Natural Gas and Unspecified	56

Source: CEC 2019

Currently, there are no mandated standards or ordinances requiring reliance on alternative energy by new developments. However, the City's CAP establishes a goal to achieve 100 percent renewable energy on the Citywide electrical grid by 2035. Additionally, Title 24 of the California Public Resources Code contains mandated energy efficiency requirements for all new developments.

## **b. Natural Gas**

Natural gas is imported into the San Diego region by pipeline after being produced at any of several major supply basins located from Texas to Alberta, Canada. Although the San Diego region has access to all of these basins by interstate pipeline, the final delivery into the SDG&E system is dependent on just one Southern California Gas Company (SoCalGas) pipeline that enters San Diego County from Orange County located along I-5.

Natural gas consumption by sector varies somewhat each year. In general, power plants account for the highest percentage of natural gas consumption in the San Diego region. Residential consumption of natural gas for heating and cooking is the second highest percentage, followed by cogeneration, commercial and industrial consumption, and natural gas fueled vehicles.

### **2.3.11.5 Communications**

Communications systems for telephones, computers, and cable television are serviced by utility providers such as AT&T, Spectrum, and other independent cable companies. Facilities are located above and below ground within private easements. In recent years, the City has initiated programs to promote economic development through the development of high-tech infrastructure and integrated information systems. The City also works with service providers to underground overhead wires, cables, conductors, and other overhead structures associated with communication systems in residential areas in accordance with proposed development projects. Individual projects consisting of more than four lots are subject to SDMC Section 144.0240, which requires most privately owned utility systems and service facilities to be placed underground.

## **2.3.12 Transportation**

### **2.3.12.1 Roadways and Access**

Kearny Mesa is located in the central portion of the City of San Diego with four freeways within or adjacent to the CPU area, including SR 52 on the north, I-805 on the west, I-15 on the east, and SR 163 bisects the central portion of the CPU area in a northeast-southwest alignment. These freeways provide regional access to the Kearny Mesa community. Key roadways within the CPU area include Clairemont Mesa Boulevard, Balboa Avenue, Aero Drive, Convoy Street, Kearny Villa Road, and Ruffin Road. The freeways and roadways contribute to the community's automobile-oriented transportation network.

Because Kearny Mesa is a major employment center and contains limited residential development, freeways segments, interchanges, and key roadways are heavily utilized by commuters who work in the community. As a result, several freeway segments, roadway segments, and intersections within or adjacent to the CPU area experience congestion during the morning and evening peak periods.

### **2.3.12.2 Bicycle Facilities**

Existing bicycle facilities within the CPU area include bicycle paths (Class I), bicycle lanes (Class II), and bicycle routes (Class III). Table 2-17, *Existing Bicycle Facilities*, describe the existing bicycle facilities and classifications within the CPU area, as well as the total mileage of each type within the community. The existing bicycle network is shown on Figure 2-12, *Existing Bicycle Facilities*. A detailed discussion of existing bicycle facilities in the CPU area is contained in Section 5.12 of this PEIR.

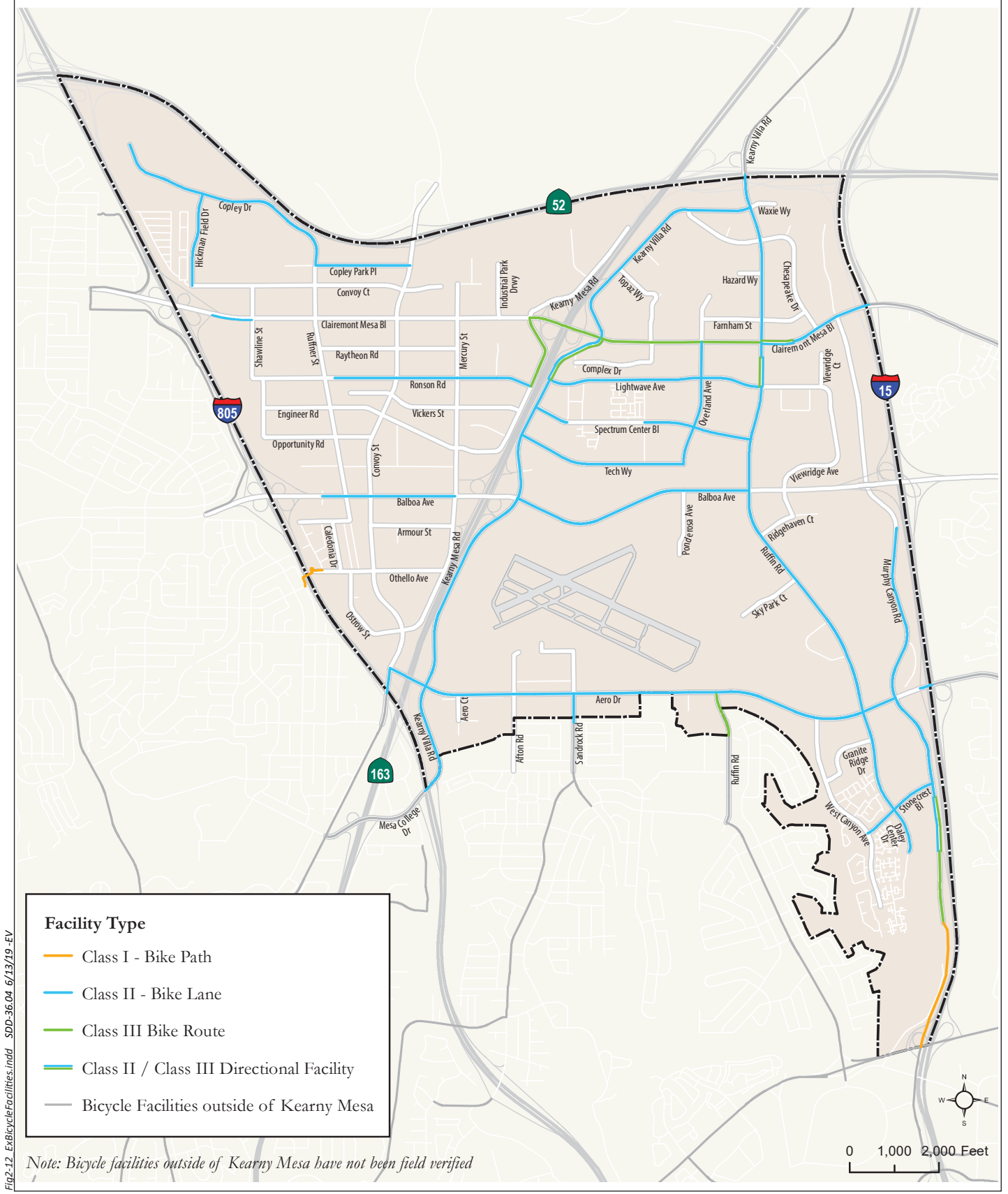
### **2.3.12.3 Pedestrian Facilities**

Existing pedestrian facilities within the CPU area are primarily comprised of sidewalks along local roadways and crosswalks at intersections. A detailed discussion of existing pedestrian facilities in the CPU area is contained in Section 5.12 of this PEIR.

### **2.3.12.4 Public Transportation**

Existing public transportation within the CPU area consists of bus service that is operated by the San Diego Metropolitan Transit System (MTS). Currently eight bus routes serve the community, including

Routes 20, 25, 27, 44, 60, 120, 928, and Rapid Route 235. These bus routes operate along many of the community's major corridors and converge at the Kearny Mesa Transit Center. The existing transit network within the CPU area is shown on Figure 2-13, *Existing Transit Routes and Stops*. A detailed discussion of existing transit facilities in the CPU area is contained in Section 5.12 of this PEIR.








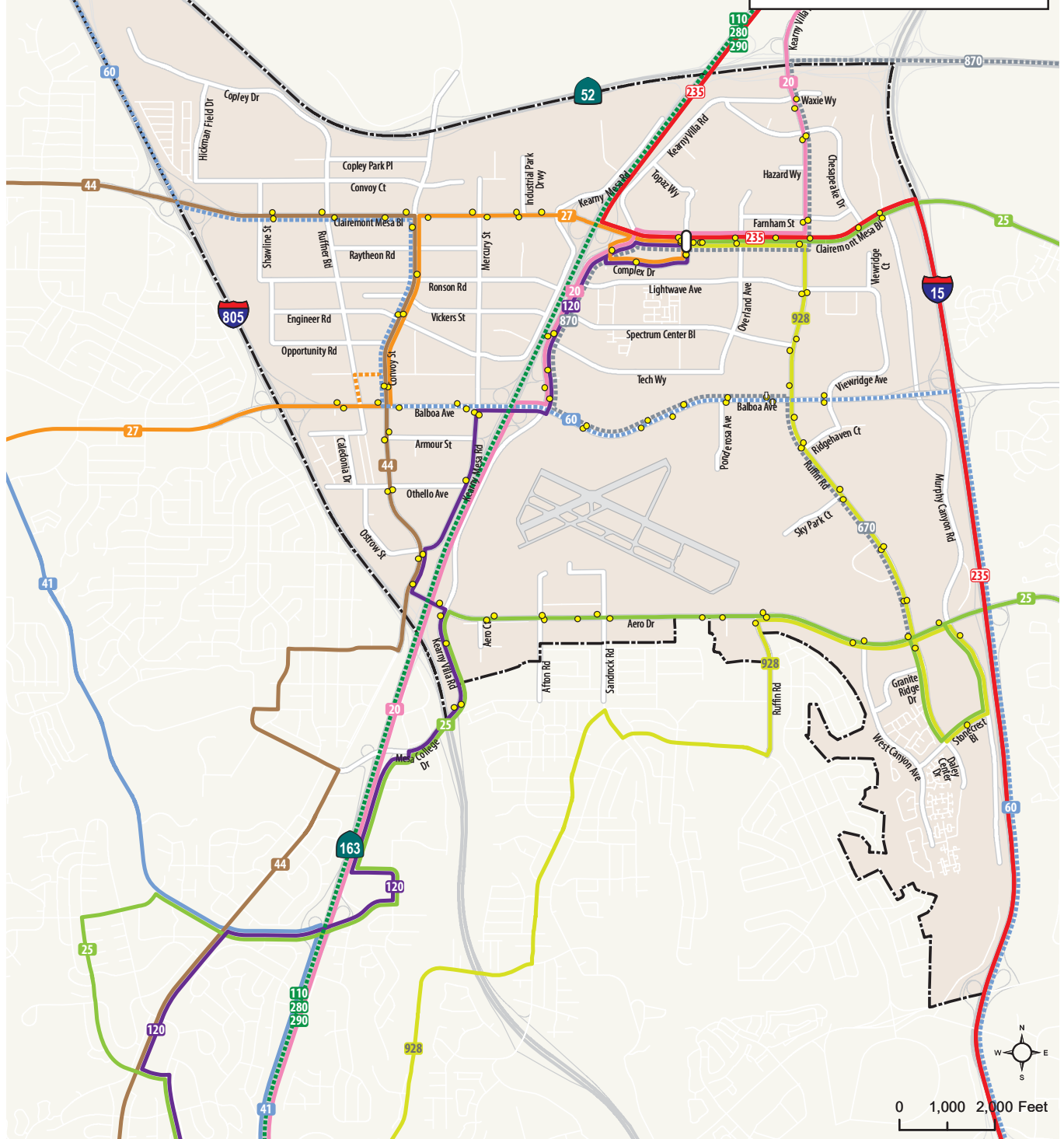
## Existing Bicycle Facilities

Figure 2-12

Source: Metropolitan Transit System (2016)

### Transit Routes and Stops

-  Bus Routes
-  Rapid Bus Route
-  Limited Service Route
-  Transit Center
-  Bus Stops (only Kearny Mesa displayed)






Source: Chen & Ryan 2019

## Existing Transit Routes and Stops

Figure 2-13

**Table 2-17**  
**EXISTING BICYCLE FACILITIES**

Class Description	Example	Existing Mileage
<p><b>Class I Multi-Use Path</b> – Also referred to as a bike paths or shared-use paths, Class I facilities provide a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Multi-use paths can provide connections where roadways are non-existent or unable to support bicycle travel. The minimum paved width for a two-way multi-use path is considered to be eight-feet, with a two-foot wide graded area adjacent to the pavement.</p>	 <p><i>Multi-Use Path, Murphy Canyon</i></p>	0.7 miles
<p><b>Class II Bike Lane</b> – Provides a striped lane designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited. Bike lanes are one-way facilities located on either side of a roadway. Pedestrian and motorist crossflows are permitted. Additional enhancements such as painted buffers and signage may be applied. The minimum bike lane width is considered to be five-feet.</p>	 <p><i>Aero Drive</i></p>	17.4 miles
<p><b>Class III Bike Route</b> – Provides shared use of traffic lanes with cyclists and motor vehicles, identified by signage and/or street markings such as "sharrows". Bike routes are best suited for low-speed, low-volume roadways with an outside lane of 14 feet or greater. Bike routes provide network continuity or designate preferred routes through corridors with high demand.</p>	 <p><i>Ruffin Road</i></p>	1.8 miles
<p><b>Class IV Cycle Track</b> – Also referred to as separated or protected bikeways, cycle tracks provide a right-of-way designated exclusively for bicycle travel within the roadway and physically protected from vehicular traffic. Cycle tracks can provide for one-way or two-way travel. Types of separation include, but are not limited to, grade separation, flexible posts, or on-street parking.</p>	<p><i>Does not currently exist in the Kearny Mesa community</i></p>	0.0 miles
<b>TOTAL MILEAGE (including 1 mile of split Class II/III facility)</b>		20.9 miles

Source: City 2020

## 2.3.13 Visual Effects and Neighborhood Character

### 2.3.13.1 Visual Setting

Kearny Mesa is centrally located within the City (refer to Figures 2-1 and 2-2). Topographically, Kearny Mesa lies on a relatively flat mesa top and overall has little variation in landforms. Elevations on the mesa portion of the CPU area range from approximately 390 feet above mean sea level (AMSL) to 430 feet AMSL. Two major canyons traverse the CPU area, including Murphy Canyon along the eastern edge of the CPU area and a tributary of San Clemente Canyon in the northwestern portion of the CPU area. These areas are characterized by sloping terrain and drainages along the canyon floors. Elevations within Murphy Canyon range between approximately 70 feet AMSL and 300 feet AMSL, and between 260 feet AMSL and 400 feet AMSL in the San Clemente Canyon tributary.

The CPU area is urbanized, and the mesa is almost entirely developed predominantly with industrial and commercial uses and to a lesser extent, with other uses. Figure 2-14, *Existing Visual Conditions – Industrial Development*, and Figure 2-15, *Existing Visual Conditions – Commercial Development*, picture industrial and commercial buildings within the CPU area. Residential development is limited within the CPU area and occurs in various isolated pockets surrounded by other uses. The largest residential area is located in the southern portion of the CPU area and consists of the StoneCrest neighborhood. Other residential development occurs within the central portion of the CPU area within the Spectrum redevelopment area, and outlying areas along the CPU area's western and southern boundary. Figure 2-16, *Existing Visual Conditions – Residential Development*, pictures existing residential buildings within the CPU area.

Another major built environment feature within the CPU area consists of the Montgomery-Gibbs Executive Airport generally south of Balboa Avenue, east of SR 163, and north of Aero Drive. The airport consists of large expanses of paved runways, aircraft parking aprons, hangars, a control tower, and other airport support buildings. Areas surrounding the paved runways are undeveloped. Figure 2-17, *Existing Visual Conditions – Transportation Facilities*, shows the airport.

Open space occurs within the canyons described above and also in the northern portion of the CPU area south of SR 52. Figure 2-18, *Existing Visual Conditions – Open Space*, pictures these open space areas.

Additionally, major transportation facilities characterize the CPU area given the I-805 and I-15 freeways that frame the community and SR 163 that traverses the CPU area. The freeways provide expansive, hardscaped linear elements that further contribute to the developed nature of the CPU area. A photograph of typical freeways within the CPU area is provided in Figure 2-17.

### 2.3.13.2 Urban Form

Given the prevalence of industrial and commercial development, block sizes across the CPU area, particularly east of SR 163, are large to accommodate parcel sizes commensurate with these types of uses. Streets generally west of SR 163 have smaller block sizes and parcels. Industrial and commercial uses are still present in this area, but at a smaller scale compared to the eastern counterpart.



Kearny Villa Road



Ruffin Road

## Existing Visual Conditions - Industrial Development

Figure 2-14



Clairemont Mesa Boulevard



Lightwave Avenue



Balboa Avenue



I:\PROJECTS\SD\SD-36.02\_KearnyMesaCPU\Map\ER\Fig-2-15\_EnvVisualCCD.indd SDD-36.04 7/30/19 -EV

## Existing Visual Conditions - Commercial Development

Figure 2-15



Kearny Villa Road



Spectrum Boulevard



West Canyon Avenue



Othello Avenue

I:\PROJECTS\SSD\SSD-36.02\_KearnyMesaCPI\Map\ER\Fig2-16\_EnvVisualResD.indd SSD-36.04 7/30/19 - EV

## Existing Visual Conditions - Residential Development

Figure 2-16



Montgomery-Gibbs Executive Airport



Freeways

## Existing Visual Conditions - Transportation Facilities

Figure 2-17



Looking North of Industrial Park Drive



Looking Northeast from parking lot on Ruffin Road

I:\PROJECTS\SD\SD-36.02\_KearnyMesaCPI\Map\EIR\Fig2-18\_ExistingOpenSpace.indd SDD-36.04 7/30/19 -EV

## Existing Visual Conditions - Open Space

Figure 2-18

The presence of freeways and major arterial corridors contributes to the urban form of the community as they create an emphasis on automobile use. Visual elements are positioned based on this linear configuration. Signage, landscaping, and surface parking lots line the roadways and buildings are set back from the roadways but are generally arranged parallel to the roadway alignments.

Building forms vary but are dominated by one- to two-story industrial buildings that range in size and style. Office-production industrial buildings include single-story massing, a styled front office attached to a warehouse space, and a loading area with warehouse doors. Industrial park complex buildings are typically one or two stories and comprised of multiple buildings with unifying design details for multiple tenant use. Most industrial buildings ubiquitously exhibit a Modernist architectural style where the materials and construction methods convey the style. Common materials for existing industrial buildings within the CPU area include glass, concrete masonry units, decorative block, cast concrete, steel, and aluminum.

Commercial buildings consist of strip malls, freestanding retail buildings, and office parks. Almost all of the strip malls are single story with a linear arrangement and are I-, U-, or L-shaped. Standalone commercial buildings are designed with features specific to the user that allow for a specific category to operate in the building such as gas pump canopies, drive-throughs, or garage bays. Office park buildings are one or more stories and consist of multiple buildings with unifying design details for multiple tenants and typically include exterior courtyards between the buildings. Commercial and retail buildings in Kearny Mesa feature stylistic influences from various sub-styles of Modernism. Building materials used on existing commercial and retail buildings in the CPU area include glass, concrete masonry units, decorative block, cast concrete, and metal.

Residential buildings include one- to two-story single-family homes to multi-story, multi-family buildings in larger mid-rise style buildings. Most of existing residential development in Kearny Mesa has occurred within the last 25 years, resulting in building forms and design that are more contemporary and urban than existing commercial and industrial buildings.

### **2.3.13.3 Scenic Views and Resources**

Due to its relatively flat topography, the CPU area does not have prominent view corridors. Although the CPU area sits atop a mesa, it does not contain any designated scenic vistas. No prominent or iconic visual landmarks occur in the community, and no designated scenic highways occur within or adjacent to the CPU area.

This page intentionally left blank

## 3.0 PROJECT DESCRIPTION

### 3.1 Introduction

The project analyzed in this Draft PEIR is the proposed Kearny Mesa Community Plan Update (CPU) and associated discretionary actions (collectively known as the “proposed project”) as listed in Table 3-1, *Project Components*. The proposed CPU is a policy document and an implementation tool for the City’s General Plan. The proposed CPU provides a long-range guide for the future physical development of the Kearny Mesa community. It articulates an overall vision, designated land uses, and a comprehensive set of policies for new development within the Kearny Mesa Community Planning Area (CPU area).

<b>Table 3-1 PROJECT COMPONENTS</b>	
<b>Actions</b>	
Adoption of the Kearny Mesa Community Plan	
Adoption of the amendments to the General Plan to incorporate the Community Plan land use designations and update the Other Industrial Lands	
Rescind the StoneCrest Specific Plan	
Rezone land within Kearny Mesa to be consistent with the Community Plan	
Amend the San Diego Municipal Code (SDMC) Section 132.1402 (Community Plan Implementation Overlay Zone [CPIOZ]) to adopt a new CPIOZ for the Kearny Mesa Community Plan area	
Amend SDMC Sections 131.0531 (Development Regulations Tables for Commercial Zones) and 131.0631 (Development Regulations Table for Industrial Zones) to apply citywide development regulations related to maximum floor area ratio (FAR) to the Kearny Mesa Community Planning Area for Commercial - Neighborhood (CN), Commercial - Regional (CR), Commercial - Office (CO), Commercial - Visitor (CV), Commercial - Parking (CP), and Commercial - Community (CC), International-Business and Trade zones (IBT), and Industrial - Park (IP) zones; Section 131.0631 (Development Regulations Table for Industrial Zones) to increase the maximum FAR to 1.0 for Industrial - Light zones (IL) for by-right development in Kearny Mesa; and Section 131.0631 (Development Regulations Table for Industrial Zones) to rename the Industrial - Small Lot (IS) zone to Industrial - Small Scale and remove the maximum lot size that would apply citywide.	
Certification of Program Environmental Impact Report	

The proposed CPU and associated discretionary actions comprise the “project” for this PEIR and are referred to throughout the PEIR as the “proposed project” or the “project.” The project description contained within this chapter provides the basis for the environmental analysis in this PEIR for the proposed project. This chapter summarizes the key components of the proposed project as they are analyzed in this PEIR. The proposed CPU is hereby incorporated by reference into this project description and should be referred to for a more detailed description. The proposed CPU is available for review at the City and at the following website: <http://kearnymesaconnected.com/plan-documents/>.

The adopted Community Plan was last comprehensively updated in 1992. The comprehensive CPU process started in 2016 with preparation of an existing conditions map atlas and a public outreach effort that included a public workshop and stakeholder interviews. In 2017, additional public workshops were held, along with meetings of the Kearny Mesa Community Plan Update Subcommittee, a subcommittee of the Kearny Mesa Community Planning Group, the City’s

recognized community planning group for the Kearny Mesa Community Planning Area. In 2018, the Kearny Mesa Community Planning Group provided a recommendation for the draft land use map, which led to the preparation of the Community Review Draft of the Kearny Mesa Community Plan released for review in early 2019. Later in 2019, modifications to the land use map were presented along with the draft zoning map for review. In response to comments, the draft plan and draft zoning were revised and released for review in 2020.

## **3.2 Relationship to the General Plan**

The General Plan, adopted in 2008, provides policy direction for future CPUs, discretionary project review, and implementation programs. The General Plan provides the Citywide vision and comprehensive policy framework for how the City should grow and develop and provide public services. The community plans throughout the City should be updated to keep consistent with the future vision of the General Plan through comprehensive updates or amendments that include updated land use designations or zoning and identification of community-specific policies to better implement the General Plan framework.

The proposed CPU incorporates relevant policies from the General Plan, and provides a long-range, comprehensive policy framework and vision for growth and development in the Kearny Mesa community. Development in Kearny Mesa will be guided by this policy framework and implemented through a range of regulatory tools including zoning and the San Diego Municipal Code (SDMC).

Kearny Mesa is a major employment area for the City and the region due to the concentration of office, industrial, and retail uses. The 1992 Kearny Mesa Community Plan, as amended, designates a majority of the CPU area as Industrial and Business Parks to accommodate general industrial, business park, scientific research and development, and heavy commercial uses. Most areas of Kearny Mesa are currently made up of larger blocks or “superblocks” that were designed for vehicular traffic, consistent with its development as an industrial area in the city. There are limited areas designated as residential land use. Since its adoption, the 1992 Kearny Mesa Community Plan has been amended to incorporate the StoneCrest Specific Plan and the New Century Center Master Plan and to allow new mixed-use and residential development near Aero Drive.

The General Plan’s Land Use & Community Planning Element identifies Kearny Mesa as one of the City’s Subregional Employment Areas which is intended to target new growth of employment uses. The General Plan identifies a shortage of available employment land within the City close to housing, transportation, public transit, and other infrastructure and provides a policy framework for evaluating the future role of currently designated industrial land through the CPU process. The General Plan focuses on a strategy to evaluate and preserve critically located base sector areas but to allow, through comprehensive analysis, consideration of conversion or mixed-use of industrial land if it is not critical to the City’s or region’s base sector employment goals. The CPU utilizes this strategy to balance land use objectives and support the needs of Kearny Mesa as a Subregional Employment Area.

As a major job center, the CPU has the potential to support the City of Villages strategy by increasing housing opportunities in closer proximity to jobs. General Plan policies support growth that is focused in mixed-use activity centers that are pedestrian-friendly and linked to the regional transit system. Kearny Mesa also has areas with a medium to high propensity to accommodate new village

areas near existing and planned transit. As a centrally located job center with planned additional transit, Kearny Mesa has a strong potential for transit-oriented development with new and existing pedestrian and bicyclist facilities connecting employment and housing.

Compact and pedestrian-friendly infill development in new mixed-use village areas is a key component of the proposed CPU and compliments the growth in the employment areas. The community's existing infrastructure and need for public facilities, including parks, mobility connections, and public realm improvements to support these new land uses were studied to determine the types and amount of additional investment needed for the future planned growth in a sustainable manner. The proposed zoning for the CPU area establishes appropriate Citywide zones that allow for employment and mixed-use village development consistent with the proposed Community Plan land use designations.

### **3.3 Project Objectives**

In accordance with CEQA Guidelines Section 15124(b), the following specific objectives for the proposed project support the underlying purpose of the project, assist the City as lead agency in developing a reasonable range of alternatives to evaluate in this PEIR, and will ultimately aid the lead agency in preparing findings and overriding considerations, if necessary. The primary objectives of the proposed project are to:

- Sustain and enhance employment areas, including industrial and commercial office uses to support the City's economy;
- Provide for a vibrant employment and residential community by establishing mixed-use villages along major corridors with a range of housing types and employment uses within a distinctive, pedestrian-oriented setting;
- Provide housing and commercial uses in proximity to transit;
- Enhance community connectivity by creating urban pathways, linear parks, paseos, complete streets, and mobility hubs to link land uses and activity centers throughout the community;
- Enhance community identity and the pedestrian environment through land use, urban design, and linear parks to create an inviting destination for residents, businesses, and visitors;
- Encourage the development of the Convoy Corridor in a manner that reflects its Pan-Asian culture and aligns with the design guidelines in the Community Plan;
- Provide parks, plazas, and promenades that promote a healthy, active community and provide multiple benefits as areas for recreation, community events, and connections;
- Create a robust mobility system of high-quality facilities and connections that promotes more transportation choices for pedestrians, bicyclists, and transit users within the community;

- Locate housing in select areas near employment centers to improve sustainability in support of the City's Climate Action Plan; and
- Preserve open space areas and important natural resources, including vernal pools, drainages, sensitive habitat, and steep slopes.

## **3.4 Project Description**

The proposed project is a comprehensive update to the Kearny Mesa Community Plan, which is intended to guide future development in the CPU area. For facility planning, technical evaluation, and environmental review purposes, buildout is assumed to occur in 2050. The proposed land uses are analyzed at buildout. The total dwelling unit yield reflects assumptions that properties would redevelop at the maximum permitted residential density or at a density above maximum as permitted under state and local density bonus regulations. Select properties could develop at residential densities below the maximum due to development constraints (e.g., airport overlays).

The proposed CPU provides community-specific policies that further implement the General Plan with respect to the distribution and arrangement of land uses, and the local street and transit network; urban design; recommendations to preserve and enhance natural open space and historic and cultural resources; and planned public facilities within the Kearny Mesa community. The proposed CPU maintains strong employment areas and identifies new and expanded village areas that would allow residential uses. The proposed CPU also enhances community connections with a comprehensive network of complete streets, urban paths, and paseos.

The proposed CPU is a component of the General Plan as it expresses the vision, goals, and policies contained within the elements of the General Plan through the provision of more refined, community-specific recommendations. Technical and planning studies have been prepared and considered in the development of the proposed CPU addressing a range of issues. The proposed CPU contains a land use map and mobility network map that will guide future public and private development in the community, as well as policy guidance on historic preservation; mobility; urban design; parks, open space and resource protection; and public facilities, services, and safety.

The proposed CPU is intended to strengthen the existing employment base while also integrating housing in key locations and improving connections in the community. While the proposed CPU sets forth procedures for its implementation, it does not establish regulations or legislation, nor does it, on its own, rezone property. Controls on development and the use of public and private property including zoning, design controls, and implementation of transportation improvements are included as part of the implementation programs for the proposed CPU and considered part of the proposed project.

### **3.4.1 Community Plan Components**

The proposed project includes the vision for the CPU area and the relevant legislative framework. The proposed CPU focuses on topics relevant to the growth of the CPU area, which are described below, along with a comprehensive policy table to support the discussion in those sections.

### 3.4.1.1 Vision and Land Use

The proposed CPU land uses are shown in Figure 3-1, *Planned Land Use*. The proposed CPU includes a diversity of residential categories to support the future population. The land use plan locates the highest residential density land uses along corridors where existing and planned transit is located. As the community grows, the land uses will support job growth and a diversity of employment types in addition to the residential capacity.

#### a. Land Use Designations

Table 3-2, *Proposed Kearny Mesa Community Plan Land Use Designations*, provides a summary of the proposed land use designations within the CPU area, associated permitted densities, and implementing Land Development Code (LDC) base zones. The proposed CPU would result in an overall communitywide increase of future housing units at medium- to high-density ranges.

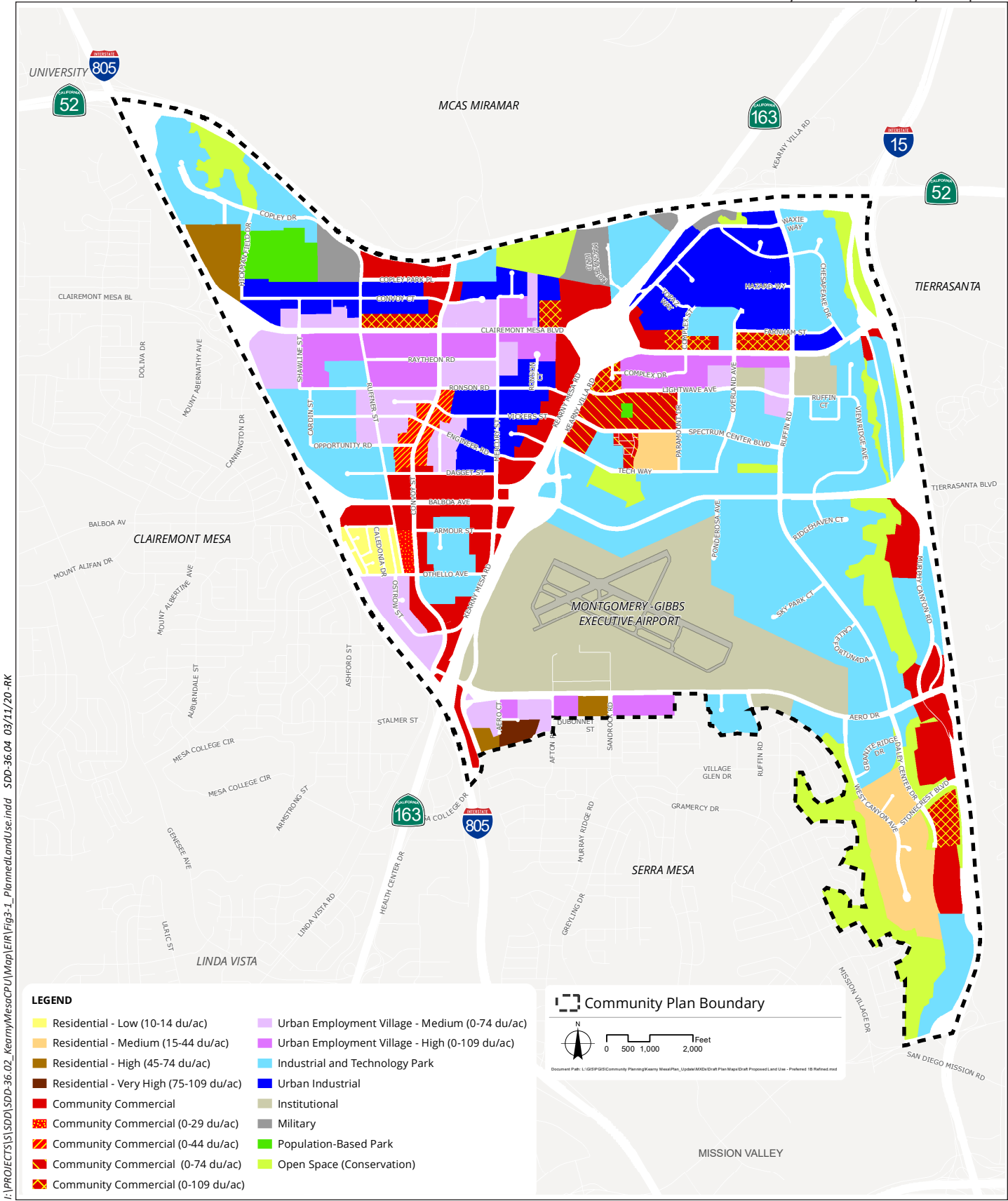
<b>Table 3-2</b> <b>PROPOSED KEARNY MESA COMMUNITY PLAN LAND USE DESIGNATIONS</b>				
<b>General Plan Land Use</b>	<b>Community Plan Land Use</b>	<b>Description/Typical Uses</b>	<b>Base Zones</b>	<b>Residential Density (dwelling units/acre)</b>
Residential	Residential-High	Allows condominium and apartment buildings within a high-density range with pedestrian connections and usable common outdoor space and amenities to enhance the neighborhood character.	RM-3-9	45-74
	Residential-Very High	Allows for multi-family sites and condominium/apartment buildings in the highest density range with a network created through active frontages, prominent outdoor space, plazas, courtyards, pedestrian paseos, and greenways.	RM-4-10	75-109
Commercial, Employment, Retail, and Services	Community Commercial	Provides for community serving shopping areas with retail and office uses, and can also include hotel, automobile uses, as well as limited industrial uses of moderate intensity, that serve residents and workers in the community and adjacent communities. Some areas designated as Community Commercial may permit residential uses.	CC-1-3, CC-2-3, CC-2-3, CC-2-5	NA
			CC-4-5	0-29
			CC-4-6	0-44
			CC-3-8	0-74
			CC-3-9	0-109

<b>Table 3-2 (cont.)</b> <b>PROPOSED KEARNY MESA COMMUNITY PLAN LAND USE DESIGNATIONS</b>				
<b>General Plan Land Use</b>	<b>Community Plan Land Use</b>	<b>Description/Typical Uses</b>	<b>Base Zones</b>	<b>Residential Density (dwelling units/acre)</b>
Multiple Use	Urban Employment Village - Medium	Allows mixed-use development, and new urban housing opportunities that support creative employment uses as the primary use, and active street frontages and pedestrian-oriented design are encouraged. Developments can create unique urban housing opportunities that support creative employment uses.	EMX-1	0-74
	Urban Employment Village - High	Supports infill development in a higher intensity mixed-use setting. Employment, office, and technology related uses with complementary shopkeeper units and commercial uses are encouraged. Residential is permitted to promote vertical and horizontal integration of employment and housing.	EMX-2, RMX-1, RMX-2	0-109
Industrial	Urban Industrial	Provides for higher intensity employment uses such as research and development, flexible work spaces, and business/ professional office with active and enhanced streetscapes, strong connections between blocks and to amenities, and an urban character.	IS-1-1	NA
	Industrial and Technology Parks	Includes a wide variety of industrial uses, manufacturing, research and development, and other industrial uses, such as storage and distribution. Multi-tenant industrial, office, and accessory uses are allowed.	IL-2-1, IP-2-1, IH-2-1	NA
Institutional	Institutional	Provides for uses which offer public and semi-public services to the community. Uses may include but are not limited to: airports, military facilities, colleges, landfills, communication and utilities, transit centers, schools, libraries, police and fire facilities, post offices, hospitals, park-and-ride lots, government offices and civic centers.	IL-2-1 IP-2-1 EMX-2	NA

NA = not applicable

## **b. Urban Villages**

The proposed CPU envisions village areas that are pedestrian-friendly and well-connected to activity areas and transit. These areas would implement the General Plan's City of Villages strategy with an integrated mixture of uses, multi-modal streets, and public spaces. The village areas described below are generally located along Clairemont Mesa Boulevard, in the Convoy Corridor (along



I:\PROJECTS\SD\SD-36.02\_KearnyMesaCPU\Map\EIR\Fig3-1\_PlannedLandUse.indd SDO-36.04 03/11/20-RK

# Planned Land Use

Figure 3-1

Convoy Street), and south of Aero Drive. The proposed CPU identifies specific policies applicable to new development in village areas.

The Clairemont Mesa Boulevard village area connects a key transit corridor and expands the mixed-use area developed under the New Century Center Master Plan. It includes the Clairemont Mesa Boulevard corridor from I-805 to Ruffin Road. The proposed land uses, urban design framework, and mobility improvements support a pedestrian-oriented area with connections to transit and employment areas.

The Convoy Corridor village area builds on an area with a mix of restaurants, entertainment, retail, and office uses. The Convoy area serves as a regional destination and attraction for Kearny Mesa and surrounding communities. The proposed CPU introduces additional mixed-use development with residential uses along Convoy Street south of Clairemont Mesa Boulevard to Ostrow Street. Although Convoy Street has existing and planned transit, select areas are planned as mixed-use with commercial zones that allow varying residential densities to accommodate existing constraints and provide separation between higher-density residential and employment uses. In all areas, additional pedestrian facilities are proposed to provide shorter, walkable blocks and more direct connections to transit.

The Aero Drive village from Kearny Villa Road to I-15 includes multi-family residential, commercial, and office uses. The proposed CPU builds on the variety of uses by providing additional mixed-use areas and multi-family residential uses nearby park and recreation facilities and retail center. The Aero Drive village also includes the StoneCrest area which is developed with six subdivisions and commercial retail, office, and park uses. As part of the proposed project the StoneCrest Specific Plan would be rescinded, however, relevant policies related to preservation of views and the open space network are carried forward into the policy table in Section 2.9 of the proposed CPU.

### **3.4.1.2 Historic Preservation**

The Historic Preservation section identifies the various historical themes that have played a role in the development of the community, including aviation; industry; and the community's transition to commercial, retail, and office development. The stated goal is to identify and preserve the significant historical, archaeological, and tribal cultural resources of the Kearny Mesa community and includes policies to support this goal.

### **3.4.1.3 Mobility**

The proposed CPU promotes an interconnected multimodal network that prioritizes active modes of transportation and capitalizes on transit infrastructure. The Mobility section is closely linked to the Vision and the Urban Design sections. The proposed improvements support increased active transportation facilities and access in combination with policies to provide enhancements to streetscapes and street functionality that support pedestrian, bicycle, and transit activity and complete streets features wherever possible. An important component is the planned implementation of multi-use paths and urban pathways, which will provide enhanced pedestrian and bicycle facilities connecting through the community to adjacent communities and recreational resources.

Future roadway classifications for the CPU area are shown in Figure 3-2, *Planned Roadway Network Classifications*, with specific policy direction provided in the policy table in Section 2.9 of the proposed CPU. Figure 3-3, *Planned Bicycle Network*, illustrates the existing and planned bicycle facilities for those roadways. Figure 3-4, *Planned Pedestrian Routes*, depicts future pedestrian routes within the community. Figure 3-5, *Planned Transit Network*, shows existing and planned transit facilities within the CPU area. The Mobility section of the proposed CPU describes the future pedestrian, bicycle, transit, and vehicular roadway network and lists planned roadway modifications. The proposed CPU includes policies for increased connections for alternative modes of transportation and strategic roadway modifications that could improve existing roadway function. It also provides policies regarding Transportation Demand Management (TDM), Intelligent Transportation Systems (ITS), and parking management.

### **3.4.1.4 Urban Design**

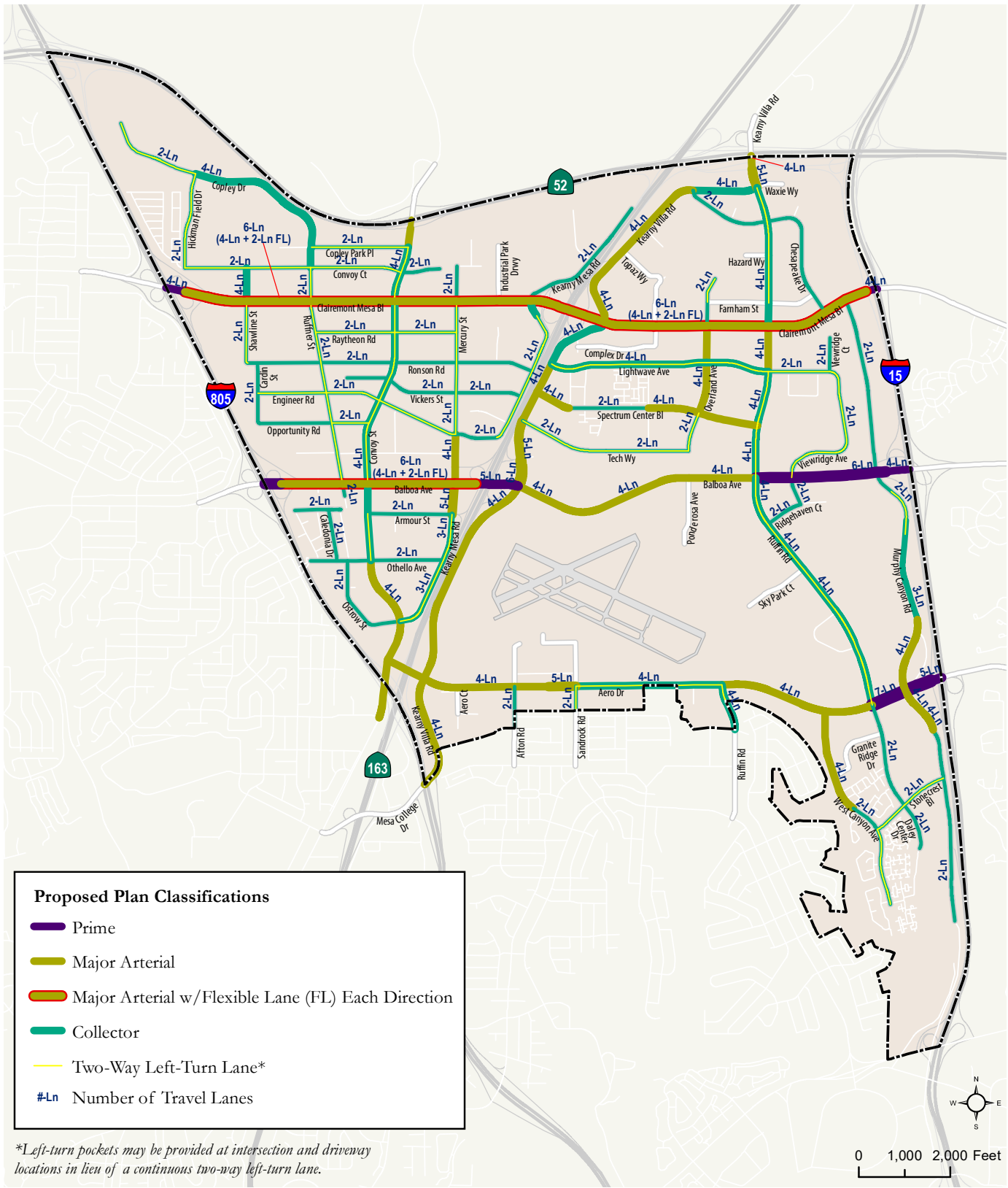
The Urban Design section provides requirements and recommendations for achieving high-quality design of the built environment and the proposed community connections. It addresses design of the public realm (rights-of-way, streetscapes, signage, public open spaces, etc.) as well as site design and building orientation. The proposed CPU includes policies related to the public realm, urban design for buildings, and streetscape improvements to create distinct neighborhoods, villages, corridors and a sense of place. Urban design features also include the creation of new open spaces and paseos that provide visible and physical connections between streets, sidewalks, and buildings. The streetscape framework identifies streetscape enhancements, improved pedestrian crossings, and smaller blocks to support a pedestrian-oriented scale of development.

There are specific policies to include new public gathering spaces and recreational opportunities, neighborhood and community gateways and linkages, and streetscape and pedestrian orientation for future development in the CPU area. For the proposed CPU, urban design features also serve environmentally sustainable functions to provide shade and increase storm water infiltration. As new development occurs in Kearny Mesa, implementation of urban design policies would increase planted areas and green infrastructure that improve storm water infiltration and shaded areas to improve pedestrian facilities.

### **3.4.1.5 Parks, Recreation, and Open Space**

The Parks, Recreation, and Open Space section describes opportunities for active recreation, trail connections to passive recreation, and the parks needs for the community. As a major employment center with changing needs for a growing workforce and with an increasing residential population, there is a greater demand for public open space and areas for recreation that contribute to the health and wellbeing of employees and residents. The proposed CPU includes a combination of existing and new population-based parks and recreational facilities. The proposed CPU includes linear parks along corridors in the village areas with an urban pathway system. While the urban pathways have pedestrian mobility as the primary purpose, they provide multiple benefits as areas for recreation and connections between destinations. These areas provide new open spaces, recreation, and connections between activity centers, new village areas, and transit.

The Parks, Recreation, and Open Space section includes policies regarding the acquisition and development of new parks and recreation facilities in order to expand active and passive

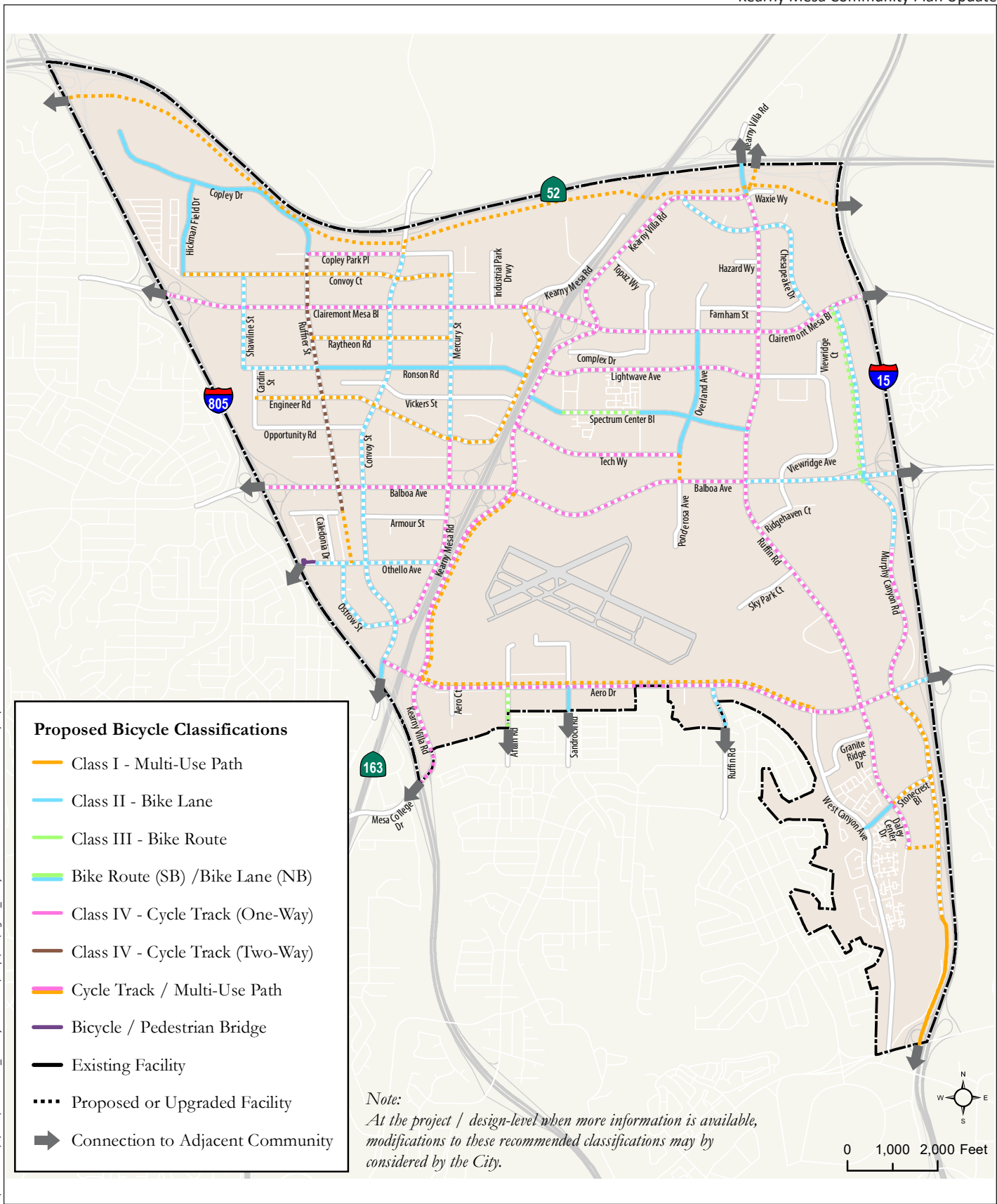


Source: Chen Ryan 2019

# Planned Roadway Network Classifications

Figure 3-2

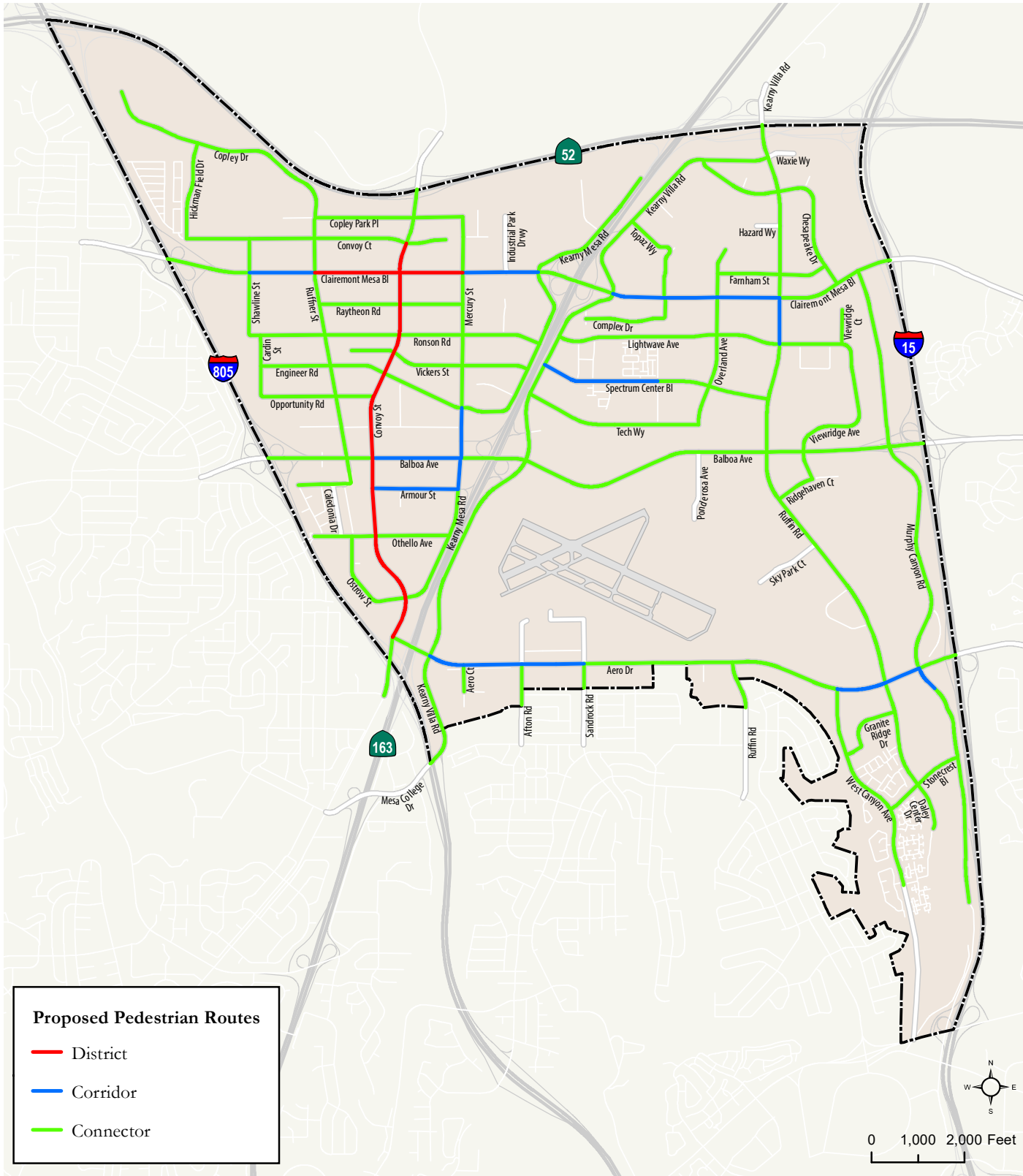
I:\PROJECTS\SDS\SD-36.02\_KearnyMesaCPU\Map\EIR\Fig3-3\_PBIcycleNetwork.indd SDO-36.04 01/09/2020 -RK



# Planned Bicycle Network

Figure 3-3

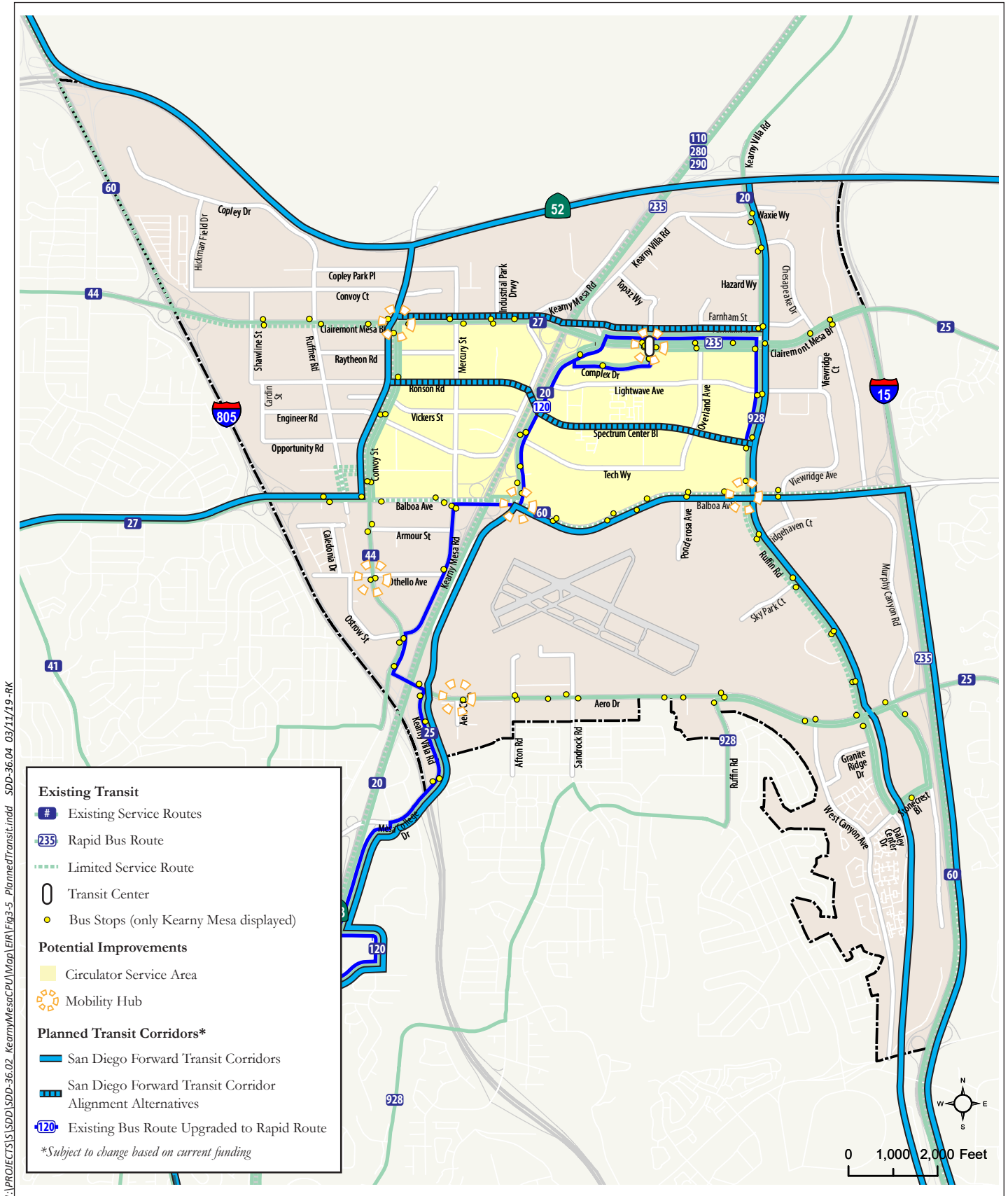
I:\PROJECTS\SDS\SDD-36.02\_KearnyMesaCPU\Map\EIR\Fig3-4\_PedestrianR.indd SDD-36.04 01/09/2020-RK



Source: Chen Ryan 2019

Planned Pedestrian Routes

Figure 3-4



Source: Chen Ryan 2020

# Planned Transit Network

Figure 3-5

recreational opportunities and connect Kearny Mesa to parks and open spaces in nearby communities. While park space and concepts are identified in the proposed CPU, specific facilities or layout of facilities have not been identified.

As an urbanized community with a limited amount of undeveloped land, a combination of enhancements to existing parks, new parks, linear parks, and plazas, help meet the needs of the existing and future residents in the community. Additional park and recreation areas can also help meet the community park needs, such as joint use facilities, privately owned publicly accessible parks, and portions of resource-based parks as described in the General Plan. For the community's open space areas, the proposed CPU includes policies encourage open space linkages and trail heads while preserving sensitive resources in the community.

### 3.4.1.6 Public Facilities, Services, and Safety

The Public Facilities, Services, and Safety section outlines the community facilities needed to ensure that appropriate levels of public services are maintained (i.e., fire responders, schools, storm water, etc.). Proposed CPU policies address public services related to educational facilities, public safety (i.e., police and fire services), infrastructure systems, and public libraries.

## 3.4.2 Land Development Code

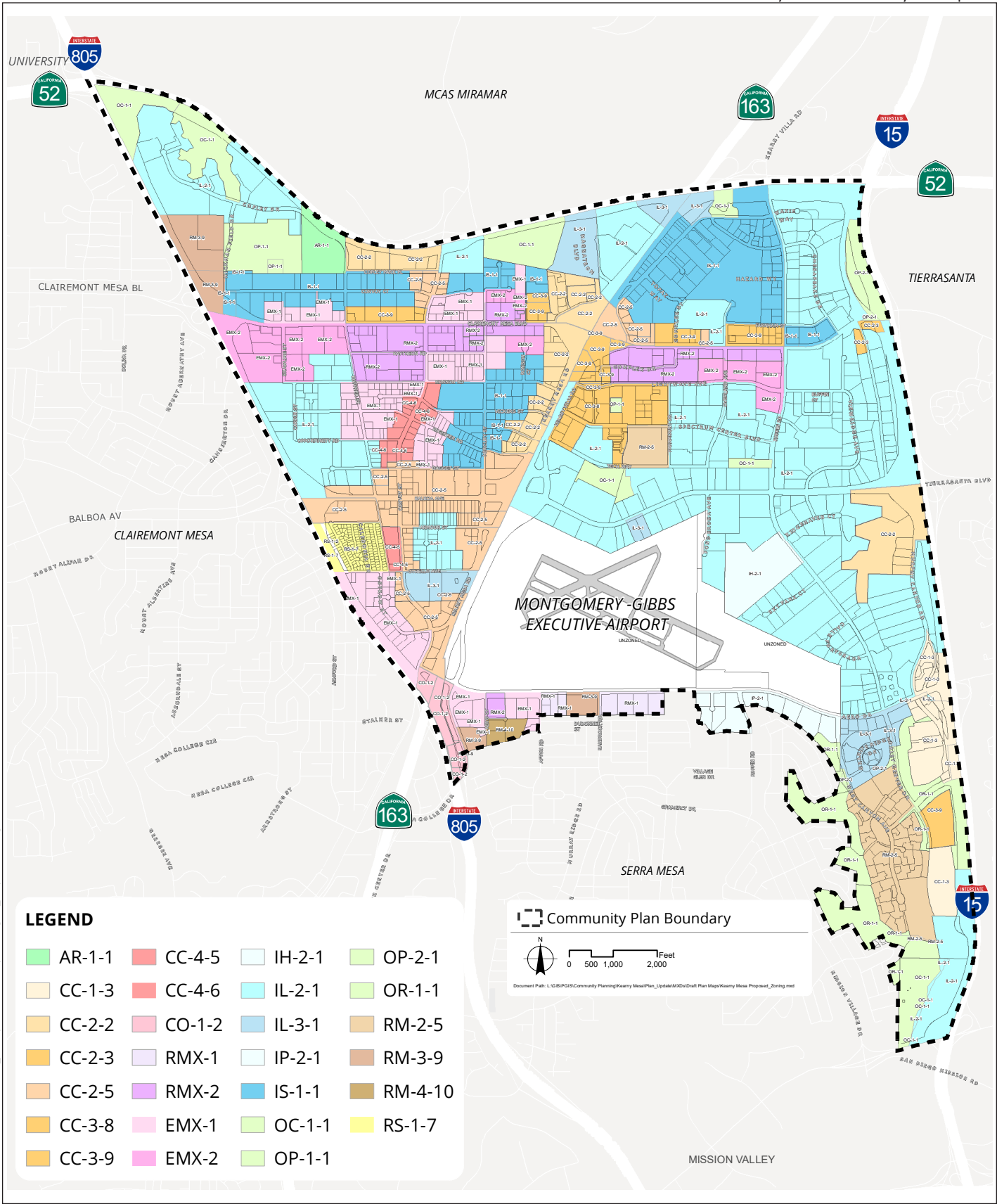
Figure 3-6, *Proposed Zoning*, shows the zoning that would be implemented under the proposed project. Table 3-2, above, shows the proposed CPU land use designations and implementing LDC base zones. Table 3-3, *Proposed Zone Classifications*, describes the proposed project zone classifications for land within the CPU area.

Table 3-3 PROPOSED ZONE CLASSIFICATIONS	
Zone Classification	Description
<i>Commercial Base Zones</i>	
CC-1-3	Community commercial - allows a mix of community-serving commercial and residential uses. Intended to accommodate development with an auto orientation.
CC-2-2	Community commercial – allows community-serving commercial with no residential uses. Intended to accommodate development with high intensity, strip commercial characteristics.
CC-2-3	Community commercial – allows community-serving commercial with no residential uses. Intended to accommodate development with an auto orientation.
CC-2-5	Community commercial – allows community-serving commercial with no residential uses. Intended to accommodate development with a high intensity, pedestrian orientation.
CC-3-8	Community commercial – allows a mix of pedestrian-oriented, community-serving commercial uses, and residential uses. Intended to accommodate development with a high intensity, pedestrian orientation and allow a maximum density of 1 dwelling unit for each 600 square feet of lot area.

Table 3-3 (cont.) PROPOSED ZONE CLASSIFICATIONS	
Zone Classification	Description
<i>Commercial Base Zones (cont.)</i>	
CC-3-9	Community commercial – allows a mix of pedestrian-oriented, community-serving commercial uses, and residential uses. Intended to accommodate development with a high intensity, pedestrian orientation and allows a maximum density of 1 dwelling unit for each 400 square feet of lot area.
CC-4-5	Community commercial – allows heavy commercial uses and residential uses. Intended to accommodate development with a high intensity, pedestrian orientation and allows a maximum density of 1 dwelling unit for each 1,500 square feet of lot area.
<i>Industrial Base Zones</i>	
IL-2-1	Industrial Light – allows a mix of light industrial and office uses with limited commercial.
IL-3-1	Industrial Light – allows a mix of light industrial, office, and commercial uses.
IS-1-1	Industrial Small Scale – allows for small-scale industrial activities within urbanized areas. Intended to accommodate the development of small and medium sized industrial and commercial activities.
<i>Residential Base Zones</i>	
RM-3-9	Residential Multiple Unit – allows medium density multiple dwelling units with limited commercial uses with a maximum density of 1 dwelling unit for each 600 square feet of lot area.
RM-4-10	Residential Multiple Unit – allows urbanized, high density multiple dwelling units with limited commercial uses with a maximum density of 1 dwelling unit for each 400 square feet of lot area.
<i>Mixed-Use Base Zones</i>	
RMX-1	Residential Mixed-Use – allows a mix of uses and allows medium- to high density residential uses as the primary use with a maximum FAR of 3.0.
RMX-2	Residential Mixed-Use – allows a mix of uses and allows high density residential uses as the primary use with a maximum FAR of 5.0.
EMX-1	Employment Mixed-Use – allows a mix of uses with a focus on nonresidential uses with residential uses as a secondary use with a maximum FAR of 3.0.
EMX-2	Employment Mixed-Use – provides a mix of uses with a focus on nonresidential uses and allows residential development as a secondary use with a maximum FAR of 5.0.
<i>Open Space Base Zones</i>	
OP-1-1	Open Space Park – allows developed, active parks.
OP-2-1	Open Space Park – allows parks for passive uses with some active uses.
OC-1-1	Open Space Conservation – intended to protect natural and cultural resources and environmentally sensitive lands.

In addition to establishing these base zones, the proposed project would also amend SDMC Section 132.1402 to adopt a new CPIOZ for the Kearny Mesa Community Planning Area. CPIOZs are a tool to provide supplemental development regulations that are customized to specific sites within community plan areas of the City. The intent of these regulations is to ensure that development proposals are reviewed for consistency with the use and development criteria that have been adopted for specific sites as part of the community plan update process. As identified in Table 3-1, the project would also amend several SDMC sections to accommodate implementation of the proposed project.

I:\PROJECTS\SD\SD-36.02\_KearnyMesaCPU\Map\EIR\Fig3-6\_ProposedZoning.mxd SDD-36.04 03/11/20-RK



Source: City of San Diego 2020

Proposed Zoning  
Figure 3-6

## **3.5 Environmental Design Considerations**

Several environmental design considerations, beyond compliance with mandatory existing regulations, have been incorporated into the proposed CPU as recommendations within policies to avoid or reduce environmental impacts. These are described below.

### **3.5.1 Outdoor Public Spaces and Frontages**

Urban design policies within the proposed CPU encourage enhancements within public spaces to promote an active, pedestrian-oriented, walkable environment. Recommended amenities include active street frontages with planted and seating areas; plazas, pocket parks, and linear parks; shade trees or other shade elements; wide sidewalks and parkways; and urban pathways, paseos, and other pedestrian connections. The intent of incorporating such design features is to prioritize walking and bicycling and provide the amenities to accommodate multiple transportation modes, which would have net benefits with regard to emissions of air pollutants in addition to providing facilities that provide multiple benefits related to visual relief and recreational purposes.

### **3.5.2 Storm Water, Green Streets, and Urban Forestry**

New development proposed in accordance with the proposed project would be required to adhere to requirements for the retention and treatment of storm water. The proposed CPU includes policies to go above and beyond mandatory regulations by recommending urban greening components such as green streets, enhanced landscaping, bioswales/bioretenion facilities, porous pavement, and green roofs. Several policies are also proposed that support urban forestry and planting of trees and other landscaping along major corridors, parkways, setbacks, and public open spaces. These features provide environmental benefits by filtering pollutants, increasing absorption of carbon dioxide and air pollutants, and reducing urban heat island effects.

### **3.5.3 Transit-oriented Development**

The proposed CPU encourages concentrating higher-density, mixed-use development along existing and planned transit corridors within the community. Providing employment and residential uses in close proximity to transit can result in a decrease in trip lengths, vehicle miles traveled, and the reliance on the automobile.

### **3.5.4 Complete Streets**

The proposed CPU recommends the reconfiguration of existing public rights-of-way, as appropriate, to provide bicycle, pedestrian, and transit facilities while maintaining vehicular access and circulation. The provision of complete streets along select transportation corridors within the community would promote the use of multiple travel modes and would provide residents and employees with more transportation options beyond the automobile. Reducing the reliance on the automobile could result in less vehicle miles traveled and air pollutant emissions.

### 3.5.5 Greenhouse Gas Emissions

The proposed CPU is designed to facilitate implementation of the City's Climate Action Plan (CAP), which provides strategies for reducing greenhouse gas (GHG) emissions through local actions. The proposed CPU implements the CAP primarily through land use, mobility, and urban design strategies (some of which are described in this section). The proposed CPU provides additional capacity to develop residential and employment uses in Transit Priority Areas (i.e., within one-half mile of a major existing or planned transit stop). The proposed CPU also recommends mobility improvements to provide for more travel modes and encourage walking, bicycling, and transit use. As stated above, these strategies reduce vehicle miles traveled and trip lengths, with a corresponding decrease in GHG emissions.

## 3.6 Plan Projections

For the purposes of the analysis, future development projections per the proposed land uses are expected to occur by 2050. These projections are used for facility planning, technical evaluation, and environmental review purposes for this PEIR.

### 3.6.1 Land Use Distribution

Table 3-4, *Comparison of Base Year and Estimated Buildout of Proposed CPU*, shows the amount of area for base year and future land uses according to future land use assumptions and analysis undertaken for the proposed project. The assumptions were developed based on the Draft Community Plan vision, land use map, and policies, and on market demand, existing conditions, and constraints. The predominant land uses in Kearny Mesa would remain industrial with technology and high precision manufacturing, business parks, business incubators, public agency campuses, and office. The proposed CPU introduces more mixed-use areas with multi-family residential and higher intensity employment uses in areas served by transit.

Table 3-4 COMPARISON OF BASE YEAR AND ESTIMATED BUILDOUT OF PROPOSED CPU						
Land Use Category	Base Year (2012)		Proposed CPU		Difference	
	Acres	Percent of Total	Acres	Percent of Total	Change (acres)	Change (%)
<i>Residential</i>						
Single family	21	1	21	1	0	0
Multi-family	141	4	196	6	55	39
Mobile home	34	1	0	0	-34	-100
Subtotal	196	6	217	7	21	11
<i>Institutional and Educational</i>						
Institutional	253	7	121	4	-132	-52
Educational	15	<1	45	1	30	200
Subtotal	268	7	166	5	-102	-38

Table 3-4 (cont.) COMPARISON OF BASE YEAR AND ESTIMATED BUILDOUT OF PROPOSED CPU						
Land Use Category	Base Year (2012)		Proposed CPU		Difference	
	Acres	Percent of Total	Acres	Percent of Total	Change (acres)	Change (%)
<i>Commercial</i>						
Office	551	16	713	20	162	29
Retail	547	16	670	19	123	22
Visitor	44	1	43	1	-1	-2
Subtotal	1,142	33	1,426	40	284	25
<i>Industrial</i>						
Subtotal	859	25	697	20	-162	-19
<i>Parks/Open Space</i>						
Parks	44	1	46	1	2	5
Recreation	51	1	34	1	-17	-33
Open Space	305	9	366	10	61	20
Subtotal	400	11	446	12	46	12
<i>Transportation and Utilities</i>						
Subtotal	602	17	554	16	-48	-8
<i>Vacant</i>						
Subtotal	37	1	0	0	-37	-100
<b>TOTAL</b>	<b>3,505</b>	<b>100</b>	<b>3,505</b>	<b>100</b>	<b>0</b>	<b>0</b>

Source: City 2019h

Notes: The Community Plan Update (CPU) area is approximately 4,400 acres; right-of-way is excluded from the total. The Montgomery-Gibbs Executive Airport includes 502 acres within the Transportation and Utilities category.

Table 3-5, *Comparison of Base Year and Proposed CPU Residential Development*, and Table 3-6, *Comparison of Base Year and Proposed CPU Non-Residential Development*, show the comparison between base year and future residential development and non-residential development based on buildout estimates of the proposed project. As shown, the proposed project would include a substantial increase in multi-family housing units and additional building floor space for commercial, industrial, educational, and recreational uses. The proposed project is projected to result in an approximately 943 percent increase in population within the CPU area over base year conditions. The buildout population takes into consideration the estimate of housing units in the base year and at buildout. The total number of jobs was calculated based on jobs per square foot assumptions for each applicable land use category. The proposed project is projected to result in an approximately 58 percent increase in jobs over base year conditions.

**Table 3-5**  
**COMPARISON OF BASE YEAR AND PROPOSED CPU RESIDENTIAL DEVELOPMENT**

Residential Development	Base Year (2012)		Proposed CPU		Difference	
	Dwelling Units	Percent of Total	Dwelling Units	Percent of Total	Change	Change (%)
<i>Housing Units</i>						
Single family	144	5	144	<1	0	0
Multi-family <sup>1</sup>	2,388	84	25,682	99	23,294	975
Mobile home	325	11	0	0	-325	-100
<b>Total Housing Units</b>	<b>2,857</b>	<b>100</b>	<b>25,826</b>	<b>100</b>	<b>22,969</b>	<b>804</b>
Household Population	5,644	--	58,883	--	53,239	943

Source: City 2019h

<sup>1</sup> Includes estimated residential units in mixed-use development.

CPU = Community Plan Update

**Table 3-6**  
**COMPARISON OF BASE YEAR AND PROPOSED CPU NON-RESIDENTIAL DEVELOPMENT**

Land Use Category	Base Year (2012)		Proposed CPU		Difference	
	Floor Area (square feet)	Percent of Total	Floor Area (square feet)	Percent of Total	Change (square feet)	Change (%)
Office Commercial	11,654,234	33	20,713,682	36	9,059,448	78
Retail Commercial	7,244,096	21	12,097,039	21	4,852,943	67
Visitor Commercial	571,027	2	856,135	2	285,108	50
Industrial	11,865,171	33	19,089,750	33	7,224,579	61
Institutional	3,335,516	9	3,341,613	6	6,097	<1
Educational	248,339	1	1,296,814	2	1,048,475	422
Recreation	146,193	<1	277,767	<1	131,574	90
Transportation and Utilities	235,284	1	145,533	<1	-89,751	-38
Vacant	68,677	<1	0	0	-68,677	-100
<b>Total Non-residential Development</b>	<b>35,368,537</b>	<b>100</b>	<b>57,818,333</b>	<b>100</b>	<b>22,449,796</b>	<b>63</b>
<b>Total Employment</b>	<b>84,448</b>	<b>--</b>	<b>133,436</b>	<b>--</b>	<b>48,988</b>	<b>58</b>

Source: City 2019h

CPU = Community Plan Update

## 3.7 Future Actions Associated with the Proposed Project

### 3.7.1 Future Implementation Actions

The future implementation actions of the proposed project include:

- Future implementation of capital improvements and other projects necessary to accommodate present and future community needs as identified throughout the Community Plan.

- Implement facilities and other public improvements in accordance with the Community Plan.
- Pursue local, state, and federal grant funding available to implement unfunded infrastructure needs.
- Pursue formation of assessment districts and/or financing districts, as appropriate, through the cooperative efforts of property owners and the community to construct and maintain improvements.

### 3.7.2 Future Discretionary Actions

Due to the lack of site-specific development proposals associated with the proposed project, site-specific environmental analyses of future development anticipated within the CPU area was not undertaken within this PEIR. However, the analysis anticipates that future development that would occur within the CPU area would be subject to applicable development regulations and requirements. Future development within the CPU area would involve subsequent approval of public and private development proposals through both ministerial and discretionary reviews in accordance with the zoning and development regulations, and proposed CPU policies. These subsequent activities may be public (i.e., road/streetscape improvements, parks, public facilities) or private projects, and are referred to as future development or future projects in the text of the PEIR. A non-exhaustive list of discretionary actions that could occur as the proposed project is implemented is shown in Table 3-7, *Potential Future Discretionary Actions Associated with the Proposed Project*.

<b>Table 3-7</b> <b>POTENTIAL FUTURE DISCRETIONARY ACTIONS ASSOCIATED WITH THE PROPOSED PROJECT</b>	
<b>Agency</b>	<b>Discretionary Action</b>
City of San Diego	Subdivision maps
	Discretionary permits (e.g., Site Development Permits, Conditional Use Permits, Neighborhood Development Permits, Planned Development Permits, Neighborhood Use Permits)
	Water, sewer, and storm drain infrastructure and road improvements (public right-of-way permits)
	Street Vacations, Release of Irrevocable Offers of Dedication, and Dedications
	Establishment of public facilities financing mechanisms
State of California	Caltrans Encroachment Permits
	Water Quality Certification Determinations for Compliance with Section 401
	California Department of Fish and Wildlife Streambed Alteration Agreements
Federal	U.S. Army Corps of Engineers Section 404 permits
	U.S. Fish and Wildlife Service Section 7 or 10(a) permits
Other	SDG&E/Public Utilities Commission approvals of power line relocations or undergrounding

This page intentionally left blank

## 4.0 REGULATORY FRAMEWORK

The regulatory framework applicable to each environmental issue area addressed in the Environmental Analysis chapter of this PEIR (Chapter 5.0, Sections 5.1 through 5.13) is included in this chapter.

### 4.1 Air Quality

#### 4.1.1 Federal

##### 4.1.1.1 Federal Clean Air Act/National Ambient Air Quality Standards

Air quality is defined by ambient air concentrations of specific pollutants identified by the USEPA to be of concern with respect to the health and welfare of the general public. The USEPA is responsible for enforcing the Federal Clean Air Act (CAA) of 1970 and its 1977 and 1990 Amendments. The CAA required the USEPA to establish NAAQS, which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. In response, the USEPA established both primary and secondary standards for several criteria pollutants, including O<sub>3</sub>, CO, SO<sub>2</sub>, NO<sub>2</sub>, respirable particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and lead. Table 4-1, *Ambient Air Quality Standards*, shows the federal and state ambient air quality standards for these pollutants.

<b>Table 4-1</b> <b>AMBIENT AIR QUALITY STANDARDS</b>				
Pollutant	Averaging Time	California Standards	Federal Standards	
			Primary <sup>1</sup>	Secondary <sup>2</sup>
O <sub>3</sub>	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	–	–
	8 Hour	0.070 ppm (137 µg/m <sup>3</sup> )	0.070 ppm (137 µg/m <sup>3</sup> )	Same as Primary
PM <sub>10</sub>	24 Hour	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	Same as Primary
	AAM	20 µg/m <sup>3</sup>	–	Same as Primary
PM <sub>2.5</sub>	24 Hour	–	35 µg/m <sup>3</sup>	Same as Primary
	AAM	12 µg/m <sup>3</sup>	12 µg/m <sup>3</sup>	15.0 µg/m <sup>3</sup>
CO	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	35 ppm (40 mg/m <sup>3</sup> )	–
	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )	9 ppm (10 mg/m <sup>3</sup> )	–
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )	–	–
NO <sub>2</sub>	1 Hour	0.18 ppm (339 µg/m <sup>3</sup> )	0.100 ppm (188 µg/m <sup>3</sup> )	–
	AAM	0.030 ppm (57 µg/m <sup>3</sup> )	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary
SO <sub>2</sub>	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )	0.075 ppm (196 µg/m <sup>3</sup> )	–
	3 Hour	–	–	0.5 ppm (1,300 µg/m <sup>3</sup> )
	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )	–	–

**Table 4-1 (cont.)**  
**AMBIENT AIR QUALITY STANDARDS**

Pollutant	Averaging Time	California Standards	Federal Standards	
			Primary <sup>1</sup>	Secondary <sup>2</sup>
Lead	30-day Avg.	1.5 µg/m³	–	–
	Calendar Quarter	–	1.5 µg/m³	Same as Primary
	Rolling 3-month Avg.	–	0.15 µg/m³	
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per km – visibility ≥ 10 miles (0.07 per km – ≥30 miles for Lake Tahoe)	No Federal Standards	
Sulfates	24 Hour	25 µg/m³		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m³)		

Source: CARB 2016

<sup>1</sup> National Primary Standards: The levels of air quality necessary, within an adequate margin of safety, to protect the public health.

<sup>2</sup> National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

O<sub>3</sub>: ozone; ppm: parts per million; µg/m<sup>3</sup>: micrograms per cubic meter; PM<sub>10</sub>: large particulate matter;

AAM: Annual Arithmetic Mean; PM<sub>2.5</sub>: fine particulate matter; CO: carbon monoxide;

mg/m<sup>3</sup>: milligrams per cubic meter; NO<sub>2</sub>: nitrogen dioxide; SO<sub>2</sub>: sulfur dioxide; km: kilometer; –: No Standard.

#### 4.1.1.2 National Emission Standards for Hazardous Air Pollutants

In accordance with Section 112 of the CAA, the USEPA established the National Emission Standards for Hazardous Air Pollutants (NESHAP) with the purpose of protecting the public from exposure to hazardous air pollutants, or air toxics, which include specific compounds known or suspected to cause cancer or other serious health effects. One of the primary air toxics regulated under NESHAP is asbestos, which was identified as a hazardous pollutant by the USEPA in 1971. The USEPA's regulations for asbestos under NESHAP are intended to minimize the release of asbestos fibers during activities involving the handling of asbestos. Specifically, NESHAP includes regulations that require thorough inspection and proper handling of asbestos-containing materials prior to and during demolition and renovation of facilities.

#### 4.1.1.3 Lead Renovation, Repair and Painting Rule

USEPA's Lead Renovation, Repair and Painting Rule (RRP Rule), established in 2008 and amended in 2010 and 2011, aims to protect the public from lead-based paint (LBP) hazards associated with renovation, repair, and painting activities. The RRP Rule requires that firms performing renovation, repair, and painting projects that disturb LBP in homes, child care facilities, and pre-schools built before 1978 have their firm certified by USEPA (or an authorized state), use certified renovators who are trained by USEPA-approved training providers, and follow lead-safe work practices.

## 4.1.2 State

### 4.1.2.1 California Clean Air Act/California Ambient Air Quality Standards

The USEPA allows states the option to develop different (stricter) standards on criteria pollutants. The State of California has developed the CAAQS and generally has set more stringent limits on the criteria pollutants (see Table 4-1). In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride (see Table 4-1). The California CAA, also known as the Sher Bill or California AB 2595, was signed into law on September 30, 1988, and became effective on January 1, 1989. The California CAA requires that districts implement regulations to reduce emissions from mobile sources through the adoption and enforcement of transportation control measures.

CARB is the state regulatory agency with authority to enforce regulations to both achieve and maintain the NAAQS and CAAQS. SDAPCD is responsible for developing and implementing the rules and regulations designed to attain the NAAQS and CAAQS, as well as permitting new or modified sources, developing air quality management plans, and adopting and enforcing air pollution regulations for San Diego County.

The SDAPCD and the San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for the attainment and maintenance of the ambient air quality standards in the SDAB. The SDAPCD prepared the San Diego County Regional Air Quality Strategy (RAQS); the most recent version of the RAQS was adopted by the SDAPCD in 2016. As part of, and attached to, the RAQS are the Transportation Control Measures for the air quality plan prepared by SANDAG. Together, the RAQS and Transportation Control Measures provide the framework for achieving attainment of the CAAQS. The local RAQS, in combination with the RAQS from all other California nonattainment areas with serious (or worse) air quality problems, is submitted to the CARB, which develops the California State Implementation Plan (SIP).

The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and by the County as part of the development of the County's General Plan. While SANDAG collaborates with the SDAPCD on the development of the portion of the SIP applicable to the SDAB, the SDAPCD is the lead agency. As such, the SDAPCD is responsible for projecting all future mobile source emissions.

The SIP relies on the same information from SANDAG to develop emission inventories and emission reduction strategies that are included in the attainment demonstration for the air basin.

### 4.1.2.2 State Implementation Plan

The SIP is a collection of documents that set forth a state's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. The

CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to USEPA for approval and publication in the Federal Register. All of the items included in the California SIP are listed in 40 CFR 52.220.

The SDAPCD is responsible for preparing and implementing the portion of the SIP applicable to the SDAB. The SDAPCD adopts rules, regulations, and programs to attain state and federal air quality standards, and appropriates money (including permit fees) to achieve these objectives.

#### **4.1.2.3 California Energy Code**

CCR Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Energy-efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for water heating) results in GHG emissions.

The Title 24 standards are updated approximately every three years to allow consideration and possible incorporation of new energy efficiency technologies and methods. The latest update to the Title 24 standards occurred in 2016 and went into effect on January 1, 2017. The 2016 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The most significant efficiency improvements to the residential standards include improvements for attics, walls, water heating, and lighting. The 2019 standards will continue to improve upon the 2016 standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 standards will go into effect on January 1, 2020.

The standards are divided into three basic sets. First, there is a basic set of mandatory requirements that apply to all buildings. Second, there is a set of performance standards – the energy budgets – that vary by climate zone (of which there are 16 in California) and building type; thus, the standards are tailored to local conditions. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that are basically a recipe or a checklist compliance approach. Future development per the proposed CPU is required to be designed to meet the current Title 24 energy efficiency standards.

#### **4.1.2.4 Toxic Air Contaminants**

Toxic air contaminants (TACs) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or in serious illness or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. TACs are different than the criteria pollutants previously discussed because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects, and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health.

The California Health and Safety Code (H&SC; Section 39655, subd. (a)) defines a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of CAA Section 112 (42 United States Code [U.S.C.] Section 7412[b]) is a TAC. Under State law, the California Environmental Protection Agency (CalEPA), acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or that may pose a present or potential hazard to human health.

In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (AB 1807: H&SC Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase and the second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics “Hot Spots” Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics “Hot Spots” Act are to collect emissions data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels. The Children’s Environmental Health Protection Act, California SB 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children’s exposure to air pollutants. The act requires CARB to review its air quality standards from a children’s health perspective, evaluate the statewide air monitoring network, and develop any additional air toxic control measures needed to protect children’s health. Locally, toxic air pollutants are regulated through the SDAPCD’s Regulation XII.

#### **a. Diesel-exhaust Particulate Matter**

Of particular concern statewide are diesel-exhaust particulate matter (DPM) emissions. DPM was established as a TAC in 1998 and is estimated to represent a majority of the cancer risk from TACs statewide (based on the statewide average). Diesel exhaust is a complex mixture of gases, vapors, and fine particles. This makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by CARB and are listed as carcinogens under California’s Proposition 65 or under the Federal Hazardous Air Pollutants program.

Following the identification of DPM as a TAC in 1998, CARB has worked on developing strategies and regulations aimed at reducing the risk from DPM. The overall strategy for achieving these reductions is found in the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles* (CARB 2000). A stated goal of the plan is to reduce the cancer risk statewide arising from exposure to DPM by 85 percent by 2020.

#### **b. Asbestos Containing Materials**

The California Division of Occupational Safety and Health, known as Cal/OSHA, enforces asbestos standards in construction, shipyards, and general industry. Following identification of Asbestos

Containing Materials (ACMs) in facilities proposed for demolition or renovation, Cal/OSHA regulations require that asbestos trained and certified abatement personnel perform asbestos abatement and that all ACMs removed from on-site structures must be hauled to a licensed receiving facility and disposed of under proper manifest by a transportation company certified to handle asbestos. Registration with Cal/OSHA is required for contractors and employers that remove ACMs having an asbestos fiber content of more than 0.1 percent and 100 square feet or more of ACMs.

### **4.1.3 Local**

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

The SDAPCD prepared the RAQS in response to the requirements set forth in AB 2595. The draft was adopted, with amendments, on June 30, 1992 (County of San Diego 1992). Attached, as part of the RAQS, are the Transportation Control Measures (TCMs) for the air quality plan prepared by SANDAG in accordance with AB 2595 and adopted by SANDAG on March 27, 1992, as Resolution Number 92-49 and Addendum. The required triennial updates of the RAQS and corresponding TCMs were adopted in 1995, 1998, 2001, 2004, 2009, with the most recent version adopted by the SDAPCD in 2016. The RAQS and TCMs set forth the steps needed to accomplish attainment of the CAAQS.

The California CAA requires areas that are designated non-attainment of CAAQS for ozone, CO, SO<sub>2</sub>, or NO<sub>2</sub> to prepare and implement State plans to attain the standards by the earliest practicable date (H&SC Section 40911(a)). With the exception of State ozone standards, each of these standards has been attained in SDAB (SDAPCD 2016).

#### **4.1.3.2 San Diego Air Pollution Control District Rule 50 (Visible Emissions)**

Particulate matter pollution impacts the environment by decreasing visibility (haze). These particles vary greatly in shape, size and chemical composition, and come from a variety of natural and manmade sources. Some haze-causing particles are directly emitted to the air such as windblown dust and soot. Others are formed in the air from the chemical transformation of gaseous pollutants (e.g., sulfates, nitrates, organic carbon particles) which are the major constituents of PM<sub>2.5</sub>. These fine particles, caused largely by combustion of fuel, can travel hundreds of miles causing visibility impairment.

Visibility reduction is probably the most apparent symptom of air pollution. Visibility degradation is caused by the absorption and scattering of light by particles and gases in the atmosphere before it reaches the observer. As the number of fine particles increases, more light is absorbed and scattered, resulting in less clarity, color, and visual range. Light absorption by gases and particles is sometimes the cause of discolorations in the atmosphere but usually does not contribute very significantly to visibility degradation. Scattering by particulates impairs visibility much more readily. SDAPCD Rule 50 (Visible Emissions) sets emission limits based on the apparent density or opacity of the emissions using the Ringelmann scale.

#### **4.1.3.3 San Diego Air Pollution Control District Rule 51 (Nuisance)**

SDAPCD Rule 51 prohibits emissions from any source whatsoever in such quantities of air contaminants or other material, which cause injury, detriment, nuisance, or annoyance to the public health or damage to property. It is generally accepted that the considerable number of persons requirement in Rule 51 is normally satisfied when 10 different individuals/households have made separate complaints within 90 days.

#### **4.1.3.4 San Diego Air Pollution Control District Rule 55 (Fugitive Dust Control)**

SDAPCD Rule 55 (Fugitive Dust Control) requires action be taken to limit dust from construction and demolition activities from leaving the property line. Similar to Rule 50 (Visible Emissions), Rule 55 (Fugitive Dust Control) places limits on the amount of visible dust emissions in the atmosphere beyond the property line. It further stipulates that visible dust on roadways as a result of track-out/carry-out shall be minimized through implementation of control measures and removed at the conclusion of each work day using street sweepers.

#### **4.1.3.5 San Diego Air Pollution Control District Rule 67.0.1 (Architectural Coatings)**

Future development pursuant to the proposed CPU is required to comply with SDAPCD Rule 67.0.1 (Architectural Coatings) which sets the following standards:

- Residential interior coatings are to be less than or equal to 50 grams of VOC per liter (g/L)
- Residential exterior coatings are to be less than or equal to 100 g/L
- Non-residential interior/exterior coatings are to be less than or equal to 100 g/L

#### **4.1.3.6 City of San Diego Municipal Code**

The City's Off-Site Development Impact Regulations (SDMC Chapter 14, Article 2, Division 7) are intended to provide standards for air contaminants, noise, electrical/radioactivity disturbance, glare, and lighting. These regulations apply to development that produces air contaminants, noise, electrical/radioactivity disturbance, glare, or lighting in any zone. Section 142.0710 establishes that air contaminants including smoke, charred paper, dust, soot, grime, carbon, noxious acids, toxic fumes, gases, odors, and particulate matter, or any emissions that endanger human health, cause damage to vegetation or property, or cause soiling shall not be permitted to emanate beyond the boundaries of the premises upon which the use emitting the contaminants is located.

## **4.2 Biological Resources**

### **4.2.1 Federal**

#### **4.2.1.1 Endangered Species Act**

Administered by the USFWS, the FESA provides the legal framework for the listing and protection of species (and their habitats) that are identified as being endangered or threatened with extinction. Actions that jeopardize endangered or threatened species and the habitats upon which they rely are considered a “take” under the FESA. FESA Section 9(a) defines take as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct.” “Harm” and “harass” are further defined in federal regulations and case law to include actions that adversely impair or disrupt a listed species’ behavioral patterns.

The USFWS designates critical habitat for endangered and threatened species. The ultimate goal is to restore healthy populations of listed species within their native habitats, so they can be removed from the list of threatened or endangered species. Once an area is designated as critical habitat pursuant to the FESA, federal agencies must consult with the USFWS to ensure that any action they authorize, fund, or carry out is not likely to result in the destruction or adverse modification of the critical habitat.

Sections 7 and 10(a) of the FESA regulate actions that could jeopardize endangered or threatened species. Section 7 generally describes a process of federal interagency consultation and issuance of a biological opinion and incidental take statement when federal actions may adversely affect listed species. Section 10(a) generally describes a process for the preparation of a Habitat Conservation Plan and issuance of an incidental take permit.

#### **4.2.1.2 Migratory Bird Treaty Act**

Migratory bird species that are native to the United States or its territories are protected under the federal Migratory Bird Treaty Act (MBTA), as amended under the Migratory Bird Treaty Reform Act of 2004 (FR Doc. 05-5127). The MBTA is generally protective of migratory birds. In common practice, the MBTA is now used to place restrictions on the disturbance of active bird nests during the nesting season. In addition, the USFWS commonly places restrictions on disturbances allowed near active raptor nests.

#### **4.2.1.3 Clean Water Act**

The USACE regulates impacts to waters of the United States under Section 404 of the CWA (33 U.S.C. 401 et seq.; 33 U.S.C. 1344; U.S.C. 1413; and Department of Defense, Department of the Army, Corps of Engineers 33 CFR Part 323). The purpose of the CWA is to restore and maintain the chemical, physical, and biological integrity of all waters of the United States. A federal CWA Section 404 Permit would be required for a project to place fill in waters of the United States. Projects impacting waters of the United States could be permitted on an individual basis or be covered under one of several approved nationwide permits. Individual permits are assessed individually based on the type of action, amount of fill, etc. Individual permits typically require substantial time (often longer than one year) to review and approve, while nationwide permits are pre-approved if a project meets

appropriate conditions. A CWA Section 401 Water Quality Certification administered by the RWQCB must be issued prior to issuance of a Section 404 Permit.

## **4.2.2 State**

### **4.2.2.1 California Endangered Species Act**

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

The CESA established that it is state policy to conserve, protect, restore, and enhance state endangered species and their habitats. Under state law, plant and animal species may be formally designated rare, threatened, or endangered by official listing by the California Fish and Game Commission. The CESA authorizes that private entities may “take” plant or wildlife species listed as endangered or threatened under the FESA and CESA, pursuant to a federal Incidental Take Permit if the CDFW certifies that the incidental take is consistent with CESA (CFGC Code Section 2080.1[a]). For state-only listed species, CFGC Section 2081 authorizes the CDFW to issue an Incidental Take Permit for State listed threatened and endangered species if specific criteria are met. The City was issued a take permit for their adopted MSCP Subarea Plan pursuant to Section 2081.

### **4.2.2.2 California Fish and Game Code**

The CFGC provides specific protection and listing for several types of biological resources. Pursuant to CFGC Section 3503, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by the Code or any regulation made pursuant thereto. Raptors and owls and their active nests are protected by CFGC Section 3503.5, which states that it is unlawful to take, possess, or destroy any birds of prey or to take, possess, or destroy the nest or eggs of any such bird unless authorized by the CDFW. CFGC Section 3513 states that it is unlawful to take or possess any migratory non-game bird as designated in the MBTA. These regulations could require that construction activities (particularly vegetation removal or construction near nests) be reduced or eliminated during critical phases of the nesting cycle unless surveys by a qualified biologist demonstrate that nests, eggs, or nesting birds will not be disturbed, subject to approval by CDFW and/or USFWS.

Under sections 1600 et. seq. of California Fish and Game Code, CDFW regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife and requires a Streambed Alteration Agreement for such activities. The CDFW issues a Streambed Alteration Agreement with any necessary mitigation to ensure protection of the State’s fish and wildlife resources. The CDFW has jurisdiction over riparian habitats associated with watercourses.

## 4.2.3 Local

### 4.2.3.1 Multiple Species Conservation Program

The MSCP is a comprehensive habitat conservation planning program for San Diego County. A goal of the MSCP is to preserve a network of habitat and open space, thereby protecting biodiversity. Local jurisdictions, including the City of San Diego, implement their portions of the MSCP through subarea plans, which describe specific implementing mechanisms.

The City's MSCP Subarea Plan (SAP) was approved in March 1997. The MSCP SAP provides a plan and process for the issuance of permits under the federal and state Endangered Species Acts and the California Natural Communities Conservation Planning Act of 1991. The primary goal of the MSCP SAP is to conserve viable populations of sensitive species and to conserve regional biodiversity while allowing for reasonable economic growth.

In July 1997, the City of San Diego signed an Implementing Agreement (IA) with USFWS and CDFW. The IA serves as a binding contract between the City, USFWS, and CDFW that identifies the roles and responsibilities of the parties to implement the MSCP and Subarea Plan. The IA became effective on July 17, 1997 and allows the City to issue Incidental Take Authorizations under the provisions of the MSCP. Applicable state and federal permits are still required for wetlands and listed species that are not covered by the MSCP.

#### a. Multi-Habitat Planning Area

The MHPA is the area within which the permanent MSCP preserve will be assembled and managed for its biological resources. Input from responsible agencies and other interested participants resulted in adoption of the City's MHPA in 1997. The City's MHPA areas are defined by "hard-line" limits, with limited development permitted based on the development area allowance of the OR-1-2 zone (open space residential zone).

Private land entirely within the MHPA is only allowed up to 25 percent development in the least sensitive area per the City's MSCP Subarea Plan. Should more than 25 percent development be desired, an MHPA boundary line adjustment may be proposed. The City's MSCP SAP states that adjustments to the MHPA boundary line are permitted without the need to amend the City's SAP, provided the boundary adjustment results in an area of equivalent or higher biological value. To meet this standard, the area proposed for addition to the MHPA must meet the six functional equivalency criteria set forth in Section 5.4.2 of the Regional MSCP Plan. All MHPA boundary line adjustments require approval by the wildlife agencies and the City.

For parcels located outside the MHPA, "there is no limit on the encroachment into sensitive biological resources, with the exception of wetlands, and listed non-covered species' habitat (which are regulated by state and federal agencies) and narrow endemic species." However, "impacts to sensitive biological resources must be assessed and mitigation, where necessary, must be provided in conformance" with the City's Biology Guidelines.

The MSCP includes management priorities to be undertaken by the City as part of its MSCP implementation requirements. Those actions identified as Priority 1 are required to be implemented by the City as a condition of the MSCP Take Authorization to ensure that covered species are

adequately protected. The actions identified as Priority 2 may be undertaken by the City as resources permit.

## **b. MHPA Land Use Adjacency Guidelines**

To address the integrity of the MHPA and mitigate for indirect impacts to the MHPA, guidelines were developed to manage land uses adjacent to the MHPA. The MHPA Land Use Adjacency Guidelines are intended to be incorporated into the MMRP and/or applicable permits during the development review phase of a project. These guidelines address the issues of drainage, toxics, lighting, noise, barriers, invasive species, brush management, and grading/land development.

### Drainage

All new and proposed parking lots and developed areas in and adjacent to the preserve must not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA. This can be accomplished using a variety of methods including natural detention basins, grass swales, or mechanical trapping devices. These systems should be maintained approximately once a year, or as often as needed, to ensure proper functioning. Maintenance should include dredging out sediments if needed, removing exotic plant materials, and adding chemical-neutralizing compounds (e.g., clay compounds) when necessary and appropriate.

### Toxics

Land uses, such as recreation and agriculture, that use chemicals or generate by-products such as manure, or that are potentially toxic or impactful to wildlife, sensitive species, habitat, or water quality need to incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. Such measures should include drainage/detention basins, swales, or holding areas with non-invasive grasses or wetland-type native vegetation to filter out the toxic materials. Regular maintenance should be provided. Where applicable, this requirement should be incorporated into leases on publicly owned property as leases come up for renewal.

### Lighting

Lighting of all developed areas adjacent to the MHPA should be directed away from the MHPA. Where necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the MHPA and sensitive species from night lighting.

### Barriers

New development adjacent to the MHPA may be required to provide barriers (e.g., non-invasive vegetation, rocks/boulders, fences, walls, and/or signage) along the MHPA boundaries to direct public access to appropriate locations and reduce domestic animal predation.

### Invasive Species

No invasive non-native plant species shall be introduced into areas adjacent to the MHPA.

### Brush Management

New residential development located adjacent to and topographically above the MHPA (e.g., along canyon edges) must be set back from slope edges to incorporate Zone 1 brush management areas on the development pad and outside of the MHPA. Zone 2 may be located in the MHPA upon granting of an easement to the City (or other acceptable agency) except where narrow wildlife corridors require it to be located outside of the MHPA. Brush management zones will not be greater in size than is currently required by the City's Municipal Code regulations. The amount of woody vegetation clearing shall not exceed 50 percent of the vegetation existing when the initial clearing is done. Vegetation clearing shall be done consistent with City standards (i.e., to avoid the nesting season and preferentially remove non-natives over natives) and shall avoid/minimize impacts to covered species to the maximum extent possible. For all new development, regardless of the ownership, the brush management in the Zone 2 area will be the responsibility of a homeowner's association or other private party.

### Noise

Uses in or adjacent to the MHPA should be designed to minimize noise impacts. Berms or walls should be constructed adjacent to commercial areas, recreational areas, and any other use that may introduce noises that could impact or interfere with wildlife utilization of the MHPA. Excessively noisy uses or activities adjacent to breeding areas must incorporate noise reduction measures and be curtailed during the breeding season of sensitive species. Adequate noise reduction measures should also be incorporated for the remainder of the year.

### Grading/Land Development

Manufactured slopes associated with site development shall be included within the development footprint for projects within or adjacent to the MHPA.

## **c. Framework Management Plan**

The MSCP SAP Framework Management Plan, included in Section 1.5.1 of the City's MSCP SAP, sets management goals and objectives to maintain and enhance biological diversity in the region and conserve viable populations of endangered, threatened, and key sensitive species and their habitats, thereby preventing local extirpation and ultimate extinction, and minimizing the need for future listings, while enabling economic growth in the region. Section 1.5.2 of the SAP lists general management directives that apply throughout the SAP area related to mitigation; restoration; public access, trails, and recreation; litter/trash and materials storage; adjacency management issues; invasive exotics control and removal; and flood control.

The CPU area is identified within Section 1.2.3 of the SAP as being in an "Urban Area" and as containing "Urban Habitat Lands." The urban habitat areas within the City's MHPA are primarily concentrated in existing urbanized locations and consist mainly of vernal pool areas, urbanized canyons and stream areas, and associated hillsides which support native habitats and species and promote wildlife movement. Specific and overall management policies and directives for Urban Habitat Lands are listed in SAP Section 1.5.7. Future development within areas identified as Urban Habitats is required to support the overall goals and objectives for urban habitat lands as follows:

The optimum future condition for the urban habitat lands scattered throughout the City of San Diego is as a system of canyons that provide habitat for native species remaining in urban areas; i.e., as “stepping stones” for migrating birds and those establishing new territories and providing environmental educational opportunities for urban dwellers of all ages. The system of urban habitat canyons and natural open space throughout the City provides important areas for people to enjoy and learn about the natural world and local environment. These areas also afford visual beauty and psychological relief from urbanization, while supporting habitat for the maintenance of both common and rare species. These habitats; surrounded by development and modified by urban edge effects; also present unique opportunities for research into habitat fragmentation, viability, and urban wildlife ecology.

#### 4.2.3.2 Vernal Pool Habitat Conservation Plan

The City adopted the Vernal Pool Habitat Conservation Plan (VPHCP) in 2018 (City 2017). The VPHCP is a comprehensive plan to provide the conservation of vernal pool habitats and seven sensitive species that do not have coverage under the City’s MSCP SAP. The VPHCP encompasses the entire City and MSCP SAP coverage area of approximately 206,124 acres and includes some lands owned by the City that are within unincorporated San Diego County (i.e., Cornerstone Lands which include water supply areas for the City). Some lands within the City limits not under City jurisdiction (e.g., school districts, water districts, federal and state lands, etc.) are not automatically covered by the VPHCP; however, those landowners can seek coverage under the VPHCP through a Certificate of Inclusion.

In addition to authorizing the take of sensitive vernal pool species, the VPHCP serves to expand the City’s MHPA, with a focus on the management and conservation of vernal pool habitats and their associated species, particularly the covered species of the VPHCP. The VPHCP is comprised of three Planning Units; north, central, and south. The CPU area is located within the central Planning Unit of the VPHCP.

The seven species covered under the VPHCP include five plants and two animals, as listed below. The CPU area has the potential to support four of the seven covered VPHCP species. Species known to be in the CPU area are indicated with \*\*, and species with a high to moderate potential to occur in the KMCPU area are indicated with \* as follows:

- Otay Mesa mint (*Pogogyne nudiuscula*); Federally listed endangered (FE) and State listed endangered (SE)
- San Diego mesa mint (*Pogogyne abramsii*); FE and SE\*\*
- Spreading navarretia (*Navarretia fossalis*); FT\*\*
- San Diego button-celery (*Eryngium aristulatum* var. *Parishii*); FE and SE\*\*
- California Orcutt grass (*Orcuttia californica*); FE and SE\*
- Riverside fairy shrimp (*Streptocephalus woottoni*); FE
- San Diego fairy shrimp (*Branchinecta sandiegonensis*); FE\*\*

The VPHCP identifies four covered projects and three planned projects, none of which are located within the CPU area. Any future proposed development not included as one of the four covered projects or three planned projects, and actions not included in the list of covered activities (i.e., land use and public infrastructure and conservation activities) are required to undergo project-specific analyses (including applicable public environmental review) to identify vernal pool resources and evaluate impacts and provide any required avoidance/mitigation relative to the provisions of the VPHCP. A list of covered activities and the allowable conditions within the VPHCP are described in Section 4 of the VPHCP. If a future proposed project is determined by the City to be consistent with the requirements of the VPHCP, the project could be authorized to impact vernal pools and covered species through the City's VPHCP Incidental Take Permit.

Regardless of impact authorization, the VPHCP first requires all feasible impacts to be avoided and/or minimized to limit any impact to vernal pools and their associated species. Such measures include, but are not limited to, redesigning a project to avoid resources; performing pre-construction biological surveying; translocating soils, propagules, and/or species; conducting biological monitoring throughout project construction; conducting contractor environmental awareness training; directing project run-off away from vernal pools; installing temporary construction fencing to protect off-site vernal pools; installing artificial watering to control/eliminate fugitive dust; conducting seasonally timed grading operations; top soil salvaging; installing permanent protective fencing; and conducting other typical general construction BMPs.

#### **4.2.3.3 City of San Diego Environmentally Sensitive Lands Regulations**

Environmentally Sensitive Lands (ESL) include sensitive biological resources (e.g., MHPA), steep hillsides, coastal beaches, sensitive coastal bluffs, and 100-year floodplains. Mitigation requirements for sensitive biological resources follow the requirements of the City's Biology Guidelines (2016) as outlined in the City's ESL Regulations (SDMC Chapter 14, Article 3, Division 1). Impacts to biological resources within and outside the MHPA must comply with the City's ESL Regulations, which serve to implement standards and requirements of CEQA and the City's MSCP Subarea Plan.

The purpose of the ESL Regulations is to "protect, preserve and, where damaged, restore the ESL of San Diego and the viability of the species supported by those lands." The regulations require that development avoid impacts to certain sensitive biological resources as much as possible including, but not limited to, MHPA lands; wetlands and vernal pools in naturally occurring complexes; federal and state listed, non-MSCP Covered Species; and MSCP Narrow Endemic species. Furthermore, the ESL Regulations state that wetlands impacts should be avoided, and unavoidable impacts should be minimized to the maximum extent practicable. In addition to protecting wetlands, the ESL Regulations require that a buffer be maintained around wetlands, as appropriate, to protect wetland-associated functions and values. While a 100-foot buffer width is generally required in the coastal zone and recommended in areas outside the coastal zone, this width may be increased or decreased on a case-by-case basis in consultation with the City, CDFW, USACE, and USFWS (City 2016). Future development within the CPU area would be required to comply with all applicable City ESL Regulations.

#### **4.2.3.4 Biology Guidelines**

In September 1991, the City's Biology Guidelines, part of the Land Development Manual (LDM), were adopted, to aid in the implementation and interpretation of the ESL Regulations (SDMC Chapter 14, Article 3, Division 1) and the OR-1-2 Zone (SDMC Chapter 13, Article 1, Division 2). Section III of the Biology Guidelines serve as standards for the determination of impact and mitigation under CEQA and the Coastal Act. The guidelines are the baseline biological standards for processing Neighborhood Development Permits, Site Development Permits, and Coastal Development Permits issued pursuant to the ESL Regulations. The City's Biology Guidelines were most recently updated in February 2018.

#### **4.2.3.5 General Plan Conservation Element**

The General Plan establishes citywide policies to be cited in conjunction with a Community Plan. The General Plan presents goals and policies for biological resources in the Conservation Element, which generally aim to: protect and conserve the landforms, canyon lands, and open spaces; limit development of floodplains and sensitive biological areas including wetlands, steep hillsides, canyons, and coastal lands; manage and/or minimize runoff, sedimentation, and erosion due to construction activity in order to improve watershed management and water quality; manage wetland areas for natural flood control and preserve wetland areas; preserve areas within the MSCP and implement the goals and policies of the City's MSCP Subarea Plan; support the long-term monitoring of restoration and mitigation efforts to track and evaluate changes in wetland acreage, functions, and values; and to work with private, State, and federal organizations or people in order to implement an effective wetland management system.

### **4.3 Geology and Soils**

#### **4.3.1 State**

##### **4.3.1.1 Earthquake Fault Zoning Act (Alquist-Priolo Act)**

The State of California Alquist-Priolo Earthquake Fault Zoning Act (1972) was established to mitigate the hazard of surface faulting to structures for human occupancy. Pursuant to the Act, the State Geologist has established regulatory zones (known as Earthquake Fault Zones) around surface traces of active faults. These have been mapped for affected cities, including San Diego. Application for a development permit for any project within a delineated earthquake fault zone shall be accompanied by a geologic report, prepared by a geologist registered in the State of California, that is directed to the problem of potential surface fault displacement through a project site.

##### **4.3.1.2 California Seismic Hazards Mapping Act**

The California Seismic Hazards Mapping Act (PRC; Division 2, Chapter 7.8, Section 2690 et seq.) provides a statewide seismic hazard mapping and technical advisory program to assist local governments in protecting public health and safety relative to seismic hazards. The Act provides direction and funding for the State Geologist to compile seismic hazard maps and to make those maps available to local governments. The Act, along with related standards in the Seismic Hazards

Mapping Regulations (CCR Title 14, Division 2, Chapter 8, Article 10, Section 3270 et seq.), also directs local governments to require the completion and review of appropriate geotechnical studies prior to approving development projects. These requirements are implemented on a local level through means such as general plan directives and regulatory ordinances.

### **4.3.1.3 California Code of Regulations**

The California Building Code (CBC; CCR Title 24, Part 2) encompasses a number of requirements related to geologic issues. Specifically, these include general provisions (Chapter 1); structural design, including soil and seismic loading (Chapters 16/16A); structural tests and special inspections, including seismic resistance (Chapters 17/17A); soils and foundations (Chapters 18/18A); concrete (Chapters 19/19A); masonry (Chapters 21/21A); wood, including consideration of seismic design categories (Chapter 23); construction safeguards (Chapter 33); and grading, including excavation, fill, drainage, and erosion control criteria (Appendix J). The CBC encompasses standards from other applicable sources, including the International Building Code, and the American Society for Testing and Materials (ASTM) International, with appropriate amendments and modifications to reflect site-specific conditions and requirements in California.

## **4.3.2 Local**

### **4.3.2.1 City of San Diego Seismic Safety Study**

The San Diego Seismic Safety Study includes geologic hazards and fault maps of the City. Areas of the City are identified by geologic hazard category, which reflects the geologic hazard type and related risks. These are generalized maps, and site-specific geologic/geotechnical investigations may be necessary for proposed development or construction. LDC Section 145.1803 describes when a geotechnical investigation is required for building permits, and City of San Diego Development Services Information Bulletin 515 describes the minimum submittal requirements for geotechnical and geological reports that may be required for development permits, subdivision approvals, or grading permits.

### **4.3.2.2 City of San Diego Land Development Code**

The City's LDC sets forth the regulations that apply to the development of land in the City, and comprises Chapters 11, 12, 13, 14 and 15 of the SDMC. The LDC describes situations where grading permits are needed, which include grading within a 100-year floodplain or which changes the existing drainage pattern; for grading, geotechnical investigations, well drilling, or agricultural activity on environmentally sensitive lands or on properties with historical resources; for any activity that disturbs soil or vegetation in environmentally sensitive land; if grading is being performed as a condition of a development permit or for restoring damage caused by illegal grading; if the grading is within privately owned open space easements or City-owned open space; for modification of slope on a canyon or excavation of a hillside; for grading of any nonenvironmentally sensitive land of one acre or more; or for fill with more than five percent broken concrete, asphalt, masonry or construction debris, or with any single piece larger than 12 inches in any direction.

### 4.3.2.3 City of San Diego Building Regulations

The City's Building Regulations (Chapter 14, Article 5) are intended to regulate the construction of applicable facilities and encompasses (and formally adopts) associated elements of the CBC. Specifically, this includes guidelines regulating the "construction, alteration, replacement, repair, maintenance, moving, removal, demolition, occupancy, and use of any privately owned building or structure or any appurtenances connected or attached to such buildings or structures within this jurisdiction, except work located primarily in a public way, public utility towers and poles, mechanical equipment not specifically regulated in the Building Code, and hydraulic flood control structures."

### 4.3.2.4 General Plan Public Facilities, Services, and Safety Element

The Public Facilities, Services and Safety Element of the General Plan (City 2018) identifies a number of applicable policies related to seismic, geologic, and structural considerations. Specifically, Policies PF-Q.1 and PF-Q.2 include measures regarding conformance with State laws related to seismic and geologic hazards, conducting/reviewing geotechnical investigations, and maintaining structural integrity with respect to geologic hazards.

## 4.4 Greenhouse Gas Emissions

### 4.4.1 Federal

#### 4.4.1.1 Federal Clean Air Act

The U.S. Supreme Court ruled on April 2, 2007, in *Massachusetts v. U.S. Environmental Protection Agency* that carbon dioxide (CO<sub>2</sub>) is an air pollutant, as defined under the CAA, and that USEPA has the authority to regulate emissions of GHGs. USEPA announced that GHGs (including CO<sub>2</sub>, methane [CH<sub>4</sub>], nitrous oxide [N<sub>2</sub>O], hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF<sub>6</sub>]) threaten the public health and welfare of the American people. This action was a prerequisite to finalizing the USEPA's GHG emissions standards for light-duty vehicles, which were jointly proposed by the USEPA and the National Highway Traffic Safety Administration (NHTSA) of the U.S. Department of Transportation (DOT). The standards were established on April 1, 2010 for 2012 through 2016 model year vehicles and on October 15, 2012 for 2017 through 2025 model year vehicles.

#### 4.4.1.2 Corporate Average Fuel Economy Standards

The USEPA and the NHTSA have worked together to develop a national program of regulations to reduce GHG emissions and to improve the fuel economy of light-duty vehicles. On April 1, 2010, the USEPA and NHTSA announced a joint Final Rulemaking that established standards for 2012 through 2016 model year vehicles. This was followed up on October 15, 2012, when the agencies issued a Final Rulemaking with standards for model years 2017 through 2025. The rules require vehicles to meet a 2016 standard that is equivalent to 35.5 miles per gallon (mpg), and a 2025 standard that is equivalent to 54.5 mpg if the levels were achieved solely through improvements in fuel efficiency. The agencies expect, however, that a portion of these improvements will be made through improvements in air conditioning leakage and the use of alternative refrigerants that would not

contribute to fuel economy. These standards would cut GHG emissions by an estimated 2 billion MT and 4 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2017–2025). The combined USEPA GHG standards and NHTSA Corporate Average Fuel Economy (CAFE) standards resolve previously conflicting requirements under both federal programs and the standards of the State of California and other states that have adopted the California standards (USEPA 2017).

## **4.4.2 State**

### **4.4.2.1 California Energy Code**

CCR Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Energy-efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for water heating) results in GHG emissions.

The Title 24 standards are updated approximately every three years to allow consideration and possible incorporation of new energy efficiency technologies and methods. The latest update to the Title 24 standards occurred in 2016 and went into effect on January 1, 2017. The 2016 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The most significant efficiency improvements to the residential standards include improvements for attics, walls, water heating, and lighting. The 2019 standards will continue to improve upon the 2016 standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 standards went into effect on January 1, 2020.

The standards are divided into three basic sets. First, there is a basic set of mandatory requirements that apply to all buildings. Second, there is a set of performance standards – the energy budgets – that vary by climate zone (of which there are 16 in California) and building type; thus, the standards are tailored to local conditions. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that are basically a recipe or a checklist compliance approach.

### **4.4.2.2 California Green Building Code Standards**

The California Green Building Standards Code (CALGreen; CCR Title 24, Part 11) is a code with mandatory requirements for new residential and nonresidential buildings (including industrial buildings) throughout California. The code is Part 11 of the California Building Standards Code in Title 24 of the CCR (CBSC 2017). The City of San Diego adopts CALGreen with city-specific amendments to Chapter 14 Article 10 of the municipal code. The current 2016 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings went into effect on January 1, 2017. The 2019 Standards will continue to improve upon the 2016 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 Standards will go into effect on January 1, 2020.

The development of CALGreen is intended to (1) cause a reduction in GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. In short, the code is established to reduce construction waste; make buildings more efficient in the use of materials and energy; and reduce environmental impact during and after construction.

CALGreen contains requirements for storm water control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems, are functioning at their maximum efficiency.

#### **4.4.2.3 Executive Order S-3-05 – Statewide GHG Emission Targets**

On June 1, 2005, Executive Order (EO) S-3-05 proclaimed that California is vulnerable to climate change impacts. It declared that increased temperatures could reduce snowpack in the Sierra Nevada, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To avoid or reduce climate change impacts, EO S-3-05 calls for a reduction in GHG emissions to the year 2000 level by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

#### **4.4.2.4 Assembly Bill 32 – California Global Warming Solutions Act**

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires that the CARB develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed to set a GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG emission reductions.

#### **4.4.2.5 Senate Bill 375**

Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act of 2008, supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities.

Under the Sustainable Communities Act, CARB sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established these targets for 2020 and 2035 for each region covered by one of the State's metropolitan planning organizations (MPOs). CARB periodically reviews and updates the targets, as needed.

Each of California's MPOs must prepare a Sustainable Communities Strategy (SCS) as an integral part of its regional transportation plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. CARB must review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional GHG targets. If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate alternative planning

strategy (APS) to meet the targets. The APS is not a part of the RTP. Qualified projects consistent with an approved SCS or Alternative Planning Strategy categorized as “transit priority projects” would receive incentives to streamline CEQA processing.

SANDAG is San Diego’s local MPO and has responded to the requirements of SB 375 with the preparation of The Regional Plan (SANDAG 2015) discussed in greater detail in Section 4.4.3.1, below.

#### **4.4.2.6 Senate Bill 743**

On September 27, 2013, Governor Jerry Brown signed SB 743 into law and started a process that changes transportation impact analysis as part of CEQA compliance. These changes include the elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts for land use projects and plans in California. Further, parking impacts will not be considered significant impacts on the environment for select development projects within infill areas with nearby frequent transit service. According to the legislative intent contained in SB 743, these changes to current practice were necessary to more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG emissions.

#### **4.4.2.7 Senate Bill 97**

SB 97 required the Governor’s Office of Planning and Research to develop recommended amendments to the State CEQA Guidelines addressing GHG emissions, including effects associated with transportation and energy consumption. The amendments became effective March 18, 2010.

#### **4.4.2.8 Executive Order B-30-15**

On April 29, 2015, EO B-30-15 established a California GHG emission reduction target of 40 percent below 1990 levels by 2030. The EO aligns California’s GHG emission reduction targets with those of leading international governments, including the 28 nation European Union. California is on track to meet or exceed the target of reducing greenhouse gas emissions to 1990 levels by 2020, as established in AB 32. California’s new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the goal established by EO S-3-05 of reducing emissions 80 percent under 1990 levels by 2050.

#### **4.4.2.9 Senate Bill 32 and Assembly Bill 197**

As a follow-up to AB 32 and in response to EO B-30-15, SB 32 was passed by the California Legislature in August 2016 to codify the EO’s California GHG reduction target of 40 percent below 1990 levels by 2030 and requires the State to invest in the communities most affected by climate change. AB 197 establishes a legislative committee on climate change policies to help continue the State’s activities to reduce GHG emissions.

#### **4.4.2.10 Assembly Bill 1493 – Vehicular Emissions of Greenhouse Gases**

AB 1493 (Pavley) requires that CARB develop and adopt regulations that achieve “the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty truck and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State.” On September 24, 2009, CARB adopted amendments to the Pavley regulations that intend to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The amendments bind California’s enforcement of AB 1493 (starting in 2009), while providing vehicle manufacturers with new compliance flexibility. The amendments also prepare California to merge its rules with the federal CAFE rules for passenger vehicles (CARB 2017a). In January 2012, CARB approved a new emissions-control program for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single packet of standards called Advanced Clean Cars (CARB 2017a).

#### **4.4.2.11 Assembly Bill 341**

The State legislature enacted AB 341 (California Public Resource Code Section 42649.2), increasing the diversion target to 75 percent statewide. AB 341 requires all businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. The final regulation was approved by the Office of Administrative Law on May 7, 2012 and went into effect on July 1, 2012.

#### **4.4.2.12 Executive Order S-01-07 – Low Carbon Fuel Standard**

This EO, signed by Governor Schwarzenegger on January 18, 2007, directs that a statewide goal be established to reduce the carbon intensity of California’s transportation fuels by at least 10 percent by the year 2020. It orders that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established for California and directs CARB to determine whether a LCFS can be adopted as a discrete early action measure pursuant to AB 32. CARB approved the LCFS as a discrete early action item with a regulation adopted and implemented in April 2010. Although challenged in 2011, the Ninth Circuit reversed the District Court’s opinion and rejected arguments that implementing LCFS violates the interstate commerce clause in September 2013. CARB is therefore continuing to implement the LCFS statewide.

#### **4.4.2.13 Senate Bill 350**

Approved by Governor Brown on October 7, 2015, SB 350 increases California’s renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. This will increase the use of Renewables Portfolio Standard eligible resources, including solar, wind, biomass, and geothermal. In addition, large utilities are required to develop and submit Integrated Resource Plans to detail how each entity will meet their customers resource needs, reduce GHG emissions, and increase the use of clean energy.

#### 4.4.2.14 Climate Change Scoping Plan

On December 11, 2008, CARB adopted the Scoping Plan (CARB 2008) as directed by AB 32. The Scoping Plan proposes a set of actions designed to reduce overall GHG emissions in California to the levels required by AB 32. Measures applicable to development projects include those related to energy-efficiency building and appliance standards, the use of renewable sources for electricity generation, regional transportation targets, and green building strategy. Relative to transportation, the Scoping Plan includes nine measures or recommended actions related to reducing VMT and vehicle GHG emissions through fuel and efficiency measures. These measures would be implemented statewide rather than on a project by project basis.

In response to EO B-30-15 and SB 32, all State agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. CARB was directed to update the Scoping Plan to reflect the 2030 target since the mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue driving down emissions. Therefore, CARB adopted the 2017 Climate Change Scoping Plan Update, Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target, in December 2017. The Scoping Plan Update establishes a proposed framework for California to meet a 40 percent reduction in GHGs by 2030 compared to 1990 levels (CARB 2017b).

### 4.4.3 Local

#### 4.4.3.1 San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan (Regional Plan; SANDAG 2015) is the long-range planning document developed to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs. The underlying purpose of the Regional Plan is to provide direction and guidance on future regional growth (i.e., the location of new residential and non-residential land uses) and transportation patterns throughout San Diego County as stipulated under SB 375. The Regional Plan establishes a planning framework and implementation actions that increase the region's sustainability and encourage "smart growth while preserving natural resources and limiting urban sprawl." The Regional Plan encourages an increase in residential and employment concentrations in areas with the best existing and future transit connections, and to preserve important open spaces. The focus is on implementation of basic smart growth principles designed to strengthen the integration of land use and transportation. General urban form goals, policies, and objectives are summarized as follows:

- Mix compatible uses.
- Take advantage of compact building design.
- Create a range of housing opportunities and choices.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.
- Preserve open space, natural beauty, and critical environmental areas.

- Strengthen and direct development towards existing communities.
- Provide a variety of transportation choices.
- Make development decisions predictable, fair, and cost-effective.
- Encourage community and stakeholder collaboration in development decisions.

The Regional Plan also addresses border issues, providing an important guideline for communities that have borders with Mexico. In this case, the goal is to create a regional community where San Diego, its neighboring counties, tribal governments, and northern Baja California mutually benefit from San Diego's varied resources and international location.

On February 22, 2019, the SANDAG Board of Directors approved an action plan to develop a new vision for the 2021 Regional Plan that would transform the way people and goods move throughout the region. Development of the 2021 Regional Plan, including the associated projects, programs, and policies, is underway and going through the planning process with an anticipated adoption by late 2021.

#### **4.4.3.2 City of San Diego General Plan**

The City of San Diego General Plan includes several climate change-related policies aimed at reducing GHG emissions from future development and City operations. For example, Conservation Element policy CE-A.2 aims to reduce the City's carbon footprint and to develop and adopt new or amended regulations, programs, and incentives as appropriate to implement the goals and policies set forth related to climate change (City 2008). The Land Use and Community Planning Element; the Mobility Element; the Urban Design Element; and the Public Facilities, Services and Safety Element also identify GHG reduction and climate change adaptation goals. These elements contain policy language related to sustainable land use patterns, alternative modes of transportation, energy efficiency, water conservation, waste reduction, and greater landfill efficiency. The overall intent of these policies is to support climate protection actions, while retaining flexibility in the design of implementation measures, which could be influenced by new scientific research, technological advances, environmental conditions, or State and federal legislation.

#### **4.4.3.3 Climate Action Plan**

In October 2010, the City Council established the Environmental and Economic Sustainability Task Force as an independent advisory body to work with City staff on the development of a plan for both City operations and the community to reduce GHG emissions and to begin to evaluate vulnerabilities in the community and outline adaptation strategies. The City prepared a CAP that was approved by the City Council in December 2015 (City 2015a). The CAP serves four primary purposes: (1) providing a roadmap for the City to achieve GHG reductions; (2) conforming the City's climate change efforts to California laws and regulations; (3) implementing climate change actions from the General Plan; and (4) providing CEQA tiering for the GHG emissions of new development.

To provide a mechanism for CEQA tiering, the City developed a CAP Consistency Checklist (Checklist) to provide a streamlined review process for GHG emissions analysis of proposed new developments that are subject to CEQA. The checklist contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the CAP are

achieved. Implementation of these measures would ensure that new development is consistent with relevant CAP strategies that work toward achieving the identified GHG reduction targets. Projects that are consistent with the CAP as determined through the use of this Checklist may rely on the CAP for the cumulative impacts analysis of GHG emissions. Projects that are not consistent with the CAP must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions, and incorporate the measures in this Checklist to the extent feasible.

## **4.5 Historical, Archaeological, and Tribal Cultural Resources**

### **4.5.1 Federal**

#### **4.5.1.1 National Historic Preservation Act of 1966 and National Register of Historic Places**

The National Historic Preservation Act of 1966 established the National Register of Historic Places (NRHP) as the official federal list of cultural resources that have been nominated by state offices for their significance at the local, state, or federal level. Listing in the NRHP provides recognition that a property is historically significant to the nation, the state, or the community. Properties listed (or potentially eligible for listing) in the NRHP must meet certain significance criteria and possess integrity of form, location, or setting. Barring exceptional circumstances, resources generally must be at least 50 years old to be considered for listing in the NRHP.

Criteria for listing in the NRHP are stated in 36 CFR 60. A resource may qualify for listing if there is quality of significance in American history, architecture, archaeology, engineering, and culture present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association; and where such resources:

- A. Are associated with events that have made a significant contribution to the broad patterns of our history;
- B. Are associated with the lives of persons important in our past;
- C. Embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

Eligible properties must meet at least one of the NRHP criteria and exhibit integrity, measured by the degree to which the resource retains its historical properties and conveys its historical character, the degree to which the original historic fabric has been retained, and the reversibility of changes to the property. The fourth criterion is typically reserved for archaeological and paleontological resources. These criteria have largely been incorporated into the CEQA Guidelines (Section 15065.5) as well.

### **4.5.1.2 Native American Graves Protection and Repatriation Act of 1990**

The Native American Graves Protection and Repatriation Act of 1990 (NAGPRA) ensures that Native American human remains and cultural items are treated with respect and dignity during all phases of project evaluation.

## **4.5.2 State**

### **4.5.2.1 California Register of Historic Resources/California Environmental Quality Act**

For the purposes of CEQA, a significant historical resource is one which qualifies for the California Register of Historical Resources (CRHR) or is listed in a local historic register or deemed significant in a historical resource survey, as provided under PRC Section 5024.1(g). A resource that is not listed in or determined to be eligible for listing in the CRHR, is not included in a local register of historic resources, or is not deemed significant in a historical resource survey may nonetheless be deemed historically significant by a lead agency (CEQA Guidelines Section 15064.5 and CEQA Statutes Section 21083.2).

The CRHR program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies resources for planning purposes; determines eligibility of state historic grant funding; and provides certain protections under CEQA. State criteria are those listed in CEQA and used to determine whether a historic resource qualifies for the CRHR. A resource may be listed in the CRHR if it is significant at the federal, state, or local level under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history and cultural heritage of California or the United States;
2. Is associated with the lives of persons important to the nation or to California's past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in the prehistory or history of the state or nation.

As indicated above, the California criteria (CEQA Guidelines Section 15065.5) for the registration of significant architectural, archaeological, and historical resources in the CRHR are nearly identical to those for the NRHP. Furthermore, CEQA Statute Section 21083.2(g) defines the criteria for determining the significance of archaeological resources. These criteria include definitions for a "unique" resource based on its:

- Containing information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

- Having a special and particular quality such as being the oldest or best available example of its type.
- Being directly associated with a scientifically recognized important prehistoric or historic event or person.

Properties listed, or formally designated eligible for listing, in the NRHP are automatically listed in the CRHR as are State Historical Landmarks and Points of Interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

CEQA was amended in 1998 to define “historical resources” as a resource listed in or determined eligible for listing in the CRHR; a resource included in a local register of historical resources or identified as significant in a historical resource survey that meets certain requirements; and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant.

The City’s determination of the significance of impacts on historical and unique archaeological resources is based on the criteria found in CEQA Guidelines Section 15064.5. Archaeological resources are considered “historical resources” for the purposes of CEQA. Most archaeological sites which qualify for the CRHR do so under criterion 4 (i.e., research potential).

Since resources that are not listed or determined eligible for the state or local registers may still be historically significant, their significance would be determined if they are affected by a development proposal. The significance of a historical resource under criterion 4 rests on its ability to address important research questions.

#### **4.5.2.2 Native American Burials (Public Resources Code Section 5097 et seq.)**

State law addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and designates the Native American Heritage Commission (NAHC) to resolve disputes regarding the disposition of such remains. In addition, the Native American Historic Resource Protection Act makes it a misdemeanor punishable by up to a year in jail to deface or destroy an Indian historic or cultural site that is listed or may be eligible for listing in the CRHR.

#### **4.5.2.3 California Native American Graves Protection and Repatriation Act**

The California Native American Graves Protection and Repatriation Act (CAL-NAGPRA; 2001), like the federal act, ensures that Native American human remains and cultural items are treated with respect and dignity during all phases of the archaeological evaluation process in accordance with CEQA and any applicable local regulations.

#### **4.5.2.4 Senate Bill 18**

Native American involvement in the planning and development review process is addressed by several state laws. The most notable of the state laws is SB 18, which includes detailed requirements

for local agencies to consult with identified California Native American tribes early in the planning and/or development process.

#### **4.5.2.5 Assembly Bill 52**

AB 52 (Chapter 532, Statutes of 2014) was passed on September 25, 2014, and applies to all projects that file a Notice of Preparation or Notice of Intent to Adopt a negative declaration, mitigated negative declaration or EIR, on or after July 1, 2015. The bill requires that a lead agency begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of a project if that tribe has requested, in writing, to be kept informed of projects by the lead agency, prior to the determination of whether a negative declaration, mitigated negative declaration, or EIR will be prepared. The bill also specifies mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources.

AB 52 codified this consultation process within the CEQA statute (PRC Section 20174). It also defines tribal cultural resources as either of the following:

- a. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
  - Included or determined to be eligible for inclusion in the CRHR.
  - Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

### **4.5.3 Local**

#### **4.5.3.1 City of San Diego Municipal Code: Historical Resources Regulations**

In January 2000, the City's Historical Resources Regulations (SDMC Sections 143.0201-143.0280), were adopted, providing a balance between sound historic preservation principles and the rights of private property owners. The Regulations were developed to implement applicable local, state, and federal policies and mandates. Included in these are the General Plan, CEQA, and Section 106 of the National Historic Preservation Act (NHPA) of 1966. Historical resources, in the context of the City's Historical Resources Regulations, include site improvements, buildings, structures, historic districts, signs, features (including significant trees or other landscaping), places, place names, interior elements and fixtures designated in conjunction with a property, or other objects of historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance to the citizens of the City. These include structures, buildings, archaeological sites, objects, districts, or landscapes having physical evidence of human activities. These are usually over 45 years old, and they may have been altered or still be in use.

The City's Historical Resources Guidelines are incorporated in the City's LDM by reference. These Guidelines set up a Development Review Process to review projects in the City. This process is composed of two aspects: the implementation of the Regulations and the determination of impacts and mitigation under CEQA.

Compliance with the Regulations begins with the determination of the need for a site-specific survey for a project. The need for a survey is based on historical resource information and the date and results of any previous surveys of a project site. Section 143.0212(b) of the Regulations requires that historical resource sensitivity maps be used to identify properties in the City that have a probability of containing historic or prehistoric archaeological sites. These maps are based on records maintained by the South Coastal Information Center (SCIC) at San Diego State University (SDSU) of the California Historical Resources Information System (CHRIS), and the San Diego Museum of Man, as well as site-specific information in the City's files. If the records show an archaeological site exists on or immediately adjacent to a subject property, the City shall require a survey. In general, archaeological surveys are required when the proposed development is on a previously undeveloped parcel, if a known resource is recorded on the parcel or within a one-mile radius, or if a qualified consultant or knowledgeable City staff member recommends it. Archaeological surveys are also required if more than five years have elapsed since the last survey and the potential for archaeological resources exists. A historic property (built environment) survey can be required on a project if the structure/site is over 45 years old; may meet one or more criteria for designation; and appears to have integrity of setting, design, materials, workmanship, feeling, and association. Section 143.0212(d) of the Regulations states that if a property-specific survey is required, it shall be conducted according to the Guidelines criteria. Using the survey results and other available applicable information, the City shall determine whether a historical resource exists, whether it is eligible for designation as a designated historical resource, and precisely where it is located. If the survey results are negative, the review process is complete, and no mitigation is required.

In addition to direct and indirect impacts, cumulative impacts must also be addressed during the CEQA review process. Cumulative impacts are a result of individually minor but collectively significant projects occurring over a period of time. Data recovery may be considered a cumulative impact due to the loss of a portion of the resource data base. Cumulative impacts also occur in districts when several minor changes to contributing properties, their setting, or landscaping eventually results in a significant loss of integrity.

#### **4.5.3.2 Historical Resources Register**

The City's Historical Resources Guidelines, amended in April 2001, are designed to implement the City's Historical Resources Regulations. If any resources have been recorded on the property, those resources must be evaluated for significance/importance in accordance with the Guidelines.

The City provides a broader set of criteria for eligibility for the City's Historical Resources Register. As stated in the City's Guidelines, "Any improvement, building, structure, sign, interior element and fixture, site, place, district, area, or object may be designated as historic by the City Historical Resources Board (HRB) if it meets any of the following criteria":

- A. Exemplifies or reflects special elements of the City's, a community's or a neighborhood's historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development;

- B. Is identified with persons or events significant in local, state, or national history;
- C. Embodies distinctive characteristics of a style, type, period or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;
- D. Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist or craftsman;
- E. Is listed on or has been determined eligible by the National Park Service for listing on the NHRP or is listed or has been determined eligible by the California Office of Historic Preservation (OHP) for listing on the State Register of Historical Resources; or
- F. Is a finite group of resources related to one another in a clearly distinguishable way; or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest or aesthetic value; or which represent one or more architectural periods or styles in the history and development of the City.

Historical resources determined to be significant/important must either be avoided or for archaeological resources, a data recovery program for important archaeological sites must be developed and approved prior to permit issuance in order to assure adequate mitigation for the recovery of cultural and scientific information related to the resource's significance/importance.

#### **4.5.3.3 General Plan Historic Preservation Element**

The Historic Preservation Element of the General Plan provides guidance on archaeological and historic site preservation in San Diego, including the roles and responsibilities of the HRB, the status of cultural resource surveys, the Mills Act, conservation easements, and other public preservation incentives and strategies. A discussion of criteria used by the HRB to designate landmarks is included, as is a list of recommended steps to strengthen historic preservation in San Diego. The Element sets a series of goals for the City for the preservation of historic resources, and the first of these goals is to preserve significant historical resources. These goals are realized through implementation of policies that encourage the identification and preservation of historical resources.

General Plan Policies HP-A.1 through HP-A.5 are associated with the overall identification and preservation of historical resources. This includes policies to provide for comprehensive historic resource planning and integration of such plans within City land use plans, such as the proposed CPU being analyzed within this PEIR. These policies also focus on coordinated planning and preservation of tribal resources and promoting the relationship with Kumeyaay/Diegueño tribes. Historic Preservation Policies HP-B.1 through HP-B.4 address the benefits of historical preservation planning and the need for incentivizing maintenance, restoration, and rehabilitation of designated historical resources. This is proposed to be completed through a historic preservation sponsorship program and through cultural heritage tourism.

## **4.6 Human Health, Public Safety, and Hazardous Materials**

### **4.6.1 Federal**

#### **4.6.1.1 U.S. Environmental Protection Agency**

The USEPA is the primary federal agency regulating hazardous wastes and materials. USEPA broadly defines a hazardous waste as one that is specifically listed in USEPA regulations, has been tested, and meets one of the four characteristics established by USEPA (toxicity, ignitability, corrosiveness, and reactivity), or that has been declared hazardous by the generator based on its knowledge of the waste. USEPA defines hazardous materials as any item or chemical that can cause harm to people, plants, or animals when released by spilling, leaking, pumping, pouring, emptying, discharging, injecting, leaching, dumping, or disposing into the environment. Federal regulations pertaining to hazardous wastes and materials are generally contained in Titles 29, 40, and 49 of the CFR, which are discussed herein.

#### **4.6.1.2 Resource Conservation and Recovery Act of 1976**

The Resource Conservation and Recovery Act of 1976 (RCRA; 42 U.S.C. Sections 6901–6987), including the Hazardous and Solid Waste Amendments of 1984, protects human health and the environment, and imposes regulations on hazardous waste generators, transporters, and operators of treatment, storage, and disposal facilities. The Hazardous and Solid Waste Amendments also requires USEPA to establish a comprehensive regulatory program for underground storage tanks. The corresponding regulations in 40 CFR 260–299 provide the general framework for managing hazardous waste, including requirements for entities that generate, store, transport, treat, and dispose of hazardous waste.

#### **4.6.1.3 Hazardous Materials Transportation Act**

The U.S. DOT, the Federal Highway Administration (FHWA), and the Federal Railroad Administration are the three entities that regulate the transport of hazardous materials at the federal level. The Hazardous Materials Transportation Act (49 CFR 171, Subchapter C) governs the transportation of hazardous materials. These regulations are promulgated by DOT and enforced by USEPA.

#### **4.6.1.4 Comprehensive Environmental Response, Compensation, and Liability Act**

The 1980 Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, provides federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Federal actions related to CERCLA are limited to sites on the National Priorities List (NPL) for cleanup activities, with NPL listings based on the USEPA Hazard Ranking System (HRS). The HRS is a numerical ranking system used to screen potential sites based on criteria such as the likelihood and nature of the hazardous material release, and the potential to affect people or environmental

resources. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) in 1986.

The SARA is primarily intended to address the emergency management of accidental releases, and to establish state and local emergency planning committees responsible for collecting hazardous material inventory, handling, and transportation data. Specifically, under Title III of SARA, a nationwide emergency planning and response program established reporting requirements for businesses that store, handle, or produce significant quantities of hazardous or acutely toxic substances as defined under federal laws. Title III of SARA also requires each state to implement a comprehensive system to inform federal authorities, local agencies, and the public when significant quantities of hazardous or acutely toxic substances are stored or handled at a facility. This data is made available to the community at large under the “right-to-know” provision, with SARA also requiring annual reporting of continuous emissions and accidental releases of specified compounds.

## **4.6.2 State**

### **4.6.2.1 California Code of Regulations**

Most state and federal regulations and requirements that apply to generators of hazardous waste are codified in CCR Title 22, Division 4.5. Title 22 contains detailed compliance requirements for hazardous waste generation, transportation, treatment, storage, and disposal facilities. Because California is a fully authorized state under RCRA, most RCRA regulations are integrated into Title 22. The CalEPA/California Department of Toxic Substances Control (DTSC) regulates hazardous waste more stringently than the USEPA through Title 22, which does not include as many exemptions or exclusions as the equivalent federal regulations. Similar to the H&SC (as outlined below), Title 22 also regulates a wider range of waste types and waste management activities than RCRA. The State has compiled a number of additional regulations from various CCR titles related to hazardous materials, wastes, and toxics into CCR Title 26 (Toxics), and provides additional related guidance in Titles 23 (Waters) and 27 (Environmental Protection), although California hazardous waste regulations are still commonly referred to as Title 22.

CCR Title 24 provides a number of requirements related to fire safety, including applicable elements of Part 2, the CBC; Part 2.5, the California Residential Code (CRC); and Part 9, the California Fire Code (CFC). Specifically, CBC Chapter 7 (Fire and Smoke Protection Features) includes standards related to building materials, systems, and assembly methods to provide fire resistance and prevent the internal and external spreading of fire and smoke (such as the use of non-combustible materials and fire/ember/smoke barriers). CBC Chapter 9 (Fire Protection Systems) provides standards regarding when fire protection systems (such as alarms and automatic sprinklers) are required, as well as criteria for their design, installation, and operation. CRC Section R327 includes measures to identify Fire Hazard Severity Zones and assign agency responsibility (i.e., Federal, State, and Local Responsibility Areas, refer to the discussion below under California Department of Forestry and Fire Protection), and provides fire-related standards for building design, materials, and treatments. The CFC establishes minimum standards to safeguard public health and safety from hazards including fire in new and existing structures. Specifically, this includes requirements related to fire hazards from building use/occupancy (e.g., access for fire-fighting equipment/personnel and the provision of water supplies), the installation or alteration/removal of fire suppression or alarm systems, and the management of vegetative fuels and the provision of defensible space.

#### **4.6.2.2 Hazardous Materials Release Response Plans and Inventory**

Two programs in the H&SC Chapter 6.95 are directly applicable to the CEQA issue of risk due to hazardous substance release. In San Diego County, these two programs are referred to as the Hazardous Materials Business Plan (HMBP) program and the California Accidental Release Prevention (CalARP) program. The County of San Diego DEH is responsible for the implementation of the HMBP program and the CalARP program in San Diego County. The HMBP and CalARP programs provide threshold quantities for regulated hazardous substances. When the indicated quantities are exceeded, an HMBP or Risk Management Plan is required pursuant to the regulations. Congress requires USEPA Region 9 to make Risk Management Plan information available to the public through USEPA's Envirofacts Data Warehouse. The Envirofacts Data Warehouse is considered the single point of access to select USEPA environmental data. H&SC Section 25270, Aboveground Petroleum Storage Act, requires registration and spill prevention programs for ASTs that store petroleum. In some cases, ASTs for petroleum may be subject to groundwater monitoring programs implemented by the RWQCBs and the State Water Resources Control Board (SWRCB).

#### **4.6.2.3 Emergency Response to Hazardous Materials Incidents**

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous material incidents is one part of this plan. The plan is managed by the California Emergency Management Agency, which coordinates the responses of other agencies, including CalEPA, the California Highway Patrol, CDFW, and RWQCB.

#### **4.6.2.4 California Department of Toxic Substances Control**

Within CalEPA, the DTSC has primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the state agency, for the management of hazardous materials and the generation, transport, and disposal of hazardous waste under the authority of the Hazardous Waste Control Law. Since August 1, 1992, DTSC has been authorized to implement the State's hazardous waste management program for CalEPA.

DTSC is responsible for compiling a list of hazardous materials sites pursuant to Government Code Section 65962.5, which includes five categories:

- Hazardous waste facilities subject to corrective action pursuant to H&SC Section 25187.5;
- Land designated as "hazardous waste property" or "border zone property;"
- Properties with hazardous waste disposals on public land;
- Hazardous substance release sites selected for (and subject to) a response action; and
- Sites included in the Abandoned Site Assessment Program.

### **4.6.3 Local**

#### **4.6.3.1 County of San Diego Department of Environmental Health**

The Hazardous Materials Division (HMD) of the County of San Diego DEH regulates hazardous waste and tiered permitting, USTs, aboveground petroleum storage and risk management plans, hazardous materials business plans and chemical inventory, and medical waste. The HMD's goal is "to protect human health and the environment by ensuring that hazardous materials, hazardous waste, medical waste, and underground storage tanks are properly managed" (County of San Diego 2016).

#### **4.6.3.2 CalEPA's Unified Program**

In 1993, SB 1082 gave CalEPA the authority and responsibility to establish a unified hazardous waste and hazardous materials management and regulatory program, commonly referred to as the Unified Program. The purpose of this program is to consolidate and coordinate six different hazardous materials and hazardous waste programs, and to ensure that they are consistently implemented throughout the state. CalEPA oversees the Unified Program with support from DTSC, the RWQCBs, the San Diego County Office of Emergency Services (OES), and the State Fire Marshal.

State law requires county and local agencies to implement the Unified Program. The agency in charge of implementing the program is called the Certified Unified Program Agency (CUPA). The County of San Diego DEH, Hazardous Materials Division, is the designated CUPA for the county. In addition to the CUPA, other local agencies help to implement the Unified Program. These agencies are called Participatory Agencies. The HMD is the Participatory Agency for San Diego County.

#### **4.6.3.3 San Diego County Multi-Jurisdictional Hazard Mitigation Plan**

Long-term prevention, mitigation efforts, and risk-based preparedness for specific hazards within San Diego are addressed as a part of the 2017 San Diego County Multi-Jurisdictional Hazard Mitigation Plan (MHMP), which was finalized in October 2017. It is intended to educate the public, help serve as a decision-making tool, supplement local policies regarding disaster planning, and improve multi-jurisdictional coordination. The MHMP identifies specific risks for San Diego County and provides methods to help minimize damage caused by natural and man-made disasters. The list of hazards profiled for San Diego County include climate change; sea level rise, coastal storms, erosion, and tsunami; dam failure; earthquake; flood; rain-induced landslide; liquefaction; structure/wildfire fire; extreme heat; drought/water supply; and manmade hazards.

#### **4.6.3.4 San Diego County Operational Area Emergency Plan**

The 2018 San Diego County Operational Area Emergency Plan (EOP) describes a comprehensive emergency management system, which provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism, and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and providing for the overall well-being of the population. The plan also identifies

the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector.

#### **4.6.3.5 City of San Diego Municipal Code**

##### **a. Hazardous Materials**

The Hazardous Waste Establishment division of the SDMC (SDMC Chapter 4, Article 2, Division 8) enables the Health Officer to establish a program to monitor establishments where hazardous wastes are produced, stored, handled, disposed of, treated, or recycled, and to provide health care information and other appropriate technical assistance on a 24-hour basis to emergency responders in the event of a hazardous waste incident involving community exposure. The Disclosure of Hazardous Materials division (SDMC Chapter 4, Article 2, Division 9) establishes a system for the provision of information on potential hazards or hazardous materials in the community, including appropriate education and training for use of information. Elements of the system include the Health Officer's ability to seek advice from the Hazardous Materials Advisory Committee, the filing of a hazardous substance disclosure form, the content of the disclosure form, emergency response information, and penalty for violations.

##### **b. Airport Land Use Compatibility Zone**

The SDMC addresses issues related to safety compatibility in the airport land use compatibility overlay zone. Chapter 13 Article 2, Division 15 establishes the Airport Land Use Compatibility Overlay Zone, which ensures that new development located within an AIA for MCAS Miramar, Montgomery-Gibbs Executive Airport, Brown Field, and Gillespie Airport is compatible with respect to airport-related noise, public safety, airspace protection, and aircraft overflight areas. Regulations include safety compatibility and aircraft overflight notification.

##### **c. Brush Management**

The City's Brush Management Regulations (SDMC Section 142.0412) are intended to minimize wildland fire hazards through prevention activities and programs. These regulations require the provision of mandatory setbacks, irrigation systems, regulated planting areas, and plant maintenance in specific zones, and are implemented at the project level through the grading and building permit process.

Brush management is required in all base zones on publicly or privately-owned premises that are within 100 feet of a structure and contain native or naturalized vegetation. The City requires Brush Management Plans for all new development, which are intended to reduce the risk of significant loss, injury, or death involving wildland fires. Unless otherwise approved by the City Fire Marshal, the brush management plans for all future development would consist of two separate and distinct zones as follows:

- Zone One consists of the area adjacent to structures where flammable materials would be minimized through the use of pavement and/or permanently irrigated ornamental landscape plantings. This zone is not allowed on slopes with a gradient greater than 4:1.

- Zone Two consists of the area between Zone One and any area of native or non-irrigated vegetation and consists of thinned native or naturalized vegetation.

#### **4.6.3.6 General Plan Public Facilities, Services, and Safety Element**

The General Plan Public Facilities, Services, and Safety Element presents goals and policies relating to hazardous materials and disaster preparedness.

#### **4.6.3.7 Airport Land Use Compatibility Plans**

The Airport Authority serves as the ALUC for San Diego County. The ALUC is responsible for adopting ALUCPs for 16 public-use and military airports in San Diego County. ALUCPs provide guidance on appropriate land uses surrounding airports to protect the health and safety of people and property within the vicinity of an airport, as well as the public in general. An ALUCP contains policies and criteria that address compatibility between airports and future land uses that surround them by addressing noise, overflight, safety, and airspace protection concerns to minimize the public's exposure to excessive noise and safety hazards within the AIA for each airport over a 20-year horizon. The City implements the adopted ALUCPs with the Airport Land Use Compatibility Overlay Zone.

The CPU area is within the AIA for both Montgomery-Gibbs Executive Airport and MCAS Miramar. The AIA serves as the boundary for the ALUCP and is divided into two review areas. Review Area 1 is defined by the combination of the 60 CNEL noise contour, the outer boundary of all safety zones, and the airspace Threshold Siting Surfaces. All policies and standards in the ALUCP apply within Review Area 1. Review Area 2 is defined by the combination of the airspace protection and overflight boundaries beyond Review Area 1. Only airspace protection and overflight policies and standards apply within Review Area 2.

The ALUCPs contain policies and criteria that address land use compatibilities concerning noise and safety aspects of airport operations and land uses, building heights, residential densities and intensities, and the disclosure of aircraft overflight. The adopted ALUCPs contain policies that limit residential uses in areas experiencing noise above 60 CNEL by placing conditions on residential uses within the 60 CNEL noise contour. Residential uses in such areas may require sound attenuation to reduce interior noise levels to 45 dBA. Since the ALUC does not have land use authority, the City implements the ALUCPs through land use plans, development regulations, and zoning regulations. The City is required to submit discretionary and ministerial development applications within an AIA to the ALUC until the City adopts regulations implementing the ALUCP and the ALUC determines the City's zoning, development regulations, and land use plans are consistent with the ALUCP, or the City Council takes action to overrule the ALUC with a two-thirds vote.

## **4.7 Hydrology and Water Quality**

### **4.7.1 Federal**

#### **4.7.1.1 Clean Water Act**

The CWA (33 U.S.C. Section 1251 et seq.) (1972) is the primary federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The CWA established basic guidelines for regulating discharges of pollutants into waters of the United States and requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the CWA.

CWA Section 401 requires that any applicant for a federal permit to conduct any activity, including the construction or operation of a facility that may result in the discharge of any pollutant, must obtain certification from the state. CWA Section 402 established the National Pollutant Discharge Elimination System (NPDES) to regulate the discharge of pollutants from point sources, and Section 404 established a permit program to regulate the discharge of dredged material into waters of the United States. In California, the SWRCB and RWQCBs administer the NPDES permitting programs and are responsible for developing waste discharge requirements. Each local RWQCB is responsible for developing waste discharge requirements specific to its jurisdiction. General waste discharge requirements that may apply to projects within the CPU area include the SWRCB Construction General Permit and Industrial General Permit and the regional MS4 Permit administered by the San Diego RWQCB.

Under CWA Section 303(d), states, territories, and authorized tribes are required to develop lists of impaired waters that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes. The law requires that these jurisdictions establish priority rankings for waters on the lists and develop TMDLs for these waters. A TMDL is a calculation of the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards.

#### **4.7.1.2 Executive Order 11988, Floodplain Management**

The major requirements of this EO are to avoid support of floodplain development; to prevent uneconomic, hazardous, or incompatible use of floodplains; to protect and preserve the natural and beneficial floodplain values; and to be consistent with the standards and criteria of the National Flood Insurance Program (NFIP). The basic tools for regulating construction in potentially hazardous floodplain areas are local zoning techniques. Proper floodplain zoning can be beneficial in the preservation of open space, retention of floodplains as groundwater recharge areas, and in directing development to less flood-prone areas.

#### **4.7.1.3 National Flood Insurance Program**

The NFIP is a federal program enabling property owners in participating communities to purchase insurance protection against losses from flooding. In support of the NFIP, the FEMA identifies flood hazard areas throughout the United States and its territories by producing Flood Hazard Boundary Maps (FHBMs), Flood Insurance Rate Maps (FIRMs), and Flood Boundary & Floodway Maps (FBFMs).

Several areas of flood hazards are commonly identified on these maps, such as Special Flood Hazard Areas (SFHAs). Development may take place within mapped SFHAs, provided that it complies with local floodplain management regulations, which must meet the minimum federal requirements.

The City is a participating community in the NFIP. Therefore, the City is responsible for adopting a floodplain management ordinance that meets certain minimum requirements intended to reduce future flood losses. The City has adopted Development Regulations for SFHAs in SDMC Sections 143.0145 and 143.0146. If development is proposed within one of the SFHA Zones, these regulations will apply.

## **4.7.2 State**

### **4.7.2.1 Porter-Cologne Water Quality Control Act**

The Porter-Cologne Water Quality Control Act established the principal California legal and regulatory framework for water quality control. The Porter-Cologne Water Quality Control Act is embodied in the California Water Code. The California Water Code authorizes the SWRCB to implement the provisions of the federal CWA. The State of California is divided into nine regions governed by RWQCBs. The RWQCBs implement and enforce provisions of the California Water Code and the CWA under the oversight of the SWRCB. The City is located within the purview of the San Diego RWQCB (Region 9). The Porter-Cologne Act also provides for the development and periodic review of Basin Plans that designate beneficial uses of California's major rivers and other surface waters and groundwater basins, and establish water quality objectives for those waters.

#### **4.7.2.2 NPDES Construction General Permit**

SWRCB Order No. 2009-0009-DWQ, NPDES General Permit No. CAS000002 WDRs for Discharges of Storm Water Runoff Associated with Construction Activity (Construction General Permit) was adopted on September 2, 2009 and amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ. The Construction General Permit is due to be reissued, which will likely occur several times during the life of the proposed project.

Construction activities exceeding one acre (or meeting other applicable criteria) are subject to pertinent requirements under the Construction General Permit. Specific conformance requirements include implementing a Storm Water Pollution Prevention Plan (SWPPP), an associated Construction Site Monitoring Program (CSMP), employee training, and minimum BMPs, as well as a Rain Event Action Plan (REAP) for applicable projects (e.g., those in Risk Categories 2 or 3). Under the Construction General Permit, project sites are designated as Risk Level 1 through 3 based on site-specific criteria (e.g., sediment erosion and receiving water risk), with Risk Level 3 sites requiring the most stringent controls. Based on the site-specific risk level designation, the SWPPP and related plans/efforts identify detailed measures to prevent and control the off-site discharge of pollutants in storm water runoff. Depending on the risk level, these may include efforts such as minimizing/stabilizing disturbed areas, mandatory use of technology-based action levels, effluent and receiving water monitoring/reporting, and advanced treatment systems (ATS). Specific pollution control measures require the use of best available technology economically achievable (BAT) and/or best conventional pollutant control technology (BCT) levels of treatment, with these requirements implemented through applicable BMPs.

Site-specific measures will vary with conditions such as risk level, proposed grading, and slope/soil characteristics, and detailed guidance for construction-related BMPs is provided in the permit and in related City standards.

#### **4.7.2.3 NPDES Groundwater Permit**

If construction activities entail the discharge of extracted groundwater into receiving waters, the applicant would be required to obtain coverage under the Groundwater Permit (Order No. R9-2008-0002, NPDES No. CAG919002). Conformance with this permit is generally applicable to all temporary and certain permanent groundwater discharges to surface waters, estuaries, and the Pacific Ocean, with some exceptions as noted in the permit fact sheet. Specific requirements for permit conformance include: (1) submittal of appropriate application materials and fees; (2) implementation of pertinent (depending on site-specific conditions) monitoring/testing, disposal alternative, and treatment programs; (3) provision of applicable notification to the associated local agency prior to discharging to a municipal storm drain system; (4) conformance with appropriate effluent standards (as outlined in the permit); and (5) submittal of applicable documentation (e.g., monitoring reports).

#### **4.7.2.4 NPDES Municipal Permit**

The most current MS4 Permit for Region 9, Order No. R9-2013-0001, was adopted on May 8, 2013 by the San Diego RWQCB and became effective on June 27, 2013. This Order was amended by adoption of Order No. R9-2015-0001 on February 11, 2015 and adoption of Order No. R9 2015-0100 on November 18, 2015. This is an update to the 2007 MS4 Permit, Order No. R9-2007-0001. Updated City of San Diego Storm Water Standards (based on the Copermittees' Model BMP Design Manual) were adopted on February 16, 2016.

The MS4 Permit implements a regional strategy for water quality and related concerns, and mandates a watershed-based approach that often encompasses multiple jurisdictions. The overall permit goals include: (1) providing a consistent set of requirements for all co-permittees; and (2) allowing the co-permittees to focus their efforts and resources on achieving identified goals and improving water quality, rather than just completing individual actions (which may not adequately reflect identified goals). Under this approach, the co-permittees are tasked with prioritizing their individual water quality concerns, as well as providing implementation strategies and schedules to address those priorities. MS4 Permit conformance entails considerations such as receiving water limitations, waste load allocations (WLAs), and numeric water quality based effluent limitations (WQBELs). Specific efforts to provide permit conformance and reduce runoff and pollutant discharges to the maximum extent practicable (MEP) involve methods such as: (1) using jurisdictional planning efforts (e.g., discretionary general plan approvals) to provide water quality protection; (2) requiring coordination between individual jurisdictions to provide watershed-based water quality protection; (3) implementing appropriate BMPs, including low impact development (LID) measures, to avoid, minimize, and/or mitigate effects such as increased erosion and off-site sediment transport (sedimentation), hydromodification<sup>1</sup> and the discharge of pollutants in urban runoff; and (4) using appropriate monitoring/assessment, reporting, and enforcement efforts to

<sup>1</sup> Hydromodification is generally defined in the Municipal Permit as the change in natural watershed hydrologic processes and runoff characteristics (interception, infiltration, and overland/groundwater flow) caused by urbanization or other land use changes that result in increased stream flows and sediment transport.

ensure proper implementation, documentation, and (as appropriate) modification of permit requirements. The City has implemented a number of regulations to ensure conformance with these requirements, as outlined below under local standards.

#### **4.7.2.5 NPDES Industrial Permit**

Industrial facilities are subject to the requirements of SWRCB Water Quality Order No. 2014-0057-DWQ, NPDES Permit No. CAS000001, "Waste Discharge Requirements for Discharges of Storm Water Associated with Industrial Activities Excluding Construction Activities" (General Industrial Permit). This permit was adopted on April 1, 2014 and is scheduled to expire on June 30, 2020. This permit currently applies to operation of existing industrial facilities associated with 10 broad categories of industrial activities and will apply to operation of proposed new industrial facilities within those 10 categories. The General Industrial Permit requires the implementation of storm water management measures and development of a SWPPP.

### **4.7.3 Local**

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

The San Diego Basin encompasses approximately 3,900 square miles, including most of San Diego County and portions of southwestern Riverside and Orange Counties. The basin is composed of 11 major hydrologic units, 54 hydrologic areas, and 147 hydrologic subareas, extending from Laguna Beach southerly to the United States/Mexico border. Drainage from higher elevations in the east flow to the west, ultimately into the Pacific Ocean. The RWQCB prepared the Water Quality Control Plan for the Basin Plan (Basin Plan), which defines existing and potential beneficial uses and water quality objectives for coastal waters, groundwater, surface waters, imported surface waters, and reclaimed waters in the basin. Water quality objectives seek to protect the most sensitive of the beneficial uses designated for a specific water body.

#### **4.7.3.2 City of San Diego Jurisdictional Runoff Management Plan**

This plan describes how the City of San Diego plans to protect and improve the water quality of rivers, bays, and the ocean in the region in compliance with the RWQCB permit referenced above. The document describes how the City incorporates storm water BMPs into land use planning, development review and permitting, the City's CIP project planning and design, and the execution of construction contracts.

#### **4.7.3.3 Water Quality Improvement Plans**

The MS4 Permit also requires development of WQIPs that guide the Copermittees' jurisdictional runoff management programs toward achieving improved water quality in MS4 discharges and receiving waters. The San Diego River Watershed Management Area WQIP applies to the portion of the Kearny Mesa community that drains to the San Diego River, while the Mission Bay Watershed Management Area WQIP applies to the remainder of the community that ultimately drains to Mission Bay. The WQIPs further the CWA's objectives to protect, preserve, enhance, and restore the water quality and designated beneficial uses of waters of the state. The requirement sets forth a collaborative and adaptive planning and management process that identifies the highest-priority

water quality conditions within a watershed management area and implements strategies through the jurisdictional runoff management programs of the respective jurisdictions.

#### **4.7.3.4 Drainage Design Manual**

SDMC Chapter 14, Article 2, Division 2 outlines Storm Water Runoff and Drainage Regulations, which apply to all development in the City, regardless of whether a development permit or other approval is required. In addition, drainage design policies and procedures are provided in the City's Drainage Design Manual (which is incorporated in the LDM as Appendix B). The Drainage Design Manual provides a guide for designing drainage and drainage-related facilities for developments within the City.

#### **4.7.4 Storm Water Standards Manual**

The City's Storm Water Standards Manual provides information to project applicants on how to comply with permanent and construction storm water quality requirements in the City. Significant elements of the Storm Water Standards Manual include:

1. LID Best Management Practices Requirements;
2. Source Control BMPs;
3. BMPs Applicable to Individual Priority Development Project Categories; and
4. Treatment Control BMPs.

Although the footprint of the LID BMPs can often fit into planned landscaping features, this requires early planning to ensure that the features are located in places where they can intercept the drainage and safely store the water without adverse effects to adjacent slopes, structures, roadways, or other features. The Storm Water Standards Manual also addresses "Hydromodification – Limitations on Increases of Runoff Discharge Rates and Durations." Hydromodification management requirements would dictate design elements in locations where downstream channels are susceptible to erosion from increases in storm water runoff discharge rates and durations. Future development projects proposed within areas draining to San Diego Bay would typically be exempt from hydromodification management requirements because of the location and hardened drainage systems. Exemptions from hydromodification management requirements shall adhere to the City's Storm Water Standards Manual. Projects discharging into underground storm drains discharging directly to bays or the ocean are exempt, subject to conditions listed in the City's Storm Water Standards Manual.

The Storm Water Standards Manual also provides minimum requirements for construction site management, inspection, and maintenance of construction BMPs; monitoring of the weather and implementation of emergency plans as needed; and minimum performance standards, including the following: pollution prevention measures so that there would be no measurable increase of pollution (including sediment) in runoff from the site, no slope erosion, water velocity moving off-site must not be greater than pre-construction levels, and natural hydraulic features and riparian buffers preserved where possible. The City's Storm Water Standards Manual is consistent with the Regional Best Management Practices Design Manual.

#### **4.7.4.1 City of San Diego Grading Ordinance**

The City Grading Ordinance (SDMC Section 142.0101 et seq.) incorporates a number of requirements related to hydrology and water quality, including the BMPs necessary to control storm water pollution from sources such as erosion/sedimentation and construction materials during project construction and operation. Specifically, these include elements related to slope design, erosion/sediment control, revegetation requirements, and material handling/control.

#### **4.7.4.2 City of San Diego General Plan**

The General Plan presents goals and policies for storm water infrastructure in the Public Facilities, Services, and Safety Element, and presents goals and policies for open space (including floodplain management) and urban runoff management in the Conservation Element.

### **4.8 Land Use**

#### **4.8.1 State**

##### **4.8.1.1 General Plan Consistency with the Airport Land Use Compatibility Plan**

Public Utilities Code Section 21675 requires each ALUC to formulate ALUCPs. California Government Code Section 65302.3 further requires that general plans and any applicable specific plan be consistent with ALUCPs. In addition, general plans and applicable specific plans must be amended to reflect amendments to the ALUCP.

##### **4.8.1.2 Sustainable Communities and Climate Protection Act of 2008**

The Sustainable Communities and Climate Protection Act of 2008 (Chapter 728, Statutes of 2008), otherwise known as SB 375, requires the integration of land use, housing, and transportation planning to achieve regional GHG emission reductions, adopted by the BARB. SB 375 requires MPOs to develop a SCS—a new element of the RTP—to plan for achieving these GHG reduction targets. The City must demonstrate the attainment of the regional GHG emissions reduction targets while accommodating the full projected population of the region.

#### **4.8.2 Local**

##### **4.8.2.1 City of San Diego General Plan**

The citywide General Plan was adopted in 2008 and it provides the long-range vision and guide for future development within San Diego. The growth strategy is referred to as the City of Villages and relies on infill development to accommodate growth while attempting to preserve the character of its communities and its most treasured natural resources and amenities. The General Plan provides the overall structure to guide CPUs and amendments, as well as the implementation of an action plan.

Under the City of Villages strategy, the General Plan aims to direct new development projects away from natural undeveloped lands into already urbanized areas and/or areas where conditions allow the integration of housing, employment, civic, and transit uses. It is a development strategy that mirrors regional planning and smart growth principles intended to preserve remaining open space and natural habitat and focus development in areas with available public infrastructure.

The General Plan includes 10 elements intended to provide guidance for future development. These elements are listed here and discussed in more detail below: (1) Land Use and Community Planning Element; (2) Mobility Element; (3) Urban Design Element; (4) Economic Prosperity Element; (5) Public Facilities, Services, and Safety Element; (6) Recreation Element; (7) Conservation Element; (8) Noise Element; (9) Historic Preservation Element; and (10) Housing Element. The Housing Element, which must be updated every eight years under state law, was last updated in 2013 and is provided under a separate cover due to the need for more frequent updates. It is required to be consistent with the General Plan's goals and City of Villages strategy.

#### **a. Land Use and Community Planning Element**

The Land Use and Community Planning Element provides overarching policies to integrate the City of Villages strategy and guides the provision of public facilities while accommodating planned growth. Policies within this element, in combination with other elements, also ensure consistency with zoning regulations (e.g., SDMC).

The Land Use and Community Planning Element is seen as the structure and framework for developing Community Plans. When appropriate, policies call for Community Plans to further identify appropriate land uses to meet the goals set by the General Plan and City of Villages strategy. The policies also indicate that mixed-use areas, villages, and community-specific policies are developed with public input and involvement.

The Land Use and Community Planning Element contains five goals related to community planning. These goals are to provide:

- Community plans that are clearly established as essential components of the General Plan to provide focus upon community-specific issues.
- Community plans that are structurally consistent yet diverse in their presentation and refinement of citywide policies to address specific community goals.
- Community plans that maintain or increase planned density of residential land uses in appropriate locations.
- Community plan updates that are accompanied by updated public facilities financing plans.
- Community plans that are kept consistent with the future vision of the General Plan through comprehensive updates or amendments.

Community Plans are important because they contain policies tailored to a community's issues and goals. Future public and private projects will be evaluated for consistency with policies in the Community Plans.

**b. Mobility Element**

The Mobility Element contains policies that promote a balanced, multi-modal transportation network while minimizing environmental and neighborhood impacts. In addition to addressing walking, bicycling, driving, and taking transit, the Mobility Element also includes policies related to regional collaboration, streets, parking, the movement of goods, and other components of the transportation system.

**c. Urban Design Element**

The Urban Design Element includes goals and policies that call for development that respects the City's natural setting; enhances the distinctiveness of neighborhoods; strengthens the natural and built linkages; and creates mixed-use, walkable villages throughout the City. The Urban Design Element addresses urban form and design through policies relative to San Diego's natural environment that work to preserve open space systems and target new growth into compact villages.

**d. Economic Prosperity Element**

The Economic Prosperity Element contains policies intended to improve the City's economic prosperity. This goal will be accomplished by ensuring that the economy grows in ways that strengthen San Diego industries and create good jobs with self-sufficient wages, increase average income, and stimulate economic investment in the community.

**e. Public Facilities, Services, and Safety Element**

The Public Facilities, Services, and Safety Element is directed at providing adequate public facilities and services through policies that address public financing strategies, public and developer financing responsibilities, prioritization, and the provision of specific facilities and services that must accompany growth. The policies within this element also apply to fire-rescue and police services, wastewater collection and treatment, storm water infrastructure, water supply and distribution, solid waste management, libraries, schools, public utilities, and disaster preparedness.

**f. Recreation Element**

The Recreation Element contains park and recreation guidelines with the goal of creating a sustainable park and recreation system that meets the needs of residents and visitors. The park and recreation guidelines, found in Tables RE-2 and RE-3, establish park and recreation facility categories, types, and typical components. Recreation Element Policy RE-A.8 states that population-based parks should be provided at a minimum ratio of 2.8 acres per 1,000 residents. Per the guidelines, a recreation center can serve a population of 25,000 persons and should have a standard size of 17,000 square feet, and an aquatic center can serve a population of 50,000 persons. The Recreation Element also addresses alternative methods, or "equivalencies," to achieve citywide equity where constraints make meeting City guidelines for public parks infeasible, or to satisfy community-specific needs and demands.

**g. Conservation Element**

The Conservation Element contains policies to guide the conservation of resources that are fundamental components of San Diego's environment, that help define the City's identity, and that are relied upon for continued economic prosperity. San Diego's resources include, but are not limited to water, land, air, biodiversity, minerals, natural materials, recyclables, topography, viewsheds, and energy.

**h. Noise Element**

The focus of the Noise Element is to minimize excessive noise effects and improve the quality of life of people working and living in the City. The Noise Element identifies goals and related policies with regards to noise and land use compatibility, motor vehicle traffic noise, and trolley noise that are relevant to the proposed CPU. While the Noise Element articulates the City's goals, the enforcement mechanism to control noise is the City's Noise Ordinance, which is discussed in Section 4.9.

**i. Historic Preservation Element**

The Historic Preservation Element guides the preservation, protection, restoration, and rehabilitation of historical and cultural resources.

**j. Housing Element**

The separately adopted 2013–2020 Housing Element is intended to assist with the provision of adequate housing to serve San Diegans of every economic level and demographic group. The Housing Element includes objectives, policies, and programs for five major goals, including the provision of sufficient housing of all income groups, maintaining the safety and livability of the housing stock, streamlining processes for the creation of new housing development, promoting affordable housing, and cultivating the City as a sustainable model for development (City 2013a).

**4.8.2.2 Climate Action Plan**

Refer to Section 4.4.3.3 for discussion of the City's CAP.

**4.8.2.3 Land Development Code Regulations**

Chapters 11 through 15 of the SDMC are referred to as the LDC, as they contain the City's planning, zoning, subdivision, and building regulations that regulate how land is to be developed and used within the City. The LDC contains citywide base zones that specify permitted land uses, residential density, FAR, and other development requirements for given zoning classifications; as well as overlay zones and supplemental regulations that provide additional development requirements. Development of the CPU area is subject to the development regulations of the LDC.

**a. General Development Regulations**

Chapter 14 of the LDC includes the general development regulations, supplemental development regulations, building regulations, and electrical/plumbing/mechanical regulations that govern all aspects of project development. The grading, landscaping, parking, signage, fencing, and storage

requirements are all contained within the general regulations. Also included within the general regulations are the ESL Regulations, discussed below.

#### **b. Environmentally Sensitive Lands Regulations**

The purpose of the ESL Regulations (LDC Sections 143.0101 through 143.0160) is to protect, preserve and, where damaged, restore the environmentally sensitive lands of San Diego and the viability of the species supported by those lands. These regulations are intended to assure that development occurs in a manner that protects the overall quality of the resources and the natural and topographic character of the area, encourages a sensitive form of development, retains biodiversity and interconnected habitats, maximizes physical and visual public access to and along the shoreline, and reduces hazards due to flooding in specific areas while minimizing the need for the construction of flood control facilities. These regulations are intended to protect the public health, safety, and welfare while employing regulations that are consistent with sound resource conservation principles and the rights of private property owners.

Environmentally sensitive lands include sensitive biological resources, steep hillsides, coastal beaches, sensitive coastal bluffs, and special flood hazard areas. Development on a site containing environmentally sensitive lands requires a Site Development Permit in accordance with LDC Section 126.0502.

#### **c. Historical Resources Regulations**

The purpose of the City's Historical Resources Regulations (contained in Chapter 14, Article 3, Division 2 of the LDC) is to protect, preserve, and, where damaged, restore the historical resources of San Diego, which include historical buildings, historical structures or objects, important archaeological sites, historical districts, historical landscapes, and traditional cultural properties/tribal cultural resources. These regulations are intended to assure that development occurs in a manner that protects the overall quality of historical resources. It is further the intent of these regulations to protect the educational, cultural, economic, and general welfare of the public, while employing regulations that are consistent with sound historical preservation principles and the rights of private property owners. The Historical Resources Regulations require that development affecting historical resources or historical districts shall provide full mitigation for the impact to the resource, in accordance with the Historical Resources Guidelines of the City's LDM, as a condition of approval. If development cannot, to the maximum extent feasible, comply with the development regulations for historical resources, then a project would require a Site Development Permit in accordance with LDC Section 126.0502.

#### **d. Affordable Housing Regulations**

The purpose of these regulations (contained in Chapter 14, Article 3, Division 7 of the LDC) is to provide increased residential density to developers who guarantee that a portion of their residential development will be available to moderate income, low income, very low income, or other noted household types. The regulations are intended to materially assist the housing industry in providing adequate and affordable housing for all economic segments of the community and to provide a balance of housing opportunities throughout the City. These regulations implement the provisions of California Government Code Sections 65915 through 65918. It is intended that the affordable housing density bonus and any additional development incentive be available for use in all

residential development of five or more units, using criteria and standards provided in the General Plan as part of this proposed CPU. All requests are required to be processed by the City and implemented by the San Diego Housing Commission.

#### **e. Airport Land Use Compatibility Overlay Zone**

Refer to Section 4.6.3.5(b) for a discussion of the Airport Land Use Compatibility Overlay Zone.

#### **f. Community Plan Implementation Overlay Zone**

Pursuant to Chapter 13, Article 2, Division 14 of the SDMC, the purpose of the Community Implementation Overlay Zone (CPIOZ) is to provide supplemental development regulations that are tailored to specific sites within the Community Plan areas of the City. CPIOZs are intended to ensure that development proposals are reviewed for consistency with the use and development criteria that have been adopted for these specific areas of the community. CPIOZs are characterized as either “Type A” or “Type B,” depending upon whether or not the applicable Community Plans contain specific development standards and criteria or policies and guidelines, respectively, to address development proposals within an identified area. The CPIOZ Type A is ministerial, and no discretionary permit is required if the proposed development complies with the supplemental development regulations or criteria. The CPIOZ Type B means that a discretionary permit is required for all new development.

### **4.8.2.4 Multiple Species Conservation Program**

Refer to Section 4.2.3.1 for discussion of the MSCP, MHPA, and MHPA Land Use Adjacency Guidelines.

### **4.8.3 New Century Center Master Plan**

The New Century Center Master Plan was originally approved in September 1997 and revised in August 2002 and was subsequently approved by the City Council in November 2002 (City 2002). The master plan area is located in the central portion of the CPU area, north of Balboa Avenue (refer to Figure 2-2). The master plan provides the framework for the redevelopment of 242 acres with high-density mixed-use retail, commercial, and an industrial business park with residential uses.

### **4.8.4 StoneCrest Specific Plan**

The StoneCrest Specific Plan was adopted by the City Council in February 1988 with amendments approved in 1996 (City 1996). The specific plan area encompasses 318 acres in the southeast corner of the CPU area. The specific plan guided the development of six residential subdivisions in this area. As part of the proposed project the StoneCrest Specific Plan would be rescinded.

### **4.8.5 Montgomery-Gibbs Executive Airport Master Plan**

The Montgomery-Gibbs Executive Airport is a general aviation facility that accommodates private, corporate, charter, air ambulance, law enforcement, fire-rescue, flight training, and cargo aircraft.

The airport property includes approximately 550 acres located in the south-central portion of the CPU area.

The City's Airports Division is currently in the process of updating the master plan to guide future airport development. The current Montgomery Field Master Plan, adopted in 1980, recommends "a balanced general aviation facility" in which the size of the operations is in balance with the capacity of the runway system to accommodate aircraft activity. In 2010, the San Diego County Regional Airport Authority adopted an updated ALUCP for Montgomery-Gibbs Executive Airport, resulting in amendments to the existing Community Plan.

## **4.8.6 Airport Land Use Compatibility Plans**

Refer to Section 4.6.3.7 for discussion of ALUCPs.

## **4.8.7 San Diego Forward: The Regional Plan**

Refer to Section 4.4.3.1 for a discussion of SANDAG's Regional Plan.

# **4.9 Noise**

## **4.9.1 State**

### **4.9.1.1 California Noise Control Act of 1973**

California H&SC Sections 46000 through 46080, also known as the California Noise Control Act of 1973, state that excessive noise is a serious hazard to the public health and welfare, and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. The Act also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

### **4.9.1.2 California Noise Insulation Standards (California Code of Regulations Title 24)**

CCR Title 24 requires that residential structures be designed to prevent the intrusion of exterior noise so that the interior noise levels, with windows closed, attributable to exterior sources shall not exceed 45 CNEL in any habitable room. The regulations also specify that acoustical studies must be prepared whenever a multi-family residential building or structure may be exposed to exterior noise levels of 60 CNEL or greater. The acoustical analysis must demonstrate that the residences have been designed to limit intruding noise to a maximum interior noise level of 45 dBA CNEL.

### 4.9.1.3 California Green Building Standards Code (CALGreen)

Section 5.507 of the 2019 California Green Buildings Standards Code ([CALGreen] CBSC 2019b) establishes requirements for acoustical control in non-residential buildings. The standards require that wall and roof-ceiling assemblies making up the building envelope shall have a Sound Transmission Class (STC) value of at least 50, and exterior windows shall have a minimum STC of 40 or Outdoor-Indoor STC of 30 for buildings within: (1) the 65 CNEL noise contour of an airport; or (2) the 65 CNEL or  $L_{DN}$  noise contour of a freeway or expressway, railroad, industrial source, or fixed-guideway source. Wall and floor-ceiling assemblies separating tenant spaces and public places shall have an STC of at least 40. Additionally, Section A5.507.5 requires that classrooms have a maximum interior background noise level of no more than 45 dBA  $L_{EQ}$ .

## 4.9.2 Local

### 4.9.2.1 General Plan Noise Element

The Noise Element (City 2015b) includes the following policies intended to minimize noise through standards, site planning, and noise mitigation:

1. Policy NE-A.1: Separate excessive noise-generating uses from residential and other noise-sensitive land uses with a sufficient spatial buffer of less sensitive uses.
2. Policy NE-A.2: Assure the appropriateness of proposed developments relative to existing and future noise levels by consulting the guidelines for noise-compatible land use (shown on Table NE-3) to minimize the effects on noise-sensitive land uses.
3. Policy NE-A.3: Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.
4. Policy NE-A.4: Require an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use - Noise Compatibility Guidelines (Table NE-3), so that noise mitigation measures can be included in the proposed project design to meet the noise guidelines.
5. Policy NE-A.5: Prepare noise studies to address existing and future noise levels from noise sources that are specific to a community when updating community plans.

In addition, the Noise Element includes Land Use - Noise Compatibility Guidelines which identify the limits for acceptable noise levels for different land use categories, as illustrated in Table 4-2, *City of San Diego Land Use - Noise Compatibility Guidelines*.

**Table 4-2**  
**CITY OF SAN DIEGO LAND USE - NOISE COMPATIBILITY GUIDELINES<sup>1</sup>**

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

Table 4-2 (cont.) CITY OF SAN DIEGO LAND USE - NOISE COMPATIBILITY GUIDELINES <sup>1</sup>							
Land Use Category			Exterior Noise Exposure (dBA CNEL)				
			<60	60-65	65-70	70-75	75+
Industrial							
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking & Transportation Terminals; Mining & Extractive Industries							
Research & Development						50	
	Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level.				
		Outdoor Uses	Activities associated with the land use may be carried out.				
45, 50	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number (45 or 50) for occupied areas.				
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable.				
	Incompatible	Indoor Uses	New construction should not be undertaken.				
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.				

Source: City 2008 (as amended in 2015)

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

As shown, the “compatible” noise level for noise-sensitive receptors, including single- and multi-family residential, is 60 dBA CNEL. Compatibility indicates that standard construction methods will attenuate exterior noise to an acceptable indoor noise level and people can carry out outdoor activities with minimal noise interference.

Exterior noise levels ranging between 60 and 65 dBA CNEL are considered “conditionally compatible” for single-family units, and between 65 and 70 dBA CNEL for multiple units. The Noise Element also states (Section B, Motor Vehicle Traffic Noise) that although not generally considered compatible, the City conditionally allows multi-family and mixed-use residential uses up to 75 dBA CNEL in areas affected primarily by motor vehicle traffic noise with existing residential uses. Future residential uses above the 70 dBA CNEL are required to include noise attenuation measures to ensure an interior noise level of 45 dBA CNEL where a Community Plan allows multi-family and mixed-use residential uses.

Park uses are considered compatible in areas up to 70 dBA CNEL and conditionally compatible in areas between 70 and 75 dBA CNEL.

The Noise Element also addresses aircraft noise. Policy NE-D.4 discourages outdoor uses in areas where people could be exposed to prolonged periods of high aircraft noise levels greater than the 65 dBA CNEL airport noise contour. Policy NE-D.5 minimizes excessive aircraft noise from aircraft operating at Montgomery- Gibbs Executive Airport to surrounding residential areas. Lastly, Policy NE-D.7 limits future uses within AIAs when the noise policies in the compatibility plans are more restrictive for uses affected by aircraft noise than shown in Table 4-2.

### 4.9.2.2 City of San Diego Municipal Code Noise Abatement and Control Ordinance

SDMC Chapter 5 Article 9.5, Noise Abatement and Control, declares that the making, creation, or continuance of excessive noises are detrimental to the public health, comfort, convenience, safety, welfare, and prosperity of the residents of the City. SDMC Section 59.5.0401 establishes sound level limits. The exterior noise limits for each land use classification are summarized in Table 4-3, *City of San Diego Table of Applicable Noise Limits*. One-hour average sound levels are not to exceed the applicable limit. The noise subject to these limits is defined as that part of the total noise at the specified location that is due solely to the action of said person.

<b>Table 4-3</b> <b>CITY OF SAN DIEGO TABLE OF APPLICABLE NOISE LIMITS</b>		
<b>Land Use Zone</b>	<b>Time of Day</b>	<b>One-hour Average Sound Level (dBA)</b>
Single Family Residential	7:00 a.m. to 7:00 p.m.	50
	7:00 p.m. to 10:00 p.m.	45
	10:00 p.m. to 7:00 a.m.	40
Multi-Family Residential (up to a maximum density of 1/2000)	7:00 a.m. to 7:00 p.m.	55
	7:00 p.m. to 10:00 p.m.	50
	10:00 p.m. to 7:00 a.m.	45
All other Residential	7:00 a.m. to 7:00 p.m.	60
	7:00 p.m. to 10:00 p.m.	55
	10:00 p.m. to 7:00 a.m.	50
Commercial	7:00 a.m. to 7:00 p.m.	65
	7:00 p.m. to 10:00 p.m.	60
	10:00 p.m. to 7:00 a.m.	60
Industrial or Agricultural	Anytime	75

Source: City of San Diego Municipal Code, Chapter 5, Article 9.5, Division 4, §59.5.0401, Sound Level Limits

Per SDMC Section 59.5.0404, construction noise levels measured at or beyond the property lines of any property zoned residential shall not exceed an average sound level greater than 75 dBA during the 12-hour period from 7:00 a.m. to 7:00 p.m. Further, construction activity is prohibited between the hours of 7:00 p.m. of any day to 7:00 a.m. of the following day, or on legal holidays as specified in SDMC Section 21.04. Exceptions are allowed and are subject to a permit granted by the Noise Abatement and Control Administrator.

### 4.9.2.3 Airport Land Use Compatibility Plans

As discussed in Section 4.6.3.5(b), the CPU area is within the AIA for both Montgomery-Gibbs Executive Airport and MCAS Miramar. In addition to the policies and criteria addressing land use compatibilities, including building heights and densities, the ALUCPs contain policies and criteria concerning noise (in Section 3.3 of both of ALUCPs).

## 4.10 Public Services and Facilities

### 4.10.1 State

#### 4.10.1.1 Assembly Bill 2926

AB 2926, passed in 1986, allows school districts to collect impact fees from developers of new residential and commercial/industrial building space to assist in providing school facilities for students. Development impact fees (DIFs) are also referenced in the 1987 Leroy Greene Lease-Purchase Act, which requires school districts to contribute a matching share of costs for construction, modernization, and reconstruction projects.

#### 4.10.1.2 Senate Bill 50, State School Funding, Education Code Section 17620

California Education Code 17620 establishes the authority of any school district to levy a fee, charge, dedication, or other requirements against any development within the school district for the purposes of funding the construction of school facilities, as long as the district can show justification for the fees. SB 50, adopted in 1998, limits the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development. It also authorizes school districts to levy statutory developer fees at levels higher than previously allowed and according to new rules. The legislation holds that an acceptable method of offsetting a project's effect on the adequacy of school facilities is through the payment of a school impact fee prior to issuance of a building permit.

### 4.10.2 Local

#### 4.10.2.1 City of San Diego Municipal Code

The City requires payment of DIFs to collect a proportional fair share cost of capital improvements needed to offset the impact of the development (SDMC Section 142.0640).

#### 4.10.2.2 City of San Diego General Plan

##### a. Public Facilities, Services, and Safety Element

The General Plan Public Facilities, Services, and Safety Element includes a number of policies that address financing of public facilities to ensure new development pays its proportional fair share of public facilities costs through payment of DIFs. Facility types that are eligible for DIF funding include transportation, storm drains, parks and recreation, fire-rescue and police facilities, and libraries.

##### Police Protection

As specified in the Public Facilities, Services, and Safety Element Policy PF-E.2, the City goal is to maintain average response time goals as development and population growth occurs. Average response time guidelines are as follows:

- Priority E Calls (imminent threat to life) within 7 minutes
- Priority 1 Calls (serious crimes in progress) within 12 minutes
- Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes
- Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes
- Priority 4 Calls (minor requests for police service) within 90 minutes

### Fire Protection

The SDFD has an active program that promotes the clearing of canyon vegetation away from structures in accordance with SDMC Section 142.0412 and the SDFD's Canyon Fire Safety guidelines and policies related to brush management. The City thins brush on City property within 100 horizontal feet of a previously conforming structure unless a site-specific report, which indicates that a greater distance is necessary, is approved by the SDFD (per SDMC Section 142.0412(i) or a previously recorded entitlement requires a width more or less than the standard 100 feet). Other fire prevention measures include adopting safety codes and an aggressive brush management program. Citywide fire service goals, policies, and standards are located in the Public Facilities, Services, and Safety Element of the General Plan and the SDFD's Standards of Response Coverage Deployment Study.

Response time standards are provided in the Public Facilities, Services, and Safety Element Policy PF-D.1 and are summarized below:

- To treat medical patients and control small fires, the first-due unit should arrive within 7.5 minutes, 90 percent of the time from the receipt of the 911 call in fire dispatch. This equates to 1-minute dispatch time, 1.5-minute company turnout time, and 5-minute drive time in the most populated areas.
- To provide an effective response force for serious emergencies, a multiple-unit response of at least 17 personnel should arrive within 10.5 minutes from the time of 911-call receipt in fire dispatch, 90 percent of the time.
  - This response is designed to confine fires near the room of origin, to stop wildland fires to under 3 acres when noticed promptly, and to treat up to 5 medical patients at once.
  - This equates to 1-minute dispatch time, 1.5 minutes company turnout time, and 8-minute drive time spacing for multiple units in the most populated areas.

To direct fire station location timing and crew size planning as the community grows (per Policy PF-D.2), fire unit deployment performance measures are established based on population density zones and are provided in Table 4-4, *Deployment Measures to Address Future Growth by Population Density per Square Mile*.

**Table 4-4**  
**DEPLOYMENT MEASURES TO ADDRESS FUTURE GROWTH**  
**BY POPULATION DENSITY PER SQUARE MILE**

	<b>&gt;1,000 people/ sq. mi.</b>	<b>1,000 to 500 people/sq. mi.</b>	<b>500 to 50 people/sq. mi.</b>	<b>Permanent Open Space Areas</b>
1 <sup>st</sup> Due Travel Time	5 minutes	12 minutes	20 minutes	10 minutes
Total Reflex Time	7.5 minutes	14.5 minutes	22.5 minutes	12.5 minutes
1 <sup>st</sup> Alarm Travel Time	8 minutes	16 minutes	24 minutes	15 minutes
1 <sup>st</sup> Alarm Total Reflex	10.5 minutes	18.5 minutes	26.5 minutes	17.5 minutes

Source: City 2018b  
sq. mi. = square miles

The following population-based performance measures are used to plan for needed facilities (per Policy PF-D.2). Where more than one square mile is not populated at similar densities, and/or a contiguous area with different zoning types aggregates into a population “cluster,” these measures guide the determination of response time measures (Table 4-5, *Deployment Measures to Address Future Growth by Population Clusters*) and the need for fire stations.

**Table 4-5**  
**DEPLOYMENT MEASURES TO ADDRESS FUTURE GROWTH BY POPULATION CLUSTERS**

<b>Area</b>	<b>Aggregate Population</b>	<b>First-Due Unit Travel Time Goal</b>
Metropolitan	>200,000 people	4 minutes
Urban-Suburban	<200,000 people	5 minutes
Rural	500-1,000 people	12 minutes
Remote	< 500 people	>15 minutes

Source: City 2018b

## Libraries

General Plan Public Facilities, Services, and Safety Element Policy PF-J.2 establishes a goal of a minimum of 15,000 square feet of dedicated library space for branch libraries.

## **b. Recreation Element**

### Parks and Recreation Facilities

The General Plan Recreation Element provides standards for population-based parks and recreation facilities, which include recreation centers and aquatic complexes. Per Recreation Element Policy RE-A.8, the standard for population-based parks is 2.8 usable acres per 1,000 residents, which can be achieved through a combination of neighborhood and community parks and park equivalencies, which are established in Recreation Element Policy RE-A.9. Per Table RE-3 of the Recreation Element, the standard for a recreation center is a minimum of 17,000 square feet per recreation center to serve a population of 25,000, and the standard for an aquatic complex is one per 50,000 people or within approximately six miles.

Per Recreation Element Policy RE-A.18, the City seeks to pursue joint use agreements for recreational facilities or other public agency-owned land to help implement the population-based

park acreage requirements if they meet the criteria for equivalencies. Table RE-4 of the Recreation Element includes a list of facilities that may be considered as population-based park equivalencies.

## **4.11 Public Utilities**

### **4.11.1 Federal**

#### **4.11.1.1 Safe Drinking Water Act**

The Safe Drinking Water Act (SDWA), passed by Congress in 1974, authorizes the federal government to set national standards for drinking water. These National Primary Drinking Water Regulations protect against both naturally occurring and man-made contaminants. Enforceable maximum contaminant levels (MCLs) for drinking water also resulted from the SDWA. All water providers in the United States, excluding private wells serving fewer than 25 people, must treat water to remove contaminants.

The 1986 amendments to the SDWA and the 1987 amendments to the CWA established the USEPA as the primary authority for water programs throughout the country. The USEPA is the federal agency responsible for providing clean and safe surface water, groundwater, and drinking water, and protecting and restoring aquatic ecosystems.

### **4.11.2 State**

#### **4.11.2.1 Senate Bills 221 and 610**

SB 221 and SB 610 went into effect in January 2002 with the intention of linking water supply availability to land use planning by cities and counties. SB 610 requires water suppliers to prepare a Water Supply Assessment (WSA) report for inclusion by land use agencies during the CEQA process for new developments subject to SB 221. SB 221 requires water suppliers to prepare written verification that sufficient water supplies are planned to be available prior to approval of a large-scale subdivision of land under the State Subdivision Map Act. Large-scale projects include residential developments of more than 500 units; shopping centers or businesses employing more than 1,000 people; shopping centers or businesses having more than 500,000 square feet of floor space; commercial office buildings employing more than 1,000 people; and/or commercial buildings having more than 250,000 square feet of floor space or occupying more than 40 acres of land.

#### **4.11.2.2 Assembly Bill 341**

In 2011, the State enacted AB 341, which established a policy goal for California of 75 percent recycling, composting, or source reduction of solid waste by 2020. AB 341 requires that commercial enterprises that generate four cubic yards or more of solid waste weekly and multi-family complexes comprised of five units or more arrange for recycling services.

### **4.11.3 Local**

#### **4.11.3.1 Metropolitan Water District 2015 Regional Urban Water Management Plan**

MWD's UWMP describes and evaluates sources of water supply, efficient uses of water, demand management measures, implementation strategies and schedules, and other relevant information and programs. The plan is updated every five years. Information from MWD's UWMP is used by local water suppliers in the preparation of their own plans. The information included in MWD's UWMP represents the district's most current planning projections of demand and supply capability developed through a collaborative process with the member agencies.

#### **4.11.3.2 Metropolitan Water District 2015 Integrated Water Resources Plan**

MWD's Integrated Water Resources Plan is a blueprint for long-term water supply reliability in Southern California. The fundamental goal of the plan is for Southern California to continue to have a reliable water system, considering future challenges related to prolonged droughts and changing climate.

#### **4.11.3.3 San Diego County Water Authority 2015 Urban Water Management Plan**

The Water Authority developed its 2015 UWMP in coordination with its 24 member agencies. The main components of the UWMP include: baseline demand forecasts under normal weather, dry weather and climate change scenarios, conservation savings estimates and net water demand projections, a water supply assessment, supply reliability analysis, and scenario planning.

#### **4.11.3.4 City Council Policies**

Council Policy 400-04 outlines the City's Emergency Water Storage Program. The policy mandates that the PUD store sufficient water in active, available storage to meet 7.2 months (sixteenths of the annual) of normal City water demand requirements, excluding conservation. Active, available storage is defined as the portion of water that is above the lowest usable outlet of each reservoir.

Council Policy 400-13 identifies the need to provide maintenance access to all sewers in order to reduce the potential for spills. The policy requires that environmental impacts from access paths in environmentally sensitive areas should be minimized to the maximum extent possible through the use of sensitive access path design, canyon-proficient maintenance vehicles, and preparation of plans that dictate routine maintenance and emergency access procedures.

Council Policy 400-14 outlines a program to evaluate the potential to redirect sewage flow out of canyons and environmentally sensitive areas to an existing or proposed sewer facility located in City streets or other accessible locations. The policy includes an evaluation procedure that requires both a physical evaluation and a cost-benefit analysis. Based on the analysis, if redirection of flow outside the canyon is found infeasible, a Long-Term Maintenance and Emergency Access Plan is required. The plan would be specific to the canyon evaluated, and would prescribe long-term access locations

for routine maintenance and emergency repairs along with standard operating procedures identifying cleaning methods and inspection frequency.

Council Policy 600-43 established a set of comprehensive guidelines for the review and processing of applications for the placement and design of Wireless Communication Facilities in accordance with the City's land use regulations. These guidelines are intended to prescribe clear, reasonable, and predictable criteria to assess and process applications in a consistent and expeditious manner, while reducing visual and land use impacts associated with Wireless Communication Facilities. For applicants seeking placement of a Wireless Communication Facility on City-owned land, this policy should be used in conjunction with applicable Council policies and LDC Section 141.0420.

Per Council Policy 800-04, private land owners/developers are responsible for providing adequate storm water drainage facilities, which are subject to review and approval by the City. Council Policy 800-04 states that it is the basic responsibility of any owner or holder of land to accept and provide a suitable conveyance of storm water runoff, and that the cost of construction will be borne by the property owner or permittee. All continuing maintenance of such facilities becomes the responsibility of the property owner on whose land the facilities are located. The City's Transportation and Storm Water Department is only responsible for maintaining and upgrading public storm water drainage facilities that occur on City-owned land, and areas where easements have been granted to and accepted by the City.

#### **4.11.3.5 City of San Diego Sewer Design Guidelines**

The City's Sewer Design Guide sets forth criteria to be used for the design of sewer systems, which may consist of pump stations, gravity sewers, force mains, and related appurtenances. It includes criteria for determining the capacity and sizing of pump stations, gravity sewers and force mains; the alignment of gravity sewers and force mains; for estimating wastewater flow rates; for the design of bridge crossings; and for corrosion control requirements.

#### **4.11.3.6 City of San Diego Water Facility Design Guidelines**

The City's Water Facility Design Guidelines identify general planning, predesign, and design details and approaches to be used for water infrastructure. The guidelines provide uniformity in key concepts, equipment types, and construction materials on facilities built under the Water CIP. These design guidelines assist in providing professionally sound, efficient, uniform, and workable facilities, whether pipelines, pressure control facilities, pumping stations, or storage facilities.

#### **4.11.3.7 City of San Diego Urban Water Management Plan**

The City of San Diego's UWMP, adopted by the City Council in June 2016, is the planning document used by water suppliers to meet the standards set forth in SB 610 and SB 221. The UWMP addresses the City's water system and includes a description of the water supply sources, magnitudes of historical and projected water use, and a comparison of water supply to water demands during normal, single-dry, and multiple-dry years. The UWMP serves as a long-range planning document for the City's water supply. The UWMP was used as the basis for the WSA prepared for the proposed CPU.

#### **4.11.3.8 Climate Action Plan**

The City's CAP aims to reduce landfill waste by promoting the 75 percent waste diversion by 2020 goal and a Zero Waste by 2040 goal. To accomplish these goals, the CAP includes measures to implement new water rates and billing structures, as well as other new or updated ordinances and programs, such as a Residential Energy Conservation and Disclosure Ordinance and an Outdoor Landscaping Ordinance.

#### **4.11.3.9 Waste Management Plans**

Pursuant to the City's CEQA Significance Determination Thresholds, land development projects more than 40,000 square feet that may generate approximately 60 tons of waste or more during construction and/or operation is required to prepare a project-specific Waste Management Plan (WMP) to address the disposal of waste generated during short-term project construction and long-term post-construction operation. The WMP is required to identify how the project would reduce waste and achieve target reduction goals.

### **4.12 Transportation**

#### **4.12.1 State**

##### **4.12.1.1 California Public Utilities Commission**

The CPUC regulates privately owned railroad and rail transit. CPUC staff ensure that rail crossings are safely designed, constructed, and maintained. The Rail Crossings and Engineering Branch engineers investigate and evaluate requests to construct new rail crossings or modify existing crossings.

##### **4.12.1.2 California Department of Transportation**

The California Department of Transportation (Caltrans) is the primary state agency responsible for transportation issues. One of its duties is the construction and maintenance of the state highway system. Caltrans has established standards for street traffic flow and has developed procedures to determine if intersections require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and levels of services at such facilities, Caltrans may recommend measures to mitigate the traffic impacts of such projects. In addition, Caltrans must review proposals to signalize any freeway ramp interchanges through their Intersection Control Evaluation process (Caltrans Traffic Operations Policy Directive #13-01).

##### **4.12.1.3 California Transportation Commission**

The California Transportation Commissions (CTC) consists of nine members appointed by the California Governor. The CTC is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout the state. The CTC is

responsible for adopting the State Transportation Improvement Program and the State Highway Operation and Protection Program.

#### **4.12.1.4 Assembly Bill 1358 – California Complete Streets Act of 2008**

The California Complete Streets Act of 2008 (AB 1358) requires circulation elements as of January 1, 2011, to accommodate the transportation system from a multi-modal perspective, including public transit, walking, and biking.

#### **4.12.1.5 Senate Bill 743**

SB 743, which was codified in PRC Section 21099 on September 27, 2013, required changes to the guidelines implementing CEQA regarding the analysis of transportation impacts. Specifically, SB 743 required the California Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must promote the reduction of greenhouse gas emissions, the development of multi-modal transportation networks, and a diversity of land uses. To that end, OPR published its latest *Technical Advisory on Evaluating Transportation Impacts in CEQA* in December 2018, and the California Natural Resources Agency has certified and adopted, changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. With the California Natural Resources Agency's certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by LOS and other similar metrics, generally are no longer the basis for determining a significant environmental effect under CEQA. While the updated CEQA Guidelines went into effect on January 3, 2019, cities and other agencies have an opt-in period until July 1, 2020 before SB 743 compliant CEQA analysis becomes mandatory statewide.

### **4.12.2 Local**

#### **4.12.2.1 San Diego Forward: The Regional Plan**

See Section 4.4.3.1 for a discussion of the Regional Plan.

#### **4.12.2.2 SANDAG Regional Bike Plan**

SANDAG's Riding to 2050, San Diego Regional Bike Plan supports implementation of the Regional Plan and provides a regional strategy to make bicycling a useful form of transportation for everyday travel. The plan will help San Diego meet its goals to reduce GHG emissions and improve mobility. Goals of the Regional Bike Plan include increasing levels of bicycling; improving bicycling safety; encouraging complete streets; supporting reductions in emissions; and increasing community support. In September 2013, the SANDAG Board of Directors approved funding to implement the Regional Bike Plan Early Action Program, which focuses on the region's highest-priority projects. Priority is chosen in part based on proximity to smart growth areas, taking into account that bikeways would be used more often if they connect high-density activity hubs within a short distance of each other, and on whether a project would fill key gaps in the regional bike networks.

### **4.12.2.3 General Plan Mobility Element**

The Mobility Element (City 2015c) of the City of San Diego General Plan defines policies regarding traffic flow and transportation facility design. The purpose of the Mobility Element is “to improve mobility through development of a balanced, multi-modal transportation network.” The main goals of the Mobility Element pertain to walkable communities, transit first, street and freeway systems, intelligent transportation systems, transportation demand management, bicycling, parking management, airports, passenger rail, goods movement/freight, and regional transportation coordination and financing.

### **4.12.2.4 City of San Diego Bicycle Master Plan**

The City’s Bicycle Master Plan (City 2013b) provides a framework for making cycling a more practical and convenient transportation option for a wider variety of San Diegans with varying riding purposes and skill-levels. The 2013 update to the City’s Bicycle Master Plan presents a renewed vision closely aligned with the City’s General Plan and includes a bicycle network with related bicycle projects, policies, and programs. There are approximately 511 miles of existing bikeway facilities with the majority comprised of bike lanes. The recommended bicycle network includes recommendations for an additional 595 miles of bicycle facilities, for a future network totaling almost 1,090 miles. The types of projects recommended in the Bicycle Master Plan include: bikeways (Class I – Bicycle Path, Class II – Bicycle Lane, Class III – Bicycle Route, Class IV – Cycle Tracks, and Bicycle Boulevards); bicycle parking such as bike racks and on-street bike corrals; end-of-trip facilities that may be identified as part of individual development project; maintenance activities such as road and sign repair; bicycle signal detection installation, signage, and striping for warnings and wayfinding; and multi-modal connection improvements such as providing secure bicycle parking at transit stops.

## **4.13 Visual Effects and Neighborhood Character**

### **4.13.1 State**

#### **4.13.1.1 California Scenic Highway Program**

Recognizing the value of scenic areas and the value of views from roads in such areas, the California Legislature established the California Scenic Highway Program in 1963. This legislation sees scenic highways as “a vital part of the all-encompassing effort to protect and enhance California’s beauty, amenity and quality of life.” Under this program, a number of state highways have been designated as eligible for inclusion as scenic routes. The one-mile portion of SR 163, known as the Cabrillo Freeway, between the north and south boundaries of Balboa Park, is an Officially Designated State Scenic Highway. SR 52 within the CPU area is an eligible state scenic highway although not officially designated.

## 4.13.2 Local

### 4.13.2.1 City of San Diego General Plan

The General Plan includes a citywide urban design strategy, goals, and policies regarding the physical features that define the character of a neighborhood or community. These goals complement the goals for pedestrian-oriented and walkable villages articulated in the City of Villages strategy.

#### a. Urban Design Element

The Urban Design Element of the General Plan establishes a set of design principles on which its policies are based and on which future public and private development physical design decisions can be based.

In its introduction, the Urban Design Element of the General Plan states:

As the availability of vacant land becomes more limited, designing infill development and redevelopment that builds upon our existing communities becomes increasingly important. A compact, efficient, and environmentally sensitive pattern of development becomes increasingly important as the City continues to grow. In addition, future development should accommodate and support existing and planned transit service (City 2008).

The General Plan Urban Design Element policies relevant to planning at the Community Plan level involve architectural and landscape elements, as well as the design of transit and parking facilities, residential development, mixed-use villages and commercial areas, office and business park development, and public spaces and facilities. Policies call for respecting San Diego's natural topography and distinctive neighborhoods; providing public art; and encouraging the development of walkable, transit-oriented communities.

#### b. Conservation Element

The Conservation Element guides the sustainable management of the City's natural resources, with sections on open space and landform preservation, wetlands, and the urban forest. Policies call for the conservation of landforms, canyon lands, and open spaces that define the City's urban form, serve as core biological areas and wildlife linkages, or are wetland habitats. Policies related to wetlands require a watershed planning approach that preserves and enhances wetlands, and policies related to urban forestry call for the planting of large canopy shade trees where appropriate and with consideration of habitat and water conservation goals, as well as the retention of significant and mature trees.

### 4.13.2.2 City of San Diego Land Development Code

The City's LDC contains numerous provisions to guide the design of development throughout the City. Through zoning and development standards, such as specified maximum building heights; maximum lot coverage; floor area ratios; and front, rear, and side yard setbacks, the LDC provides restrictions on land development and design that affect visual quality.

The LDC also contains development restrictions and guidelines to protect and enhance environmentally sensitive lands. Steep hillsides are defined as those with natural gradients equal to or in excess of 25 percent with a minimum elevation differential of 50 feet, or a natural gradient of 200 percent with a minimum elevation differential of 10 feet. The CPU area does not contain any steep hillsides meeting these criteria, and these regulations are not further discussed.

The LDC (Section 142.0101 et seq.) contains grading regulations to address (among other things) landform preservation and requires that all grading be designed and performed in conformance with applicable City Council policies and the standards established in the LDM.

## 5.0 ENVIRONMENTAL ANALYSIS

Sections 5.1 through 5.13 analyze the potential environmental impacts that may occur as a result of implementation of the proposed project. The environmental issues analyzed in the following sections include those that were identified by the City as potentially significant in response to the NOP. There are 13 environmental issues addressed in the following sections. A brief discussion of additional impacts that were determined not to be potentially significant is included in Section 7.2, *Effects Found not to be Significant*, of this PEIR. The environmental topics addressed in this chapter include the following:

- 5.1 Air Quality
- 5.2 Biological Resources
- 5.3 Geology and Soils
- 5.4 Greenhouse Gas Emissions
- 5.5 Historical, Archaeological, and Tribal Cultural Resources
- 5.6 Human Health, Public Hazards, and Hazardous Materials
- 5.7 Hydrology and Water Quality
- 5.8 Land Use
- 5.9 Noise
- 5.10 Public Services and Facilities
- 5.11 Public Utilities
- 5.12 Transportation
- 5.13 Visual Effects and Neighborhood Character

Programmatic impacts are discussed in broad, qualitative terms. Individual projects implemented under the proposed project would be assessed at the time they are proposed to determine whether additional environmental review is warranted in accordance with CEQA.

Each section is formatted to include a reference to the relevant sections in Chapter 2, *Environmental Setting*, and Chapter 4, *Regulatory Framework*, that address the existing conditions and regulatory context; a description of methodology and assumptions used in the analysis, if applicable; the criteria for determining the significance for each impact; an evaluation of potential impacts; an assessment of the level of significance for each impact; a mitigation framework, if applicable; and a conclusion of significance after mitigation for impacts identified as significant. The goals, policies, and implementation programs of the proposed project that are relevant to potential environmental impacts are documented.

This page intentionally left blank

## 5.1 Air Quality

This section of the PEIR addresses the potential air quality impacts that would result from implementation of the proposed project. The analysis in this section is based, in part, on the *Kearny Mesa Community Plan Update Air Quality Technical Report* (HELIX 2019a), which is included as Appendix B of this PEIR.

### 5.1.1 Existing Conditions

The existing environmental setting, which includes a detailed discussion and description of existing air quality conditions within the SDAB is contained in Section 2.3.1 of this PEIR. Section 4.1 of this PEIR includes a summary of the regulatory framework relative to air quality.

### 5.1.2 Methodology and Assumptions

The analysis in this section is based on the methodology recommended by the SDAPCD and is based on buildout of the proposed project, as modeled using the CalEEMod, the CARB Emissions Factor model, and VMT provided in the Mobility Technical Report prepared for the proposed project (City 2020).

#### 5.1.2.1 Air Emissions Modeling

Air emissions from area and energy sources were calculated using CalEEMod, Version 2016.3.2. CalEEMod is a computer model used to estimate air emissions resulting from land development projects throughout the state of California. CalEEMod was developed by the South Coast Air Management District (SCAQMD) with the input of several air quality management and pollution control districts. CalEEMod is a computer model that estimates criteria air pollutant and greenhouse gas emissions from mobile (i.e., vehicular) sources, area sources (fireplaces, woodstoves, and landscape maintenance equipment), energy use (electricity and natural gas used in space heating, ventilation, and cooling; lighting; and plug-in appliances), water use and wastewater generation, and solid waste disposal. Emissions are estimated based on land use information input to the model by the user.

In the first module, the user defines the specific land uses that will occur at the project site. The user also selects the appropriate land use setting (urban, suburban, or rural), operational year, location, climate zone, and utility provider. The input land uses, size features, and population are used throughout CalEEMod in determining default variables and calculations in each of the subsequent modules. The input land use information consists of land use subtypes (such as the residential subtypes of single-family residential and multi-family medium-rise residential) and their unit or square footage quantities.

Subsequent modules include construction (including off-road vehicle emissions), mobile (on-road vehicle emissions), area sources (woodstoves, fireplaces, consumer products [cleansers, aerosols, solvents], landscape maintenance equipment, architectural coatings), water and wastewater, and solid waste. Each module comprises multiple components including an associated mitigation module to account for further reductions in the reported baseline calculations. Other inputs include trip generation rates, trip lengths, vehicle fleet mix (percentage autos, medium truck, etc.), trip

distribution (i.e., percent work to home, etc.), duration of construction phases, construction equipment usage, grading areas, season, and ambient temperature, as well as other parameters.

In various places the user can input additional information and/or override the default assumptions to account for project- or location-specific parameters. For this assessment the default parameters were not changed unless otherwise noted.

Regional mobile-source emissions were estimated based on CARB's Emission Factor model (EMFAC2014; CARB2014) and the VMT for the area estimated in the Mobility Technical Report prepared for the proposed project (City 2020). Based on the Mobility Technical Report, approximately 2,477,173 VMT are generated in the base year, buildout of the adopted Community Plan would generate approximately 2,809,408 VMT, and buildout of the proposed project would generate approximately 3,698,527 VMT.

CalEEMod prompts the user to enter a given project's location, setting, climate zone, utility provider, operational year, and the specific land uses that will occur. For the air emissions analysis, the location was selected as San Diego County with an urban (versus suburban or rural) setting, in climate zone 13, served by SDG&E. The operational year was set to 2050, consistent with the traffic study.

### 5.1.2.2 Land Use Assumptions

Air emissions were calculated for estimated buildout of land uses under the adopted Community Plan and the proposed CPU for the year 2050 using CalEEMod and EMFAC2014. Table 5.1-1, *Adopted Community Plan and Proposed CPU Buildout Land Use Assumptions*, lists the buildout land use quantities that were input to CalEEMod to estimate future emissions within the CPU area for both the adopted Community Plan and proposed project. The quantities listed in Table 5.1-1 include the existing developed land uses that were assumed to remain and not be redeveloped, and the proposed new development. It was assumed that the energy-related emissions associated with the existing land uses that would not be redeveloped were related to older energy codes, while those associated with new development projects would be the result of recent energy code revisions. In order to reflect these energy consumption differences, emissions for existing land uses to remain and not be redeveloped and for proposed new development were modeled using two separate model runs. The two model runs were then added together to obtain the total energy-related emissions associated with either the adopted Community Plan or proposed project buildout.

**Table 5.1-1  
ADOPTED COMMUNITY PLAN AND PROPOSED CPU BUILDOUT LAND USE ASSUMPTIONS**

Land Use	Base Year (2012)	Adopted Community Plan			Proposed CPU		
		Existing to Remain	Proposed New Development	Plan Total	Existing to Remain	Proposed New Development	Plan Total
Single-family Residential (du)	144	144	0	144	144	0	144
Multi-Family Residential (du)	2,388	2,388	3,025	5,413	2,388	23,294	25,682
Mobile Home (du)	325	325	0	325	0	0	0
Institutional (SF)	3,335,516	3,335,516	1,236,656	4,572,172	3,335,516	6,097	3,341,613
Educational (SF)	248,339	236,225	0	236,225	248,339	1,048,475	1,296,814
Commercial Office (SF)	11,654,234	11,654,234	1,882,783	13,537,017	11,654,234	9,059,448	20,713,682
Retail (SF)	7,244,096	7,244,096	1,733,169	8,977,265	7,244,096	4,852,943	12,097,039
Visitor Commercial (SF)	571,027	571,027	129,528	700,555	571,027	285,108	856,135
Industrial (SF)	11,865,171	11,865,171	5,000,490	16,865,661	11,865,171	7,224,579	19,089,750
Parks/Recreation (ac)	95	83	2	85	78	2	80
Transportation (SF)	235,284	195,878	0	195,878	145,533	0	145,533

Source: HELIX 2019a

CPU = Community Plan Update; du = dwelling units; SF = square feet; ac= acres

### 5.1.2.3 Air Quality Plans

The CAA and the CCAA require air basins that are designated nonattainment for criteria pollutants to prepare and implement plans to attain the standards by the earliest practicable date. The air quality plan for the SDAB is the San Diego RAQS. The two pollutants addressed in the RAQS are ROG and NO<sub>x</sub>, which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and industrial growth create challenges in controlling emissions to maintain and further improve air quality. The RAQS, in conjunction with the Transportation Control Measures, were most recently adopted in 2016 as the air quality plan for the SDAB.

The basis for the mobile source emission estimates in the RAQS is the distribution of population in the region as projected by SANDAG. The SDAPCD refers to approved general plans to forecast, inventory, and allocate regional emissions from land use and development-related sources. These emissions budgets are used in statewide air quality attainment planning efforts. As such, projects that are consistent with the General Plan and the assumptions used in the development of the RAQS would not conflict with or obstruct attainment of the air quality levels, which would help the region achieve the ambient air quality standards. Projects that propose development at an intensity equal to or less than population growth projections and land use intensity are inherently consistent. Since the focus of the RAQS is on emissions, amending the adopted Community Plan to change the allowable land use development would require further analysis to determine consistency with RAQS and the SIP.

Consistency with the RAQS is further evaluated by calculating the increase in emissions. Whether the increase from the existing condition is significant is analyzed by comparing emissions that would occur under buildout of the adopted Community Plan to the emissions that would occur under buildout of the proposed project since the emissions under the adopted Community Plan are accounted for in the RAQS.

### 5.1.2.4 Air Quality Standards

The SDAPCD has established trigger levels that determine when a new or modified stationary source would require an air quality analysis. These trigger levels are utilized by the City in its CEQA Significance Determination Thresholds (City 2016) as a consideration when determining the potential significance of air quality impacts for projects within the City. These thresholds would be applicable to future, individual development projects implemented within the CPU area. The air quality impact screening levels are shown in Table 5.1-2, *Screening-level Thresholds for Air Quality Impact Analysis*.

Table 5.1-2 SCREENING-LEVEL THRESHOLDS FOR AIR QUALITY IMPACT ANALYSIS			
Pollutant	Total Emissions		
Construction Emissions (Pounds/Day)			
Respirable Particulate Matter (PM <sub>10</sub> )	100		
Fine Particulate Matter (PM <sub>2.5</sub> )	55		
Oxides of Nitrogen (NO <sub>x</sub> )	250		
Oxides of Sulfur (SO <sub>x</sub> )	250		
Carbon Monoxide (CO)	550		
Volatile Organic Compounds (VOCs)	137		
Operational Emissions			
	Pounds/Hour	Pounds/Day	Tons/Year
Respirable Particulate Matter (PM <sub>10</sub> )	---	100	15
Fine Particulate Matter (PM <sub>2.5</sub> )	---	55	10
Oxides of Nitrogen (NO <sub>x</sub> )	25	250	40
Oxides of Sulfur (SO <sub>x</sub> )	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	---	3.2	0.6
Volatile Organic Compounds (VOCs)	---	137	15
Toxic Air Contaminant Emissions			
Excess Cancer Risk	1 in 1 million 10 in 1 million with T-BACT		
Non-Cancer Hazard	1.0		

Source: City 2016

T-BACT = Toxics-Best Available Control Technology

These project-level thresholds are intended to ensure individual projects would not obstruct the timely attainment of the NAAQS and the CAAQS. Generally, program-level planning activities such as the proposed project are evaluated for consistency with the local air quality plans as a measure of significance. However, for a conservative analysis, the net change in emissions between the adopted Community Plan and the proposed project is compared to the thresholds of significance.

### 5.1.2.5 Sensitive Receptors

Analysis of impacts to sensitive receptors includes an evaluation of CO hot spots and exposure to toxic air emissions.

#### a. Localized Carbon Monoxide Hot Spots

A CO hot spot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hot spots have the potential to violate federal and state CO standards at intersections, even if the broader basin is in attainment for federal and state levels. Although the SDAB is currently a maintenance area for CO, exhaust emissions can potentially cause a direct, localized hot spot impact at or near proposed development. Because increased CO concentrations are usually associated with roadways that are congested and with heavy traffic volumes, many agencies have established preliminary screening criteria to determine whether project-generated, long-term operational local mobile-source emissions of CO would result in, or substantially contribute to, emissions concentrations that exceed the State's 1-hour ambient air

quality standard of 20 parts per million (ppm) or the 8-hour standard of 9.0 ppm. The analysis of CO hot spots is based on the Mobility Technical Report (City 2020), which analyzed traffic conditions within the CPU area.

## **b. Toxic Air Contaminants**

For SDAPCD permitted stationary projects, the SDAPCD does not identify a significant impact if the potential health risks from the project would not exceed the health risk public notification thresholds specified by SDAPCD Rule 1210.

For operational impacts, the analysis considers whether the proposed project would be consistent with the siting distances recommended by CARB's Air Quality and *Land Use Handbook: A Community Health Perspective*, which provides guidance on land use compatibility with sources of TACs (CARB 2005). The handbook is not a law or adopted policy but offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help protect children and other sensitive members of the population.

### **5.1.2.6 Odors**

Two situations increase the potential for odor problems. The first occurs when a new odor source is located near existing receptors. The second occurs when new receptors are developed near existing sources of odor. SDAPCD Rule 51 (Nuisance) prohibits the emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of the public. Projects required to obtain permits from the SDAPCD, typically industrial and some commercial projects, are evaluated by SDAPCD staff for potential odor nuisance and conditions, where necessary, to prevent the occurrence of public nuisance.

The occurrence and severity of odor impacts depends on numerous factors including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies.

## **5.1.3 Significance Determination Thresholds**

Thresholds used to evaluate potential impacts to air quality are based on applicable criteria in the CEQA Guidelines Appendix G of the CEQA Guidelines, the City's Significance Determination Thresholds (City 2016), and applicable Air District standards described below, which have been modified to guide a programmatic analysis for the proposed project. A significant air quality impact could occur if implementation of the proposed project would:

1. Conflict or obstruct the implementation of the applicable air quality plan;
2. Result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation;

3. Expose sensitive receptors to substantial pollutant concentrations, including toxins; or
4. Create objectionable odors affecting a substantial number of people.

## 5.1.4 Impact Analysis

### 5.1.4.1 Issue 1: Conflicts with or Obstructs Regional Air Quality Plans

*Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?*

Projects that are consistent with the assumptions and emission forecasts used in the development of the applicable air quality plan are considered to not conflict with or obstruct the attainment of the air quality levels identified in the plan. Emissions forecasts rely on projections of VMT by the MPOs, such as SANDAG, and population, employment, and land use projections made by local jurisdictions during development of the area and general plans. While the RAQS acknowledges mobile and area sources, minor changes in the assumptions relative to these sources would not obstruct successful implementation of the strategies for improvement of the SDAB's air quality.

The proposed project would increase the capacity for multi-family residential units and non-residential development in the CPU area. The proposed project is anticipated to increase the amount of commercial/retail, office, and recreational uses in the CPU area. Although the overall area of industrial uses in the CPU area would be reduced, the capacity for industrial uses on existing sites would be increased. Overall, the proposed project would increase the development potential within the CPU area. This supports the General Plan's City of Villages strategy to focus growth into mixed-use activity centers that are pedestrian-friendly, centers of community, and linked to the regional transit system. Implementation of this strategy can decrease VMT and reduce mobile emissions by placing different land uses in close proximity, which encourages use of alternate modes of transportation and shortens trip length for vehicular trips. The proposed CPU's policies, implementing actions, and design guidelines support General Plan concepts such as increased walkability, enhanced pedestrian and bicycle networks, improved connections to transit, and sustainable development and green building practices. The proposed project would be consistent with the SDAPCD's regional goals of providing infill housing, improving the balance between jobs and housing, and integrating land uses near major transportation corridors.

However, because the proposed project would result in greater density, future emissions associated with buildout of the proposed project would be greater than future emissions associated with buildout of the adopted Community Plan land uses. Additionally, the future VMT associated with estimated buildout of the proposed project would be greater than the VMT associated with estimated buildout of the adopted Community Plan, thereby resulting in greater mobile source emissions. Therefore, emissions of ozone precursors (ROG and NO<sub>x</sub>) would be greater than what is accounted for in the RAQS. Thus, the proposed project would conflict with implementation of the RAQS and could have a potentially significant impact on regional air quality. Mitigation Measure AQ 5.1-1, below, is provided to reduce any potential significant impact of the proposed project; however, as the effectiveness of the measure cannot be guaranteed at this time, the impact would be considered significant and unavoidable.

### 5.1.4.2 Issue 2: Air Quality Standards

*Would the proposed project result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?*

Future development pursuant to the proposed project would generate criteria pollutants in the short term during construction and in the long term during operation. To determine whether a project would result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation, the proposed project's emissions were evaluated based on the quantitative emission thresholds established by the SDAPCD (refer to Table 5.1-2).

#### a. Construction

Construction activities associated with new land uses proposed under the CPU would result in emissions of fugitive dust from demolition and site grading activities, heavy construction equipment exhaust, and vehicle trips associated with workers commuting to and from the site and trucks hauling materials. Air pollutants generated by the construction of projects within the CPU area would vary depending upon the number of projects occurring simultaneously and the size of each individual project. The exact number and timing of all development projects that could occur under the project are unknown.

To illustrate the potential construction-related air quality impacts from projects that could occur throughout the CPU area, a hypothetical project was evaluated. The hypothetical project analyzed is a five-acre mixed-use development consisting of the demolition of a 20,000-square-foot structure and the construction of 300 multi-family residential units and 10,000 square feet of retail uses. This represents a typical mixed-use project that could be constructed in the CPU area.

Construction emissions associated with the hypothetical project were calculated using CalEEMod. CalEEMod can estimate the required construction equipment when project-specific information is unavailable. The estimates are based on surveys performed by the SCAQMD and the Sacramento Metropolitan Air Quality Management District (SMAQMD) of typical construction projects, which provide a basis for scaling equipment needs and schedule with a project's size. Air emission estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters.

As the proposed project does not identify any specific development project, CalEEMod default estimates were used to develop the construction scenario. Where applicable, inputs were modified to reflect local ordinances and regulations. This analysis assumes that standard dust and emission control during grading operations would be implemented to reduce potential nuisance impacts and to ensure compliance with SDAPCD Rule 55.0, Fugitive Dust Control. A VOC content of 150 grams per liter for exterior architectural coatings and 100 grams per liter for interior architectural coatings was assumed in accordance with Rule 67.0.1, Architectural Coatings. The results are summarized in Table 5.1-3, *Construction Emissions – Five-Acre Mixed-Use Project*.

**Table 5.1-3  
CONSTRUCTION EMISSIONS – FIVE-ACRE MIXED-USE PROJECT**

Construction Phase	Pollutant Emissions (pounds)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Demolition	4	37	23	<1	2	2
Site Preparation	4	46	23	<1	11	7
Grading	3	28	17	<1	4	3
Building Construction	3	26	25	<1	3	2
Paving	1	14	15	<1	1	1
Architectural Coating	38	2	3	<1	<1	<1
<i>Maximum Daily Emissions</i>	<i>41</i>	<i>46</i>	<i>27</i>	<i>&lt;1</i>	<i>11</i>	<i>7</i>
<b>Significance Threshold</b>	<b>137</b>	<b>250</b>	<b>550</b>	<b>250</b>	<b>100</b>	<b>55</b>

Source: HELIX 2019a

VOC = volatile organic compound; NO<sub>x</sub> = oxides of nitrogen; CO = carbon monoxide; SO<sub>2</sub> = sulfur dioxide; PM<sub>10</sub> = particulate matter 10 microns or less in diameter; PM<sub>2.5</sub> = particulate matter 2.5 microns or less in diameter.

Note that the emissions summarized in Table 5.1-3 are the maximum emissions for each pollutant that may occur during different phases of construction. They would not necessarily occur simultaneously. For assessing the significance of the air quality emissions resulting during construction of the hypothetical five-acre mixed-use project, the construction emissions were compared to the thresholds shown in Table 5.1-2. As shown, the five-acre mixed-use project would not result in air emissions that would exceed the applicable thresholds. However, if several projects of a similar size were to be constructed concurrently, implementation of the proposed project could exceed the significance thresholds.

The hypothetical scenario described above provides a general assessment of an individual project; however, the exact number and timing of individual development projects that would occur as a result of implementation of the proposed project are unknown at this time and therefore project-level emission estimates cannot conclusively be determined at the program level. Subsequent development projects would need to analyze specific construction-related criteria air pollutant impacts to ensure that emissions remain below SDAPCD thresholds. Because of the likely potential of individual projects to exceed SDAPCD screening thresholds, implementation of the proposed project would result in potentially significant impacts related to construction emissions.

## **b. Operation**

Operational source emissions would originate from traffic generated within or as a result of future development pursuant to the proposed project. Area source emissions would result from activities such as the use of fireplaces and consumer products. In addition, landscape maintenance activities associated with the proposed land uses would produce pollutant emissions.

For comparative purposes, air emissions were calculated for land uses under buildout of the adopted Community Plan and the proposed CPU land use plan for the year 2050 (refer to Table 5.1-1). Actual emissions would vary depending on future projects and regulations within the CPU area.

Program-level air emissions would exceed the City's project-level thresholds; however, project-level standards are not appropriate for a program-level analysis, as the thresholds are conservative and

intended to ensure that multiple simultaneous individual projects would not obstruct the timely attainment of the NAAQS and CAAQS. Generally, discretionary, program-level planning activities, such as general plans, community plans, specific plans, etc., are evaluated for consistency with the local air quality plan. In contrast, project-level thresholds are applied to individual project-specific approvals, such as a proposed development project. Therefore, the analysis of the proposed project is based on the future emissions estimates and determining whether the increased emissions are significant based on their relationship to attainment strategies derived from the adopted Community Plan.

At the program level, the analysis considers emissions from buildout of the proposed project in relation to the adopted Community Plan to determine if the emissions would exceed the emissions estimates included in the RAQS. If such an exceedance occurs, then the proposed project would obstruct attainment or result in an exceedance of the AAQS and could cause the temporary or permanent exposure of persons to unhealthy concentrations of pollutants. As such, the analysis evaluates the potential for future development within the CPU area to result in, or contribute to, a violation of any air quality standard, based on a comparison of the total change in pollutant emissions projected to result from buildout of the adopted Community Plan in the year 2050 to buildout of the proposed project in the year 2050, and determines whether the total change in emissions is significant.

A summary of the modeling results, which includes mobile, area, and energy source emissions, is shown in Table 5.1-4, *Maximum Net Daily Operational Increase from Implementation of the Project*. As shown in Table 5.1-4, operational emissions associated with the proposed project would be greater for all pollutants when compared to the adopted Community Plan.

<b>Table 5.1-4 MAXIMUM NET DAILY OPERATIONAL INCREASE FROM IMPLEMENTATION OF THE PROJECT</b>						
<b>Category</b>	<b>Pollutant Emissions (pounds p</b>					
	<b>VOC</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<b>Adopted Community Plan Emissions (Year 2050)</b>						
Area	1,328	93	525	1	10	10
Energy	25	230	188	1	18	18
Mobile	531	731	3,977	17	319	130
Total Adopted	1,884	1,054	4,689	19	347	158
<b>Proposed CPU Emissions (Year 2050)</b>						
Area	2,480	410	2,291	3	43	43
Energy	37	333	259	2	26	26
Mobile	733	971	5,333	23	421	172
Total Proposed CPU	3,249	1,714	7,883	27	489	240
Net Emissions	<b>1,365</b>	<b>660</b>	<b>3,194</b>	<b>8</b>	<b>142</b>	<b>83</b>

Source: HELIX 2019a

VOC = volatile organic compound; NO<sub>x</sub> = oxides of nitrogen; CO = carbon monoxide; SO<sub>2</sub> = sulfur dioxide;

PM<sub>10</sub> = particulate matter 10 microns or less in diameter; PM<sub>2.5</sub> = particulate matter 2.5 microns or less in diameter

The regulations at the federal, state, and local levels provide a framework for developing project-level air quality protection measures for future discretionary projects. The City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and

recommendations of the General Plan. However, it is possible that for certain projects, adherence to the regulations may not adequately protect air quality, and such projects would require additional measures to avoid or reduce significant air quality impacts. Ministerial projects would not be subject to further CEQA review. Because operational emissions associated with buildout of the proposed project would be greater for all pollutants when compared to adopted land uses and the assumptions used to develop the RAQS, and because there could be certain projects that would not be able to reduce emissions below the thresholds, this impact would be potentially significant.

### 5.1.4.3 Issue 3: Sensitive Receptors

*Would the proposed project expose sensitive receptors to substantial pollutant concentrations, including toxins?*

Impacts to sensitive receptors are typically analyzed for operational period CO hotspots, and exposure to TACs. An analysis of the project's potential to expose sensitive receptors to these pollutants is provided below.

#### a. Localized Carbon Monoxide Hot Spots

Localized CO concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. Under specific meteorological conditions (e.g., stable conditions that result in poor dispersion), CO concentrations may reach unhealthy levels with respect to local sensitive land uses. Guidance for the evaluation of CO hot spots is provided in the Transportation Project-level Carbon Monoxide Protocol (CO protocol; Caltrans 1998). As indicated by the CO Protocol, CO hot spots occur nearly exclusively at signalized intersections operating at LOS E or F.

The SDAB is a CO maintenance area under the federal CAA. This means that SDAB was previously a nonattainment area and is currently implementing a 10-year plan for continuing to meet and maintain air quality standards. Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, more recent screening procedures based on more current methodologies have been developed. The SMAQMD developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed in 2010 a screening threshold, which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. This analysis conservatively assesses potential CO hot spots using the lower SMAQMD screening threshold of 31,600 vehicles per hour. Additionally, Sacramento and San Diego have the same federal and state CO attainment designations and, experience similar CO concentrations; thus, these screening volumes are appropriate for evaluating CO impacts in the SDAB. This screening volume has also been utilized by the SCAQMD, which also has the same CO designation.

According to the Mobility Technical Report, 44 of the 83 intersections analyzed within the CPU area would operate at LOS E or F during the mid-day, AM, or PM peak hour upon buildout of the proposed project (City 2020). Peak hour turning volumes for these intersections were compared to the SMAQMD screening threshold of 31,600 vehicles per hour. The intersection with the greatest peak hour volume would be Ruffin Road at Balboa Avenue with a PM peak hour volume of 7,410

vehicles. Peak hour traffic volume at all intersections would be less than 31,600 vehicles per hour. Therefore, the proposed project is not anticipated to result in a CO hot spot, and impacts would be less than significant.

## **b. Toxic Air Contaminants**

### Construction

Implementation of the proposed project would result in the construction of new buildings, structures, paved areas, and other improvements. Heavy-duty construction equipment, haul trucks, on-site generators, and construction worker vehicles associated with this construction could generate DPM, which the CARB has identified as a TAC. Generation of DPM from construction projects typically occurs in a localized area (e.g., at the project site) for a short period of time. Because construction activities and subsequent emissions vary depending on the phase of construction (e.g., grading, building construction), the construction-related emissions to which nearby receptors are exposed to would also vary throughout the construction period. During some equipment-intensive phases such as grading, construction-related emissions would be higher than other less equipment-intensive phases such as building construction or architectural coatings. Concentrations of mobile-source DPM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (CARB 2005).

The dose (of TAC) to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the extent of exposure a person has with the substance; a longer exposure period to a fixed amount of emissions would result in higher health risks. Current models and methodologies for conducting cancer health risk assessments are associated with longer-term exposure periods (typically 30 years for individual residents based on guidance from the Office of Environmental Health Hazard Assessment) and are best suited for evaluation of long duration TAC emissions with predictable schedules and locations. These assessment models and methodologies do not correlate well with the temporary and highly variable nature of construction activities. Considering this information, the highly dispersive nature of DPM, and the fact that construction activities would occur intermittently and at various locations over the span of several years, it is not anticipated that the implementation of the proposed project would expose sensitive receptors to substantial construction-related TAC concentrations. Therefore, this impact would be less than significant.

### Stationary Sources

The proposed CPU includes land uses which may generate air pollutants affecting adjacent sensitive land uses. In air quality terms, individual land uses that emit air pollutants in sufficient quantities are known as stationary sources. The primary concern with stationary sources is local; however, they also contribute to air pollution in the SDAB. Stationary sources include freeways and high-traffic roads, gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources are regulated by the local air pollution control or management district through the issuance of permits; in this case, the agency is the SDAPCD. In their *Air Quality and Land Use Handbook: a Community Health Perspective*, CARB provided recommendations regarding the siting of new sensitive land uses near various known sources of TACs. These siting recommendations have been reproduced in Table 5.1-5, *CARB Land Use Siting Recommendations*.

**Table 5.1-5  
CARB LAND USE SITING RECOMMENDATIONS**

<b>Source Category</b>	<b>Recommended Buffer Distance (feet)</b>
Freeways and High-Traffic Roads (freeways, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day)	500
Distribution Centers (that accommodate more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week)	1,000
Chrome Platers	1,000
Dry Cleaners using Perchloroethylene (1 machine)	300
Dry Cleaners using Perchloroethylene (2 machines)	500
Dry Cleaners using Perchloroethylene (3 or more machines)	Requires consultation with SDAPCD
Large Gas Station (3.6 million gallons or more per year)	300
Other Gas Stations	50

Source: CARB 2005

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, AB 2588 was enacted in 1987, and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels.

In accordance with AB 2588, any new facility proposed that would have the potential to emit TACs would be required to assess air toxic problems that would result from their facility's emissions. If air emissions from a specific facility include toxic substances or exceed identified limits, the facility is required by the SDAPCD to provide information regarding emission inventories and health risk assessments. If adverse health impacts exceeding public notification levels are identified, the facility would provide public notice, and if the facility poses a potentially significant public health risk, the facility must submit a risk reduction audit and plan to demonstrate how the facility would reduce health risks. Thus, with this regulatory framework, at the program level, impacts associated with stationary sources in the CPU area would be less than significant.

The proposed project would include the development of residential and commercial land uses. Residential land uses do not typically generate substantial TAC emissions. Commercial land uses may potentially include stationary sources of TACs, such as dry-cleaning establishments, gas stations, and diesel-fueled back-up generators. As discussed above, these types of stationary sources, in addition to any other stationary sources that may emit TACs would be subject to SDAPCD rules and regulations. Land uses that are more likely to generate substantial TAC emissions include industrial land uses that involve stationary sources and manufacturing processes.

Individual development projects could be located within the siting distances recommended by the CARB as identified above in Table 5.1-5, thereby potentially exposing sensitive receptors to elevated levels of TACs. Most notably, proposed development could be sited within 500 feet of I-15, I-805, SR 163, or SR 52. Therefore, future development projects within the CPU area could potentially

expose sensitive receptors to elevated levels of TACs, resulting in a potentially significant air quality impact.

#### Asbestos Containing Material and Lead Based Paint

Asbestos dust and lead are known carcinogens classified as TACs by CARB. Both may be found in buildings constructed prior to 1979 when lead was used in lead-based paint (LBP) and asbestos was used as a component of building materials such as walls, ceilings, insulation, or fireproofing. Demolition and renovation of existing structures erected prior to 1979 could result in the disturbance of Asbestos Containing Materials (ACMs) and LBP.

Airborne asbestos is regulated in accordance with the National Emission Standards for Hazardous Air Pollutants (NESHAP) asbestos regulations. Federal and state regulations prohibit emissions of asbestos from demolition or construction activities. Following identification of friable ACMs, federal and state Occupational and Safety Health Administration (OSHA) regulations require that asbestos trained and certified abatement personnel perform asbestos abatement and that all ACMs removed from on-site structures must be hauled to a licensed receiving facility and disposed of under proper manifest by a transportation company certified to handle asbestos. USEPA's Lead Renovation, Repair and Painting Rule (RRP Rule) requires that firms performing renovation, repair, and painting projects that disturb LBP in homes, child care facilities, and pre-schools built before 1978 have their firm certified by USEPA (or an authorized state), use certified renovators who are trained by USEPA-approved training providers, and follow lead-safe work practices. These regulations specify precautions and safe work practices that must be followed to minimize the potential for release of asbestos fibers or lead dust and require notice to federal and/or local government agencies prior to beginning demolition or renovation that could disturb ACM. Therefore, compliance with established regulations would ensure that potential impacts associated with ACM and LBP would be less than significant.

#### **5.1.4.4 Issue 4: Odors**

<i>Would the proposed project create objectionable odors affecting a substantial number of people?</i>
--

Emissions from construction equipment, such as diesel exhaust, and VOCs from architectural coatings and paving activities may generate odors; however, these odors would be temporary, intermittent, and not expected to affect a substantial number of people. Additionally, noxious odors would be confined to the immediate vicinity of construction equipment. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials. Therefore, impacts associated with construction-generated odors would be less than significant.

The type of facilities that are considered to generate objectionable odors during operation include wastewater treatment plants, landfills, and paint/coating operations (e.g., auto body shops), among others. The CPU proposes multi-family residential, commercial/retail, office, institutional, industrial, park, and open space land uses. The project would not introduce land uses that would generate substantial odor. While specific developments within the CPU area are not known at this program level of analysis, planned land uses would not encourage or support uses that would be associated with significant odor generation. Odors associated with restaurants or other commercial uses would

be similar to existing residential and food service uses throughout the CPU area. Additionally, auto body shops would be required to comply with SDAPCD Rule 51 (Public Nuisance), which prohibits the discharge of air contaminants or other materials that would be a nuisance or annoyance to the public. Odor generation is also generally confined to the immediate vicinity of the source. Thus, implementation of the proposed project and associated discretionary actions would not create operational-related objectionable odors affecting a substantial number of people within the City, and impacts related to objectionable odors would be less than significant.

## **5.1.5 Significance of Impacts**

### **5.1.5.1 Conflicts with or Obstructs Regional Air Quality Plans**

The proposed project would be consistent with the goals of the RAQS and the General Plan's City of Villages strategy to develop compact, mixed-use, walkable communities close to transit connections and consistent with smart growth principles; however, because the proposed project would result in greater population, density, and VMT when compared to the adopted Community Plan, future emissions associated with buildout of the proposed project would be greater than future emissions associated with buildout of the adopted Community Plan land uses. Therefore, emissions of ozone precursors (ROG and NO<sub>x</sub>) would be greater than what is accounted for in the RAQS, and the proposed project would conflict with implementation of the RAQS and could have a potentially significant impact on regional air quality.

### **5.1.5.2 Air Quality Standards**

Criteria air pollutants generated during construction of new development pursuant to the proposed project could exceed trigger levels established by the SDAPCD, thereby violating the NAAQS and CAAQS. Operational emissions associated with buildout of the proposed project would be greater for all pollutants when compared to the adopted Community Plan. Therefore, implementation of the proposed project could result in a significant air quality impact related to violation of air quality standards.

### **5.1.5.3 Sensitive Receptors**

The proposed project would not result in a CO hotspot or the exposure of sensitive receptors to substantial, project-generated, localized CO emissions. Individual development projects could be located within the siting distances recommended by the CARB as identified above in Table 5.1-5, thereby potentially exposing sensitive receptors to elevated levels of TACs. Therefore, impacts associated with the exposure of TACs to sensitive uses would be potentially significant. Although redevelopment under the project may require the demolition or renovation of existing structures erected prior to 1979, which could result in the disturbance of ACMs and LBP, compliance with established regulations would ensure that potential impacts associated with exposure to ACMs and LBP would be less than significant.

### **5.1.5.4 Odors**

Potential construction-generated odors would be localized, temporary, intermittent, and not expected to affect a substantial number of people. The proposed project would not introduce land

uses that would generate substantial odor during operations. Therefore, impacts associated with odors would be less than significant.

## 5.1.6 Mitigation Framework

### **AQ 5.1-1: Conflicts with Air Quality Plans**

Within six months of the certification of the Final PEIR, the City shall provide a revised land use map and housing and employment forecast for the CPU area to SANDAG to ensure that any revisions to the population and employment projections used by the SDAPCD in updating the RAQS and SIP will accurately reflect anticipated growth due to the proposed project.

### **AQ 5.1-2: Air Quality Standards - Project-specific Construction Air Quality Impact Analysis**

Proposed development projects that are subject to CEQA and larger than the hypothetical five-acre mixed-use scenario contained herein shall have construction-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the City. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. If such analyses identify potentially significant regional or local air quality impacts based on the City's emissions thresholds, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential mitigation measures are provided in Mitigation Measure AQ 5.1-3d, below.

### **AQ 5.1-3: Air Quality Standards - Construction Emissions Reduction Measures**

For individual construction projects greater than five acres that exceed the daily emissions thresholds established by the City, best available control measures/technology shall be incorporated to reduce construction emissions to the extent feasible. Best available control measures/technology shall include, but not be limited to, the following:

- a. Minimizing simultaneous operation of multiple pieces of construction equipment;
- b. Use of more efficient, or low pollutant emitting equipment, e.g., Tier III or Tier IV rated equipment;
- c. Use of alternative fueled construction equipment;
- d. Dust control measures for construction sites to minimize fugitive dust such as:
  - i. Contractor(s) shall implement paving, chip sealing or chemical stabilization of internal roadways after completion of grading.
  - ii. Dirt storage piles shall be stabilized by chemical binders, tarps, fencing or other erosion control.
  - iii. A 15-mile per hour (mph) speed limit shall be enforced on unpaved surfaces.

- iv. On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather.
- v. Haul trucks hauling dirt, sand, soil, or other loose materials shall be covered or 2 feet of freeboard shall be maintained.
- vi. Disturbed areas shall be hydroseeded, landscaped, or developed as quickly as possible and as directed by the County of San Diego (County) and/or SDAPCD to reduce dust generation.
- vii. Grading shall be terminated if winds exceed 25 mph.
- viii. Any blasting areas shall be wetted down prior to initiating the blast.
- e. Minimizing idling time by construction vehicles.

#### **AQ 5.1-4: Air Quality Standards - Project-specific Operational Air Quality Impact Analysis**

Proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the City. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. If such analyses identify potentially significant regional or local air quality impacts based on the City's thresholds, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential measures shall include, but not be limited to, the following:

- Installation of electric vehicle charging stations;
- Improve walkability design and pedestrian network;
- Increase transit accessibility and frequency by incorporating Bus Rapid Transit routes included in the SANDAG Regional Plan; and/or
- Limit parking supply and unbundle parking costs. Lower parking supply below Institute of Traffic Engineers rates and separate parking costs from property costs.

#### **AQ 5.1-5: Sensitive Receptors - Health Risk Assessment**

Prior to the issuance of building permits for any facility within the siting distance identified in Table 5.1-5, a health risk assessment shall be prepared that demonstrates that health risks would be below the level of significance identified in Table 5.1-2.

## **5.1.7 Significance of Impacts After Mitigation**

### **5.1.7.1 Conflicts with or Obstructs Regional Air Quality Plans**

The proposed project would not be consistent with the RAQS and SIP and would result in a significant and unavoidable impact. Mitigation Measure AQ 5.1-1 requires that the City provide a revised land use map and housing and employment forecast to SANDAG to ensure that any revisions to the population and employment projects are considered in the update of the RAQS and the SIP. The provision of housing information would assist SANDAG in revising the population forecasts; however, until the anticipated growth is included in the emission estimates of the RAQS and the SIP, the direct and cumulative impacts would remain significant and unavoidable. It should be noted that the SDAPCD may revise an emission reduction strategy if the district demonstrates to CARB, and CARB finds, that the modified strategy is at least as effective in improving air quality as the strategy being replaced. Nevertheless, even with implementation of Mitigation Measure AQ 5.1-1, impacts related to conflicts with the applicable air quality plan would remain significant and unavoidable.

### **5.1.7.2 Air Quality Standards**

The ability of future development to successfully implement the actions required to fully satisfy mitigation measures AQ 5.1-2, AQ 5.1-3, and AQ 5.1-4 cannot be guaranteed at this time. In addition, even if the mitigation measures were fully satisfied by a future development, it is possible that the development would still result in a significant impact related to violating air quality standards. Thus, air pollutant impacts from construction and operation under the proposed project are considered significant and unavoidable at the program level.

### **5.1.7.3 Sensitive Receptors**

Sensitive uses located within the siting distances of the TAC-emitting facilities, indicated previously in Table 5.1-5, could be exposed to unacceptable TAC levels. While implementation of Mitigation measure AQ 5.1-5 would reduce TAC impacts, the ability of future development to successfully implement the actions required to fully meet the health risk threshold cannot be guaranteed at this time. Thus, TAC impacts under the proposed project are considered significant and unavoidable at the program level.

## 5.2 Biological Resources

This section of the PEIR provides analysis of potential impacts to biological resources associated with implementation of the proposed project. Information in this section is based, in part, on the *Kearny Mesa Community Plan Update Biological Resources Report* (HELIX 2019e), which is included as Appendix C of this PEIR.

### 5.2.1 Existing Conditions

The existing environmental setting, which includes a detailed discussion and description of existing biological resources within the CPU area is contained in Section 2.3.2 of this PEIR. Section 4.2 of this PEIR includes a summary of the regulatory framework relative to biological resources. Additional relevant information is provided below.

The CPU area is located in the central portion of the City and is an urbanized community on a relatively level mesa top. While much of the CPU area is developed and does not contain sensitive biological resources, sensitive vegetation occurs along the northern, eastern, and southeastern edges of the CPU area, as well as within the Montgomery-Gibbs Executive Airport property (refer to Figure 2-3). Natural undeveloped hillsides associated with Murphy Canyon are located to the east and San Clemente Canyon runs along the northern border of the CPU area. The entire CPU area is within the City's MSCP and VPHCP areas and MHPA lands occur in the areas listed above, as shown in Figure 5.2-1, *Conserved Lands*.

### 5.2.2 Methodology and Assumptions

As this PEIR addresses a community plan at a programmatic level rather than a specific project, within the CPU area, the analysis of biological resources for the CPU area was performed at the plan level, using existing databases and literature. No fieldwork was conducted as part of the analysis of biological resources. Sources utilized for review included the following:

- CDFW CNDDDB
- CNPS Online Rare Plan Inventory
- USFWS species and critical habitat databases
- MSCP (County of San Diego Final MSCP Program; and City of San Diego MSCP Subarea Plan [SAP])
- U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Soil Survey Geographic Database
- USFWS National Wetlands Inventory
- Rare Plants of San Diego County (Reiser 2001)
- San Diego County Bird Atlas (Unitt 2004)
- San Diego County Mammal Atlas (Tremor, Stokes, Spencer, et al. 2017)

- San Diego Geographic Information Source (SanGIS) Vegetation Information in the San Diego Region (2012, 2015; City layer derived from City of San Diego MSCP SAP; MHPA Overlaid with Vegetation Communities/Sensitive Species/Vernal Pools 1 - 2000 scale maps, July 1997, compiled 1992)
- SANDAG, Environmental Mitigation Program (EMP), San Diego Management and Monitoring Program (SDMMP); ArcGIS metadata
- New Century Center (1997 and 2002) documents (EIR and Master Plan)
- StoneCrest Specific Plan (1996)
- City of San Diego VPHCP
- Montgomery-Gibbs Executive Airport Master Plan Update Working Paper 4 – Environmental Review (Atkins 2017)
- City's North City Pure Water Project Final EIR (City 2018b)
- City's Draft Municipal Waterways Maintenance Plan (City 2018c)
- City's Transportation and Storm Water Department Kearny Mesa East Mitigation Site Biological Letter Report (HELIX 2017)

### 5.2.2.1 Sensitive Plants

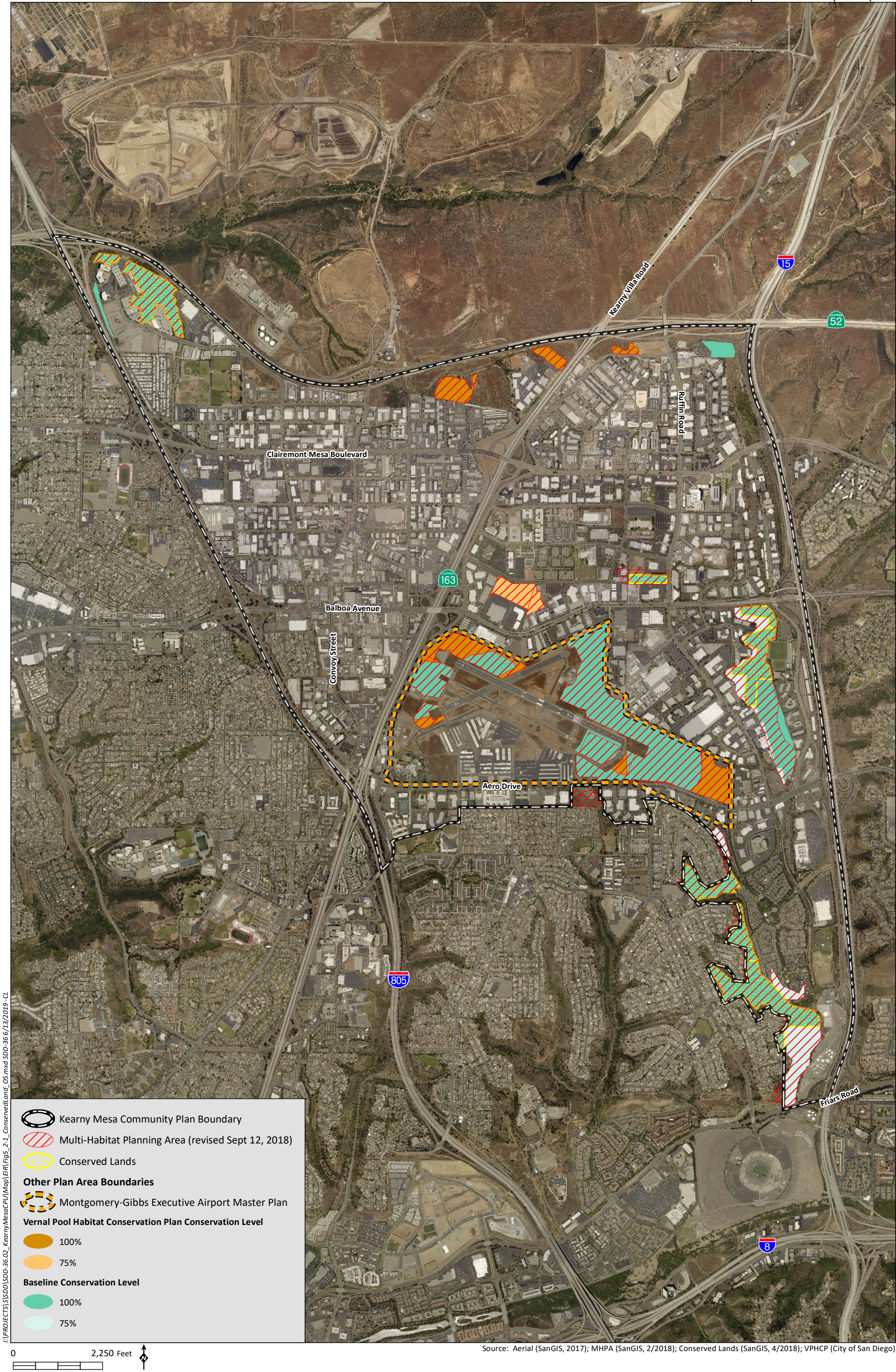
Sensitive plant species are those that are considered federal, state, or CNPS rare, threatened, or endangered; MSCP Covered Species; or MSCP NE species. Locations of sensitive plant species within the CPU area are derived from the sources listed above (note: City hard copy maps include MSCP species coded locations). The sensitivity status of plants is based on federal and state endangered, threatened, and sensitive status lists, as well as local sensitivity designations such as the MSCP covered species and CNPS rare species lists. See Section 2.3.2.3 in Chapter 2, *Environmental Setting*, for a discussion of sensitive plant species within or with the potential to occur within the CPU area.

### 5.2.2.2 Sensitive Wildlife

Sensitive animal species are those that are considered federal or state threatened or endangered; MSCP Covered Species; or MSCP NE species. The locations of sensitive wildlife species were derived from the sources listed above. The sensitivity status for animals are based on federal and state endangered, threatened, and sensitive status lists, as well as local sensitivity designated by the MSCP covered species lists, the CDFW Special Animals List, and animals mentioned in the City's Biology Guidelines. See Section 2.3.2.4 in Chapter 2, *Environmental Setting*, for a discussion of the sensitive wildlife species within or with the potential to occur within the CPU area.

### 5.2.2.3 Vegetation Communities

Vegetation mapping is primarily representative of the most recent available SanGIS data layer as well as the City's most recent MHPA vegetation layer. Where more current or detailed vegetation mapping exists from sources listed above, the data was reviewed and incorporated into the vegetation discussion to provide further detail and updated information. Vegetation community descriptions follow Oberbauer et al. (2008) with habitat sensitivity/tier categories derived from



# Conserved Land

Figure 5.2-1

wetland and upland mitigation ratio tables in the City's Biology Guidelines (City 2018d). See Section 2.3.2.1 in Chapter 2, *Environmental Setting*, for a discussion of the existing vegetation communities within the CPU area.

### 5.2.3 Significance Determination Thresholds

Based on the City's CEQA Significance Determination Thresholds (City 2016), which have been modified to guide a programmatic analysis for the proposed project, a significant impact on biological resources could occur if the proposed project would result in:

1. A substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the CDFW or USFWS;
2. A substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS;
3. A substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means;
4. Interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites; or
5. A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region.

### 5.2.4 Impact Analysis

Biological resources may be either directly, or indirectly impacted by growth and development associated with the proposed project. Direct and indirect impacts are defined per the City's CEQA Significance Determination Thresholds (City 2016).

Direct Impacts: A direct impact is a physical change in the environment which is caused by and immediately related to the project. An example of a direct physical change in the environment is the removal of vegetation.

Indirect Impacts: An indirect impact is a physical change in the environment which is not immediately related to the project, but which is caused indirectly by the project. If a direct impact in turn causes another physical change in the environment, then the secondary change is an indirect impact. An indirect physical change is to be considered only if that change is a reasonably foreseeable impact that may be caused by the project. A change which is speculative or unlikely to occur is not reasonably foreseeable. Potential indirect impacts may include the following:

- *Noise*: Elevated ambient noise levels that could result from construction or development associated with the proposed project's implementation could impact species that rely on sound to communicate (e.g., birds). Elevated ambient noise levels have the potential to disturb species and/or cause direct habitat avoidance. The impact of noise on wildlife differs from species to species and is dependent on the source of the noise (e.g., vehicle traffic versus blasting) and the decibel level, duration, and timing.
- *Changes in Hydrology & Drainage*: Changes in surface or ground hydrology such as those related to runoff, salinity levels, and sedimentation resulting from the implementation of the proposed project could have indirect impacts on species and habitats.
- *Invasive Exotic and Predator Species*: Introduction of exotic or invasive plant and animal species to areas in or adjacent to MHPA and other biologically sensitive areas in the CPU area could be considered an indirect impact. Non-native species may have fewer natural predators, reduce habitat quality through reduced support of native species, and may aggressively outcompete native species.
- *Lighting*: Artificial night lighting associated with implementation of the proposed project could impact habitat value for some species, particularly for nocturnal species, through potential modification of predation rates, obscuring of lunar cycles, and/or causing direct habitat avoidance. Nighttime lighting could also disturb diurnal species roosting in adjacent habitat.
- *Toxins and Fugitive Dust*: Increased use of chemical products including pesticides, herbicides, and machinery fluids along with fugitive dust generated during construction and urban buildout (i.e. from aerosolized soil, tire wear, and car exhaust) associated with implementation of the proposed project could adversely impact plants and animals by coating the plant surfaces and disrupting various plant and animal lifecycle functions such as reproduction, photosynthesis, and respiration.
- *Unauthorized Access*: Development associated with implementation of the proposed project could create or increase use of habitats that otherwise were not easily accessible to humans. Disturbance from human activities (i.e., trampling of species from recreational activity) and trash left by human activities can adversely impact species and degrade habitat.

Permanent Impacts: Impacts that result in the irreversible removal or loss of biological resources are considered permanent.

Temporary Impacts: Temporary disruptions of habitat and temporary staging areas that do not alter landform and that will be revegetated are generally not considered to be permanent habitat loss. Staff would work with the applicant on a project level to ensure that appropriate revegetation and restoration will be completed as part of the development process.

### 5.2.4.1 Issue 1: Sensitive Species

*Would the proposed project result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies, or regulations, or by the CDFW or USFWS?*

#### a. Sensitive Plant Species

Implementation of the proposed project has the potential to impact 34 sensitive plant species known to occur, or programmatically determined to have a potential to occur in the CPU area (refer to Section 2.3.2.3 in this PEIR for additional details) and/or additional species in the future. Precise numbers and locations of sensitive plant species would be identified through project-level evaluations and surveys for future development/redevelopment in accordance with the proposed project. Potential sensitive plant species identified thus far that could be impacted by implementation of the proposed project include:

- singlewhorl burrobrush (CNPS Rare Plant Rank 2B.2),
- San Diego ambrosia (CNPS Rare Plant Rank 1B.1, MSCP Covered),
- San Diego goldenstar (CNPS Rare Plant Rank 1B.1, MSCP Covered),
- Orcutt's brodiaea (CNPS Rare Plant Rank 1B.1, MSCP Covered),
- wart-stemmed ceanothus (CNPS Rare Plant Rank 2B.2),
- Orcutt's spineflower (Federally Endangered, State Endangered, CNPS Rare Plant Rank 1B.1),
- knotweed spineflower (Federal Species of Special Concern, CNPS Rare Plant Rank 1B.1),
- long-spined spineflower (CNPS Rare Plant Rank 1B.2),
- summer holly (CNPS Rare Plant Rank 1B.2),
- variegated dudleya (CNPS Rare Plant Rank 1B.2, MSCP Covered),
- San Diego button-celery (Federally Endangered, State Endangered, CNPS Rare Plant Rank 1B.1, MSCP/VPHCP Covered),
- San Diego barrel cactus (CNPS Rare Plant Rank 2B.1, MSCP Covered),
- decumbent goldenbush (CNPS Rare Plant Rank 1B.2),
- willowy monardella (Federally Endangered, State Endangered, CNPS Rare Plant Rank 1B.1, MSCP Covered),
- spreading navarretia (Federally Threatened, CNPS Rare Plant Rank 1B.1, MSCP/VPHCP Covered)<sup>1</sup>,
- prostrate vernal pool navarretia (CNPS Rare Plant Rank 1B.1, VPHCP Covered),
- San Diego mesa mint (Federally Endangered, State Endangered, CNPS Rare Plant Rank 1B.1, MSCP/VPHCP Covered),

<sup>1</sup> The MSCP lists spreading navarretia as prostrate navarretia.

- Nuttall's scrub oak (CNPS Rare Plant Rank 1B.1),
- oil nest straw (CNPS Rare Plant Rank 1B.1)
- woven-spored lichen (CNPS Rare Plant Rank 3),
- San Diego thorn-mint (Federally Threatened, State Endangered, CNPS Rare Plant Rank 1B.1, MSCP Covered),
- California adolphia (CNPS Rare Plant Rank 2B.1),
- Coulter's saltbush (CNPS Rare Plant Rank 1B.2, MSCP Narrow Endemic and Covered),
- Otay Mountain ceanothus (CNPS Rare Plant Rank 1B.2),
- Palmer's goldenbush (CNPS Rare Plant Rank 1B.1),
- Palmer's grapplinghook (CNPS Rare Plant Rank 4.2),
- San Diego marsh elder (CNPS Rare Plant Rank 2B.2),
- Coulter's goldfields (CNPS Rare Plant Rank 1B.1),
- Robinson's pepper-grass (CNPS Rare Plant Rank 4.3),
- Little mousetail (CNPS Rare Plant Rank 3.1),
- California Orcutt grass (Federally Endangered, State Endangered, CNPS Rare Plant Rank 1B.1, Narrow Endemic, MSCP/VPHCP Covered),
- Otay mesa mint (Federally Endangered, State Endangered, CNPS Rare Plant Rank 1B.1, Narrow Endemic, MSCP/VPHCP Covered),
- Munz's sage (CNPS Rare Plant Rank 2B.2), and
- San Diego County viguiera (CNPS Rare Plant Rank 4.2).

Potentially occurring sensitive species would be conserved in accordance with the City's ESL Regulations, Biology Guidelines, and the provisions of the MSCP SAP. Depending on the species present, adherence to the MSCP SAP Appendix A (i.e., Conditions of Coverage), the VPHCP, and state and federal laws will provide mitigation for direct impacts to sensitive plant species. Impacts to sensitive plant species would be less than significant.

#### **b. Sensitive Wildlife Species**

Implementation of the proposed project has the potential to impact 21 sensitive wildlife species known to occur in the CPU area (refer to Section 2.3.2.4 in this PEIR for additional details) and/or additional species in the future. Precise numbers and locations of sensitive wildlife species would be identified through project-level evaluations and surveys for future development/redevelopment in accordance with the proposed project. The sensitive wildlife species that could potentially be impacted by implementation of the proposed project include, but are not limited to:

- Cooper's hawk (CDFW Species of Special Concern),
- California glossy snake (CDFW Species of Special Concern),
- orange-throated whiptail (CDFW watch list, MSCP Covered),

- burrowing owl (CDFW Species of Special Concern, MSCP Covered),
- San Diego fairy shrimp (Federally Endangered, VPHCP Covered),
- prairie falcon (CDFW watch list),
- coast horned lizard (CDFW Species of Special Concern, MSCP Covered),
- coastal California gnatcatcher (Federally Threatened, CDFW Species of Special Concern, MSCP Covered),
- Quino checkerspot butterfly (Federally Endangered),
- southwestern willow flycatcher (Federally Endangered, State Endangered, MSCP Covered),
- yellow warbler (USFWS Bird of Conservation Concern, CDFW Species of Special Concern),
- Western spadefoot (CDFW Species of Special Concern),
- Two-striped garter snake (CDFW Species of Special Concern),
- Coronado skink (CDFW Species of Special Concern),
- Southern California rufous-crowned sparrow (CDFW Watch List, MSCP Covered),
- Yellow-breasted chat (CDFW Species of Special Concern),
- Least bell's vireo (Federally Endangered, State Endangered, MSCP Covered),
- Northwestern San Diego pocket mouse (CDFW Species of Special Concern),
- Western mastiff bat (CDFW Species of Special Concern),
- Pocketed free-tailed bat (CDFW Species of Special Concern), and
- Big free-tailed bat (CDFW Species of Special Concern).

Potential impacts to sensitive wildlife species would be mitigated in accordance with City's ESL Regulations, the Biology Guidelines, and the provisions of the MSCP SAP. The MBTA, which is enforced by the USFWS, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird or attempt such actions, except as permitted by regulation. Thus, there is an existing regulatory framework in place to prevent adverse impacts to migratory birds. Additionally, future discretionary development occurring within the CPU area that has the potential to impact migratory birds would be required to conduct pre-construction surveys if construction occurs during the typical bird breeding season to determine the presence or absence of breeding birds and to ensure that no impacts occur to any nesting birds or their eggs, chicks, or nests. Impacts to sensitive species would be less than significant.

### **c. Critical Habitat**

Critical habitat is a specific geographic area that contains features essential for the conservation of a threatened or endangered species and that may require special management and protection, as determined by USFWS. Critical habitat may include areas that are currently occupied by a species and unoccupied areas that are essential for the species' conservation (City 2017). Within the CPU area, USFWS-designated critical habitat occurs and provides habitat protection for two listed species: spreading navarretia and San Diego fairy shrimp (USFWS 2018b). Federally-designated critical habitat for spreading navarretia within the CPU area occurs entirely within the Montgomery-Gibbs

Executive Airport property which is not a part of the proposed project. This area of spreading navarretia critical habitat is identified in the VPHCP as Subunit 3D, Montgomery Field, of the Unit 3 Central Coastal Mesa Management Area. Critical habitat for San Diego fairy shrimp within the CPU area occurs within the Montgomery-Gibbs Executive Airport property and in undeveloped land in the northern portion of the CPU area. These areas of San Diego fairy shrimp critical habitat are identified in the VPHCP as within the Unit 4 Central Coastal Mesa Management Area. The locations of these designated critical habitat areas are shown in Figure 5.2-2, *USFWS Critical Habitat*.

Implementation of the proposed project would not impact critical habitat for spreading navarretia because of its location within the Montgomery-Gibbs Executive Airport property. Although the VPHCP notes that 14 acres of critical habitat within Subunit 3D (Montgomery Field) are not conserved under the VPHCP, all 14 acres are located on the airport property. The proposed project does not propose land use changes or include other policy framework that would govern the airport property.

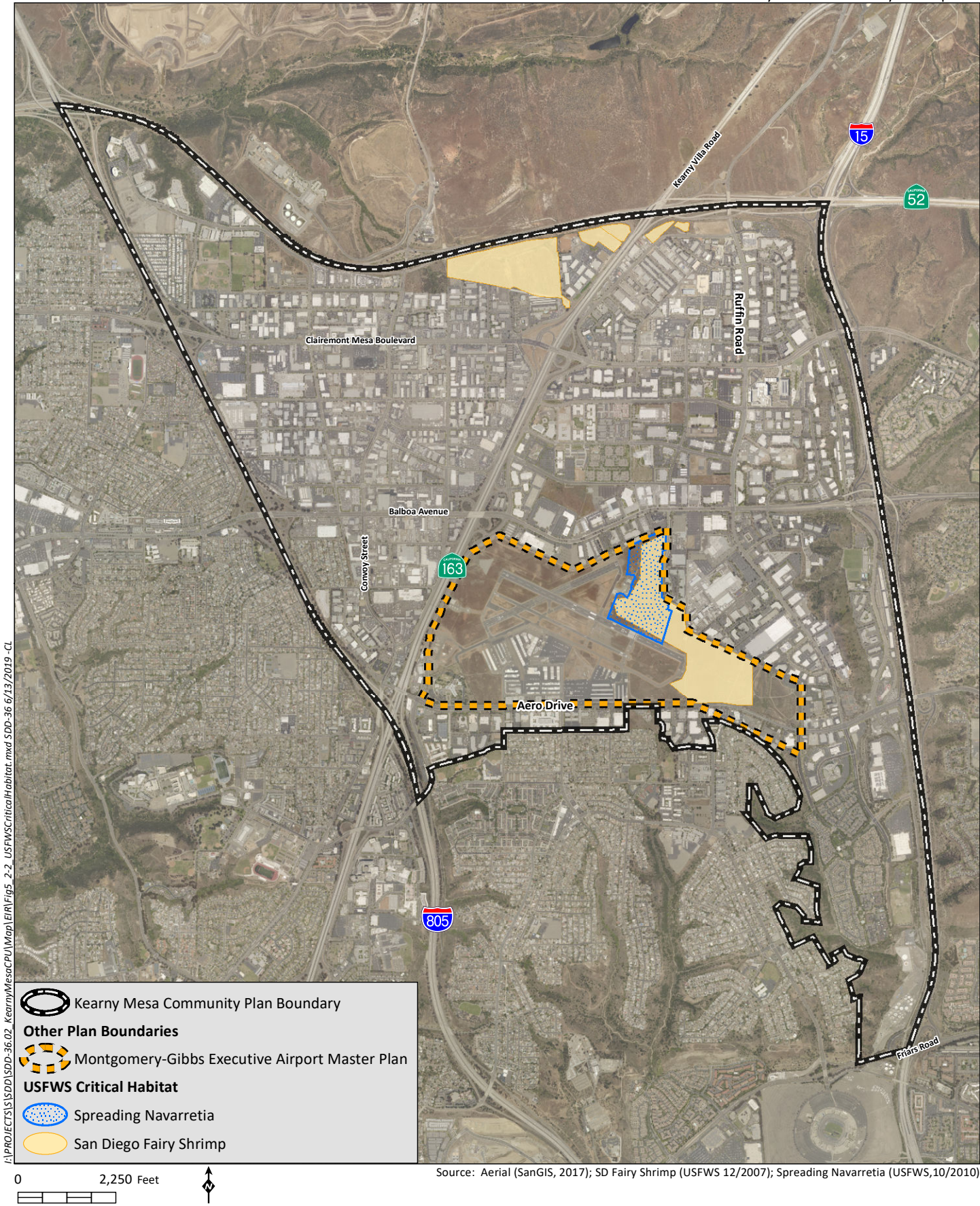
Similarly, San Diego fairy shrimp critical habitat within the airport property would not be impacted by the proposed project for the same reasons. San Diego fairy shrimp critical habitat located outside of the airport property mostly coincides within the MHPA and/or areas proposed as open space in the proposed CPU. However, limited land areas within designated San Diego fairy shrimp critical habitat are not planned for conservation under the MHPA, VPHCP, or a proposed CPU Open Space designation. These specific areas include: (1) land immediately west of Magnatron Boulevard, (2) land adjacent to the eastbound SR 52 to southbound SR 163 ramp, and (3) land adjacent to the northbound SR 163 to eastbound SR 52 ramp. The VPHCP anticipates that some of these critical habitat areas would be permanently lost as part of the overall conservation strategy. The VPHCP provides habitat-based and species-specific objectives for the conservation, management, and/or restoration of vernal pools and associated species covered under the VPHCP (including, among others, San Diego fairy shrimp).

Future development under the proposed project that would potentially impact designated San Diego fairy shrimp critical habitat would be subject to compliance with objectives and applicable avoidance, minimization, and mitigation measures of the VPHCP, as well as regulatory requirements of the MSCP SAP, ESL Regulations, and Biology Guidelines. Impacts to critical habitat would be less than significant with implementation of the existing regulatory framework.

#### 5.2.4.2 Issue 2: Sensitive Habitats

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

The City's Biology Guidelines define sensitive vegetation communities. Upland vegetation communities are divided into four tiers of sensitivity (the first being the most sensitive; the fourth, the least sensitive) based on rarity and ecological importance (City 2018d). Tier I includes rare uplands, Tier II includes uncommon uplands, Tiers IIIA and IIIB include common uplands, and Tier IV includes other uplands. Wetlands and waters of the US are also considered sensitive habitats/communities but are not assigned tier values but they are considered sensitive. Additionally,



USFWS Critical Habitat

Figure 5.2-2

typically non-sensitive habitats may be deemed sensitive if they support a sensitive species such as a burrowing owl or rare/endemic plant species.

Based on these criteria and the CPU data sources listed above, the CPU area is currently known to support 14 sensitive vegetation communities, including the following seven wetland communities and seven upland sensitive communities:

- *Wetlands*: disturbed wetland (non-native riparian), southern riparian forest, southern riparian scrub, southern riparian woodland, southern sycamore-alder riparian woodland, southern willow scrub (including disturbed form), and vernal pool.
- *Tier I Habitats*: maritime succulent scrub, scrub oak chaparral, and valley and foothill grassland.
- *Tier II Habitats*: Diegan coastal sage scrub (including baccharis-dominated, coastal, and disturbed forms).
- *Tier IIIA Habitats*: chamise chaparral and southern mixed chaparral.
- *Tier IIIB Habitats*: non-native grassland.

Refer to Table 2-3 for acreages of each sensitive vegetation community and Figure 2-3 in this PEIR for general locations within the CPU area.

Implementation of the proposed project could potentially impact Tier I, Tier II, Tier IIIA, and Tier IIIB sensitive biological resources (i.e., sensitive upland communities), as well as wetlands. While most of these sensitive vegetation communities are present within areas that would be designated as Open Space or within the Montgomery-Gibbs Executive Airport property, which is not a part of the proposed project, there are some areas where planned land uses could potentially result in direct or indirect impacts to these communities. Such impacts could occur directly through removal or indirectly by placing development adjacent to sensitive vegetation communities. Future development under the proposed project would undergo environmental review, including compliance with the City's ESL Regulations prior to disturbance of those lands. Compliance with the established development standards contained in the City's ESL Regulations, Biology Guidelines, MSCP SAP, and MHPA Land Use Adjacency Guidelines would ensure that impacts to sensitive vegetation communities would be less than significant.

### 5.2.4.3 Issue 3: Wetlands

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

As discussed above in Section 5.2.4.2, the CPU area currently contains seven wetland vegetation communities that are potential jurisdictional waters or wetlands. Additionally, the National Wetlands Inventory database shows corresponding riverine and freshwater areas within the CPU area. While most of these communities/features occur within areas that would be designated as Open Space or within the Montgomery-Gibbs Executive Airport property, which is not a part of the proposed

project, there are some areas where planned land uses could potentially result in direct or indirect impacts to wetland communities or other jurisdictional areas. The ESL Regulations (SDMC Section 143.0141(b)) require that impacts to wetlands be avoided, and a wetland buffer be maintained as appropriate to maintain the wetland functions and values. Impacts to wetlands require a deviation to the wetland regulations except for encroachments into vernal pools outside of the MHPA (and Coastal Overlay Zone) where the development is consistent with the Biology Guidelines of the Land Development Manual and the VPHCP. Future development that would impact wetlands could require a deviation from the ESL wetland regulations under one of the following three options:

- **Essential Public Project Option:** a deviation may be requested for any public project identified in an adopted land use plan or implementing document and identified on the Essential Public Projects List adopted by Resolution No. R-307377 as Appendix III to the Biology Guidelines; linear infrastructure, including but not limited to major roads and land use plan circulation element roads and facilities including bike lanes, water and sewer pipelines including appurtenances, and storm water conveyance systems including appurtenances; maintenance of existing public infrastructure; or State and federally mandated projects. A deviation may only be requested for an Essential Public Project where no feasible alternative exists that would avoid impacts to wetlands.
- **Economic Viability Option:** A deviation may be requested to preserve economically viable use of a property that would otherwise be deprived by a strict application of the regulations. Such a deviation shall be the minimum necessary to achieve economically viable use of the property and shall avoid wetland resources to the maximum extent practicable.
- **Biologically Superior Option:** A deviation may be requested to achieve a superior biological result which would provide long-term biological benefit and a net increase in quality and viability (functions and value) relative to existing conditions.

The determination of exact impacts cannot be made at the programmatic level but will be made as future development/redevelopment occurs in accordance with the proposed project. If impacts to wetlands or other jurisdictional areas would occur, they would be regulated by the USACE in accordance with Section 404 of the CWA, RWQCB in accordance with Section 401 of the CWA, CDFW under Section 1600 of California Fish and Game Code, the City in accordance with the Biology Guidelines, ESL Regulations, and MSCP SAP, and other agencies as applicable. Impacts to wetlands would be less than significant with implementation of the existing regulatory framework.

#### **5.2.4.4 Issue 4: Wildlife Movement**

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

There are no designated, regional wildlife corridors crossing the CPU area. The nearest regional wildlife corridor considered crucial to wildland connectivity in the region occurs within San Clemente Canyon. This corridor extends south of SR 52 (west of the CPU area) and then transitions north of SR 52 near the SR 52/I-805 interchange and continues through MCAS Miramar. While a tributary canyon of San Clemente Canyon extends into the northwest corner of the CPU area, this tributary canyon terminates at the edge of the developed mesa and Copley Drive and does not connect to

other habitat linkage areas or wildlife corridors. Furthermore, this area is surrounded by existing development and would be designated Open Space by the proposed CPU. No development would occur within the tributary canyon under the proposed project.

Other undeveloped land in the CPU area occurs in the north in pockets along SR 52, in the east within Murphy Canyon, and within the Montgomery-Gibbs Executive Airport property where a large vernal pool complex is located. These undeveloped areas in the CPU area are surrounded by existing development, including major freeways. These areas function to facilitate wildlife as local corridors and/or stepping stones within and between the remaining habitat in the CPU area and larger areas of native habitat and MHPA surrounding the CPU area (i.e., the San Diego River corridor to the south, Mission Trails Regional Park connections to the east, coastal canyons to the west, and MCAS Miramar and Los Peñasquitos Canyon Preserve to the north). Figure 5.2-3, *Wildlife Movement Opportunities*, depicts wildlife corridors and open space areas in the vicinity of the CPU area.

Through future environmental review on a project level, impacts to wildlife corridors would be addressed through compliance with the City ESL Regulations, Biology Guidelines, and MSCP SAP. Impacts would be less than significant.

#### 5.2.4.5 Issue 5: Conservation Planning

*Would the proposed project result in a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region?*

##### a. Multiple Species Conservation Program

The CPU area falls within the City's MSCP SAP (City 1997). The MHPA was developed by the City in cooperation with the wildlife agencies, property owners, developers and environmental groups. The Preserve Design Criteria contained in the MSCP Plan and the City Council adopted criteria for the creation of the MHPA were used as guides in the development of the City's MHPA. The MHPA delineates core biological resource areas and corridors targeted for conservation. Within the MHPA, limited development may occur.

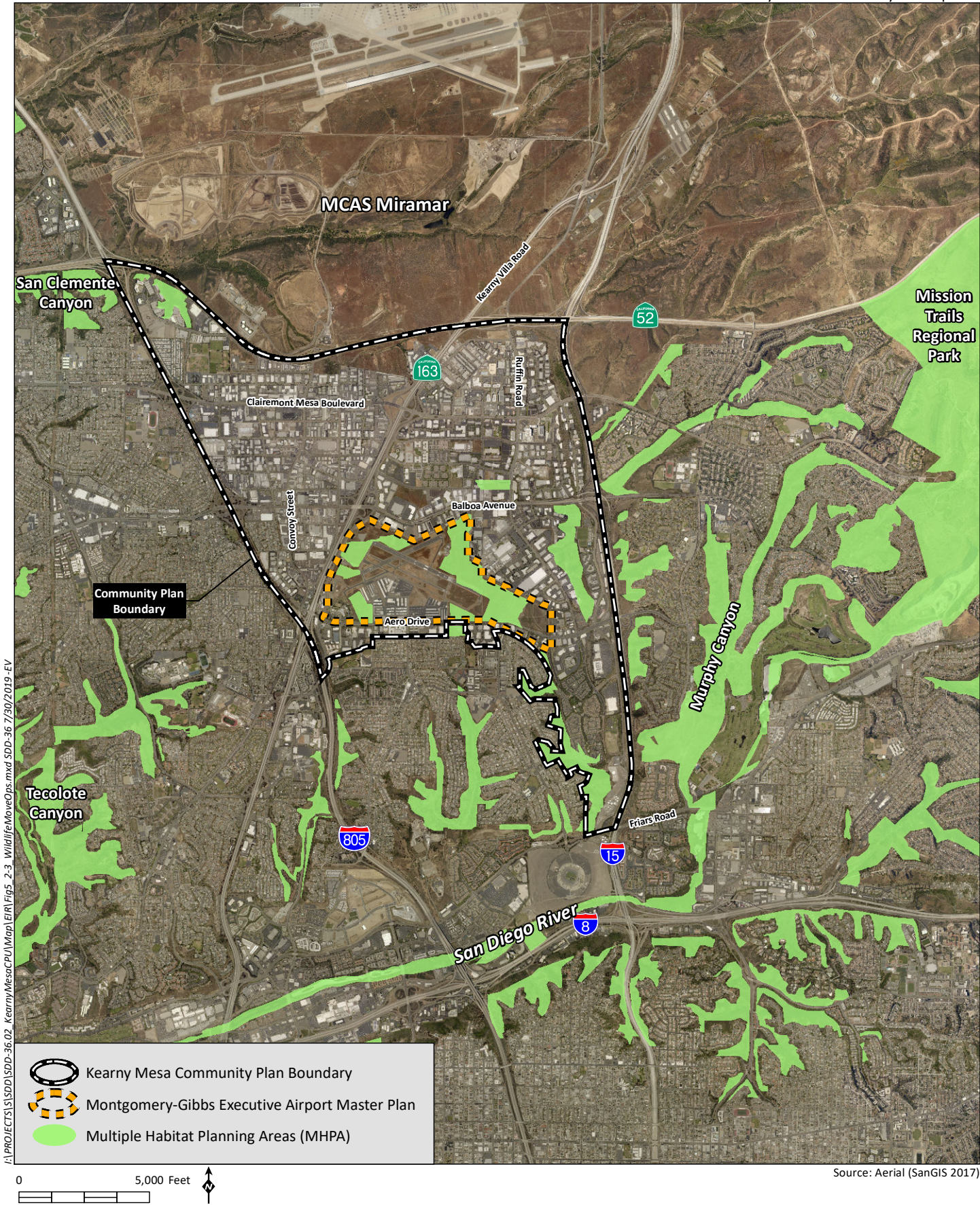
Within the CPU area, the MHPA occurs in several pockets of generally undeveloped land and within the Montgomery-Gibbs Executive Airport property, as shown in Figure 5.2-1. Most of these MHPA lands occur within areas proposed to be designated Open Space by the proposed CPU or in areas where existing development is present. Development and/or redevelopment of properties within the MHPA could occur under the proposed project. While MHPA lands are considered by the City to be a sensitive biological resource, limited development is allowed in the MHPA subject to the requirements of the City's MSCP SAP.

In general, pursuant to the MSCP SAP, a maximum 25 percent encroachment into the MHPA is allowed for development. If 25 percent or more of the site is outside the MHPA, development would be restricted to this area. In addition, development is required to be located in the least biologically sensitive portion of the site. Should more than 25 percent encroachment be desired, an MHPA boundary line adjustment may be proposed. The City's MSCP SAP states that adjustments to the MHPA boundary line are permitted without the need to amend the City's MSCP SAP, provided the boundary adjustment results in an area of equivalent or higher biological value. To meet this

standard, the area(s) proposed for addition to the MHPA must meet the six functional equivalency criteria set forth in Section 5.4.2 of the Final MSCP Plan (City 1998). All MHPA boundary line adjustments require City discretionary approval and Wildlife Agencies concurrence prior to release of the environmental document.

According to Section 1.4.1 of the City's MSCP SAP (Compatible Land Uses), the following land uses are considered conditionally compatible with the biological objectives of the MSCP and, thus, are allowed within the MHPA: passive recreation, utility lines and roads (in compliance with policies in SAP Section 1.4.2), limited water facilities and other essential public facilities, limited low-density residential uses, brush management (zone 2), and limited agriculture. Section 1.4.2 of the SAP (General Planning Policies and Design Guidelines) lists general planning policies and design guidelines that should be applied in the review and approval of development projects within or adjacent to the MHPA. Applicable guidelines and policies address roads and utilities; fencing, lighting, and signage; materials storage; and flood control. Additionally, Section 1.5.2 of the SAP lists general management directives that apply throughout the SAP area related to mitigation; restoration; public access, trails, and recreation; litter/trash and materials storage; adjacency management issues; invasive exotics control and removal; and flood control. Future development within the MHPA would be subject to these MSCP SAP directives.

When land is developed in or adjacent to the MHPA, there is a potential not only for direct impacts to sensitive species but indirect impacts as well which may further degrade habitat or alter animal behavior within the MHPA. These indirect effects may include impacts related to drainage, toxics, lighting, noise, human intrusion, barriers, brush management, and invasive species. These impacts could be short-term resulting from construction activities or long-term resulting from adjacent development. Short-term construction impacts from noise, for example, could result in disruption of foraging, breeding, and nesting, and could adversely affect a population of sensitive species. Long-term impacts from adjacent development could result from trampling and removal of native plant cover due to hiking, biking, and other human activities. To address these concerns, the MSCP SAP includes land use considerations including the MHPA Land Use Adjacency Guidelines that are to be evaluated and implemented at the project level. Future development in accordance with the proposed project would be subject to the MHPA Land Use Adjacency Guidelines and thus, implementation of the proposed project would be consistent with applicable guidelines as presented in Table 5.2-1, *MHPA Land Use Adjacency Guidelines Consistency*. Therefore, impacts related to conflicts with the City's MSCP SAP would be less than significant.



# Wildlife Movement Opportunities

Figure 5.2-3

**Table 5.2-1  
MHPA LAND USE ADJACENCY GUIDELINES CONSISTENCY**

<b>MHPA Land Use Adjacency Guideline</b>	<b>Consistency Determination</b>
<b>Drainage.</b> All new and proposed parking lots and developed areas in and adjacent to the preserve must not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA. This can be accomplished using a variety of methods including natural detention basins, grass swales, or mechanical trapping devices. These systems should be maintained approximately once a year, or as often as needed, to ensure proper functioning. Maintenance should include dredging out sediments if needed, removing exotic plant materials, and adding chemical-neutralizing compounds (e.g., clay compounds) when necessary and appropriate.	<b>Consistent.</b> Future development within the CPU area would be required to comply with City regulations including the City's drainage regulations in the City's Drainage Design Manual. Buildout of the proposed CPU would also be required to comply with the hydromodification management requirements described in the City's Storm Water Standards Manual. These requirements have been developed to comply with the Municipal Storm Water Permit, San Diego RWQCB Order No. R9-2013-0001, as amended by Order No. R9-2015-0001 and Order No. R9-2015-0100, NPDES Permit No. CAS0109266. Typical features employed on a project site to control the rate and volume of runoff are retention/ infiltration basins, biofiltration basins, or detention basins.
<b>Toxics</b> – Land uses, such as recreation and agriculture, that use chemicals or generate by-products such as manure, that are potentially toxic or impactful to wildlife, sensitive species, habitat, or water quality need to incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. Such measures should include drainage/detention basins, swales, or holding areas with non-invasive grasses or wetland-type native vegetation to filter out the toxic materials. Regular maintenance should be provided. Where applicable, this requirement should be incorporated into leases on publicly-owned property as leases come up for renewal.	<b>Consistent.</b> Future development occurring within the CPU area located adjacent to the MHPA would require project-specific environmental review. This review would ensure compliance with the Land Use Adjacency Guidelines, which would ensure drainage from development does not flow into the MHPA and may require the implementation of measures such as drainage/detention basins, swales, or holding areas with non-invasive grasses or wetland type native vegetation to filter out toxic materials.
<b>Lighting.</b> Lighting of all developed areas adjacent to the MHPA should be directed away from the MHPA. Where necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the MHPA and sensitive species from night lighting.	<b>Consistent.</b> Future development that would occur adjacent to the City's MHPA lands would undergo environmental review to ensure consistency with the City's MHPA Land Use Adjacency Guidelines including lighting requirements contained in the guidelines.
<b>Barriers.</b> New development adjacent to the MHPA may be required to provide barriers (e.g., non-invasive vegetation, rocks/boulders, fences, walls, and/or signage) along the MHPA boundaries to direct public access to appropriate locations and reduce domestic animal predation.	<b>Consistent.</b> Where future development would occur adjacent to MHPA areas, future environmental review would ensure consistency with Land Use Adjacency Guidelines including barrier requirements adjacent to the MHPA.
<b>Invasives.</b> No invasive non-native plant species shall be introduced into areas adjacent to the MHPA.	<b>Consistent.</b> Where future development would occur adjacent to MHPA areas, future environmental review would ensure consistency with Land Use Adjacency Guidelines including the prohibition of planting invasive plant species in areas adjacent to the MHPA.

**Table 5.2-1 (cont.)**  
**MHPA LAND USE ADJACENCY GUIDELINES CONSISTENCY**

MHPA Land Use Adjacency Guideline	Consistency Determination
<p><b>Brush Management.</b> New residential development located adjacent to and topographically above the MHPA (e.g., along canyon edges) must be set back from slope edges to incorporate Zone 1 brush management areas on the development pad and outside of the MHPA. Zones 2 and 3 will be combined into one zone (Zone 2) and may be located in the MHPA upon granting of an easement to the City (or other acceptable agency) except where narrow wildlife corridors require it to be located outside of the MHPA. Zone 2 will be increased by 30 feet, except in areas with a low fire hazard severity rating where no Zone 2 would be required. Brush management zones will not be greater in size that is currently required by the City's regulations. The amount of woody vegetation clearing shall not exceed 50 percent of the vegetation existing when the initial clearing is done. Vegetation clearing shall be done consistent with City standards and shall avoid/minimize impacts to covered species to the maximum extent possible. For all new development, regardless of the ownership, the brush management in the Zone 2 area will be the responsibility of a homeowner's association or other private party.</p>	<p><b>Consistent.</b> Where future development would occur adjacent to MHPA areas, future environmental review would ensure consistency with Land Use Adjacency Guidelines including brush management requirements adjacent to the MHPA.</p>
<p><b>Noise.</b> Uses in or adjacent to the MHPA should be designed to minimize noise impacts. Berms or walls should be constructed adjacent to commercial areas, recreational areas, and any other use that may introduce noises that could impact or interfere with wildlife utilization of the MHPA. Excessively noisy uses or activities adjacent to breeding areas must incorporate noise reduction measures and be curtailed during the breeding season of sensitive species. Adequate noise reduction measures should also be incorporated for the remainder of the year.</p>	<p><b>Consistent.</b> Where future development would occur adjacent to MHPA areas, future environmental review would ensure consistency with Land Use Adjacency Guidelines related to exposure of wildlife to noise. Subsequent environmental review would typically require as a project condition the requirement for preconstruction bird surveys to occur to determine the presence or absence of breeding birds, if construction is proposed during bird breeding seasons. Alternatively, species presence can be assumed. If birds are present or their presence is assumed, noise attenuation and biological monitoring would be required that would ensure no adverse noise impacts would occur in or adjacent to the MHPA.</p>
<p><b>Grading/Land Development.</b> Manufactured slopes associated with site development shall be included within the development footprint for projects within or adjacent to the MHPA.</p>	<p><b>Consistent.</b> Where future development would occur adjacent to MHPA areas, future environmental review would ensure consistency with Land Use Adjacency Guidelines to ensure construction limits remain outside the MHPA.</p>

## **b. Vernal Pool Habitat Conservation Plan**

The VPHCP is a comprehensive plan to provide conservation of vernal pool habitats and seven sensitive vernal pool species where the City relinquished federal coverage under the City's MSCP

SAP. The VPHCP serves to expand the City's MHPA, with a focus on the management and conservation of vernal pool habitats and their associated species, and particularly the seven covered species of the VPHCP. The VPHCP comprises three Planning Units; north, central, and south. The CPU area is located within the Central Planning Unit of the VPHCP. Within the CPU area, land designated for conservation under the VPHCP coincides with the MHPA, as shown in Figure 5.2-1.

Any future proposed development not included as one of the "covered" or "planned" VPHCP projects (as identified in Section 4.1 of the VPHCP), and/or actions not included in the list of VPHCP covered activities (as identified in Section 4.2 of the VPHCP; i.e. Covered Police and Fire Activities, Covered Solid Waste Activities, Public Utilities Covered Activities, Management Covered Activities), are required to undergo project-specific analyses to identify vernal pool resources and evaluate impacts and provide any required avoidance/mitigation relative to the provisions of the VPHCP. If a future proposed project is determined by the City to be consistent with the requirements of the VPHCP and fully mitigated in accordance with the City's Biology Guidelines, the project could be authorized to impact vernal pools and covered species through the City's VPHCP Incidental Take Permit and associated project discretionary permit. Future development in accordance with the proposed project would be subject to compliance with the City's VPHCP Sections 5.2.1 and 5.3.1. Therefore, impacts related to conflicts with the City's VPHCP would be less than significant.

## **5.2.5 Significance of Impacts**

### **5.2.5.1 Sensitive Species**

Implementation of the proposed project has the potential to impact sensitive plant and wildlife species either directly through the loss of habitat (including critical habitat) and/or direct take; or indirectly by placing development in or adjacent to sensitive habitat. Potential impacts to federal- or State-listed species, MSCP Covered Species, Narrow Endemic Species, plant species with a CNPS Rare Plant Rank of 1 or 2, and wildlife species included on the CDFW's Special Animals List would be significant. Potential impacts to sensitive species and/or designated critical habitat of listed species would be mitigated in accordance with City's ESL Regulations, the Biology Guidelines, and the provisions of the MSCP SAP and VPHCP. Potential impacts to birds covered by the MBTA would be avoided by adherence to the requirements of this law. Through implementation of the existing regulatory framework, impacts to sensitive species would be less than significant.

### **5.2.5.2 Sensitive Habitats**

Future projects implemented in accordance with the proposed project could potentially impact sensitive upland (Tier I, Tier II, Tier IIIA, and Tier IIIB), wetland habitat that are present within the CPU area. Future development under the proposed project would undergo environmental review, including compliance with the City's ESL Regulations prior to disturbance of those lands. Through compliance with the established development standards contained in the City's ESL Regulations, Biology Guidelines, MSCP SAP, and MHPA Land Use Adjacency Guidelines, impacts to sensitive vegetation communities would be less than significant.

### **5.2.5.3 Wetlands**

Future projects implemented in accordance with the proposed project could potentially impact wetlands or other jurisdictional areas that are present within the CPU area. If impacts to wetlands would occur, they would be regulated by the USACE in accordance with Section 404 of the CWA, the RWQCB in accordance with Section 401 of the CWA, the CDFW under Section 1600 of the California Fish and Game Code, and the City in accordance with the City's Biology Guidelines, ESL Regulations, and MSCP SAP. Impacts to wetlands would be less than significant.

### **5.2.5.4 Wildlife Movement**

No designated wildlife corridors traverse the CPU area. Although a tributary canyon of the San Clemente Canyon, which is a wildlife corridor, extends into the CPU area, this canyon does not function as a wildlife corridor or connect with other habitat linkage areas. Furthermore, this area is surrounded by existing development and the Open Space land use designation would not be changed by the proposed CPU. Future development within the CPU area would undergo environmental review to determine potential impacts to wildlife corridors and impacts would be mitigated in accordance with the City's ESL Regulations, Biology Guidelines, and MSCP SAP. Therefore, the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP SAP, or impede the use of native wildlife nursery sites. Impacts would be less than significant.

### **5.2.5.5 Conservation Planning**

Future development in accordance with the proposed project would be subject to compliance with applicable current and future local, state and federal policies, guidelines, directives, and regulations, including but not limited to the State and federal Endangered Species Act, the City's ESL Regulations, the regional MSCP, and the City's MSCP SAP and VPHCP. In addition, the proposed CPU includes policies aimed at resource protection. Future development within the CPU area would be evaluated for compliance with these requirements at the project level. Adherence to the above policies, guidelines, directives, and regulations would avoid future significant impacts. Therefore, the proposed project would not result in a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP Subarea Plan or in the surrounding region. Impacts would be less than significant.

## **5.2.6 Mitigation Framework**

Implementation of the proposed project would result in less than significant impacts to biological resources. No mitigation is required.

## 5.3 Geology and Soils

This section of the PEIR addresses potential impacts related to geological conditions that could result from implementation of the proposed project. Information in this section is based, in part, on the *Kearny Mesa Community Plan Update Desktop Geotechnical and Geologic Hazard Evaluation* (The Bodhi Group 2018a), which is included as Appendix D of this PEIR.

### 5.3.1 Existing Conditions

The existing environmental setting, which includes a detailed description of existing geologic conditions within the CPU area is contained in Section 2.3.3 of this PEIR. Section 4.3 of this PEIR includes a summary of the regulatory framework relative to geology and soils.

### 5.3.2 Methodology and Assumptions

Potential impacts resulting from implementation of the proposed project were evaluated based on relevant information from the California Department of Conservation, the California Geological Survey, and the City of San Diego Seismic Safety Study. Based on a review of relevant maps and geologic documentation, the analysis presents the potential for geological impacts to occur within the CPU area.

Because site conditions may change and additional data may become available, data reported and conclusions drawn in this section are limited to current conditions and may not be relied upon at a substantially later date or if changes have occurred in the CPU area. Reasonable efforts were made to identify geologic hazards. "Reasonable efforts" are limited to information gained from information readily-accessible to the public. Such methods may not identify geologic or geotechnical issues that are not listed in these sources.

### 5.3.3 Significance Determination Thresholds

Based on the City's CEQA Significance Determination Thresholds (City 2016), which have been modified to guide a programmatic analysis for the proposed project, a significant impact related to geology and soils could occur if the proposed project would:

1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides;
2. Result in substantial soil erosion or the loss of topsoil; or
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

## 5.3.4 Impact Analysis

### 5.3.4.1 Issue 1: Seismic Hazards

*Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides?*

#### a. Fault Rupture and Seismic Ground Shaking

Future development associated with implementation of the proposed project could result in the exposure of people, buildings, and infrastructure to seismic hazards. Ground shaking during an earthquake can vary depending on the overall magnitude, distance to the fault, focus of earthquake energy, and the type of geologic material underlying the area. The composition of underlying soils, even those relatively distant from faults, can intensify ground shaking. Areas that are underlain by bedrock tend to experience less ground shaking than those underlain by unconsolidated sediments such as artificial fill or unconsolidated alluvial fill.

While the CPU area is not underlain by active or potentially active earthquake faults, the CPU area could be subject to ground shaking in the event of an earthquake along any of the active faults in the region that are listed in Table 2-6 (in Chapter 2, *Environmental Setting*) or other faults in the Southern California/Northern Baja California region. The nearest active fault capable of causing ground rupture and strong seismic shaking is the Rose Canyon fault zone located approximately four miles southwest of the CPU area.

Future development projects within the CPU area would be required to conform to applicable regulatory/industry and code standards related to geologic hazards, including pertinent elements of the Seismic Hazards Mapping Act, Alquist-Priolo Earthquake Fault Zoning Act, CBC, and related City standards. Structural design in accordance with current building codes would reduce the impact associated with seismic ground shaking on buildings to an acceptable level of risk.

#### b. Liquefaction and Seismically Induced Settlement

Liquefaction is a phenomenon whereby unconsolidated and/or near-saturated soils lose cohesion as a result of severe vibratory motion. The relatively rapid loss of soil shear strength during strong earthquake shaking results in a temporary, fluid-like behavior of the soil. Soil liquefaction causes ground failure that can damage roads, pipelines, underground cables, and buildings with shallow foundations. Research and historical data indicate that loose granular soils and non-plastic silts that are saturated by a relatively shallow groundwater table are susceptible to liquefaction. Among the potential hazards related to liquefaction are seismically induced settlement. Seismically induced settlement is caused by the reduction of shear strength due to loss of grain-to-grain contact during liquefaction and may result in dynamic settlement on the order of several inches to several feet. Other factors such as earthquake magnitude, distance from the earthquake epicenter, thickness of the liquefiable layers, and the fines content and particle sizes of the liquefiable layers also affect the amount of settlement.

Liquefiable soil occurs in portions of the CPU area particularly within San Clemente Canyon in the very northwestern portion of the CPU area and in Murphy Canyon along the eastern CPU area boundary. These areas are mapped as Geologic Hazard Category 31, as shown in Figure 2-5 in Chapter 2, *Environmental Setting*. While some of these areas would be designated Open Space by the proposed CPU, other areas would be designated Industrial and Technology Park, Technology Park, or Community Commercial. Accordingly, future development activities implemented in accordance with the proposed project in these areas may be subject to potentially significant impacts related to liquefaction and associated settlement. Such future development activities however would be required to conform to applicable regulatory/industry and code standards related to liquefaction and associated hazards. Specifically, this would involve pertinent elements of the CBC and related City standards. Mitigation can be accomplished by ground improvement or foundation design. Implementation of appropriate measures could reduce potential impacts related to seismic liquefaction and associated settlement from implementation of the proposed project to an acceptable level of risk.

### **c. Landslides**

Landslides and other slope failures may occur in hillside areas due to a number of factors including seismic ground shaking or substantial rainfall. Structures, engineered slopes, roadways, utilities, and people located on or below unstable areas could be subject to severe damage or injury. Landslide, debris flows, and surficial material failures affect the area where the material originates, as well as downslope areas where the landslide debris accumulates. The CPU area is bound to the east and in the northwest corner by slopes associated with Murphy Canyon and San Clemente Canyon, respectively. These slopes are underlain by the Friars Formation, which is susceptible to landslides and other slope instabilities due to weak claystone layers and are mapped by the San Diego Seismic Safety Study as Geologic Hazard Category 23 (refer to Figure 2-5). The upper portions of these slopes are underlain by Stadium Conglomerate and very old paralic deposits, which have high shear strengths and provide the stable cap that creates the mesa on which Kearny Mesa was developed. Historic aerial photographs do not show evidence of large-scale landslides or shallow slope failures (The Bodhi Group 2018a). Additionally, the slopes within developed areas along Murphy Canyon south of Aero Drive have been stabilized by flattening through grading associated with development. Future development implemented in accordance with the proposed project would be required to complete a site-specific geotechnical investigation and comply with the SDMC and CBC to mitigate potential landslide hazards.

### **d. Tsunamis, Seiches, and Dam Failures**

A tsunami is a sea wave generated by a submarine earthquake, landslide, or volcanic action. Submarine earthquakes are common along the edge of the Pacific Ocean, thus exposing all Pacific coastal areas to the potential hazard of tsunamis. However, no portion of the CPU area lies within a mapped tsunami inundation zone due to its inland location.

A seiche is an earthquake-induced wave in a confined body of water, such as a lake, reservoir, or bay. The CPU area is not located in proximity to water features capable of generating substantial seiche-related hazards.

An earthquake-induced dam failure can result in a severe flood event. When a dam fails, a large quantity of water is suddenly released with a great potential to cause human casualties, economic

loss, lifeline disruption, and environmental damage. The CPU area is not located within a mapped dam inundation zone (The Bohdi Group 2018a).

#### **e. Summary**

Building construction in accordance with the SDMC and CBC would reduce potential seismic hazards to an acceptable level of risk. Therefore, while the CPU area would be subject to seismic events, potential hazards associated with ground shaking and seismically induced hazards such as ground failure; liquefaction and seismically induced settlement; or landslides would be reduced through implementation of site-specific geotechnical requirements associated with future development within the CPU area.

### **5.3.4.2 Issue 2: Erosion and Sedimentation**

*Would the proposed project result in substantial soil erosion or loss of topsoil?*

The CPU area is urbanized and comprised mostly of developed and previously graded land characterized by relatively level topography. Small pockets of open space and undeveloped land occur in the canyons and associated slopes. Potential hazards related to erosion within the CPU area are generally low in level areas and higher on steeper slopes. Even in level areas, however, erosion hazards can be increased through development-related activities such as excavation/grading and removal of stabilizing structures and vegetation. Developed areas would be most susceptible to erosion between the beginning of grading/construction and the installation of pavement or establishment of permanent cover in landscaped areas. Erosion and sedimentation are not considered to be long-term concerns in the CPU area, as developed areas would be stabilized through the installation of structures/hardscape and landscaping.

Future development projects within the CPU area could involve grading activities that remove existing pavement and ground cover, thereby exposing soils to potential runoff and erosion during construction if protective measures are not taken. Compliance with City grading requirements would ensure that future construction operations would avoid significant soil erosion impacts. SDMC Section 142.0146 requires grading work to incorporate erosion and siltation control measures in accordance with Chapter 14, Article 2, Division 4 (Landscape Regulations) and the standards established in the Land Development Manual. The regulations prohibit sediment and pollutants from leaving the work site and require the implementation of erosion, sedimentation, and water pollution control measures. Controls shall include measures outlined in Chapter 14, Article 2, Division 2 (Storm Water Runoff Control and Drainage Regulations) that address the development's potential erosion and sedimentation impacts.

Future development projects within the CPU area that would disturb less than one acre of land would require implementation of a Water Pollution Control Plan (WPCP), which would include (among other things) erosion and sedimentation control BMPs. Similarly, future development within the CPU area involving clearing, grading, or excavation that would result in soil disturbance of one or more acres, or less than one acre but are part of a larger common plan of development, would be subject to the requirements of the NPDES Construction General Permit. This requires the implementation of a SWPPP and associated BMPs, including appropriate measures to address erosion and sedimentation. Compliance with NPDES and City requirements would reduce the potential for substantial erosion or topsoil loss to occur in conjunction with future development

projects implemented within the CPU area. Thus, with adherence to existing regulations, impacts would be less than significant.

### 5.3.4.3 Issue 3: Geologic Instability

*Would the proposed project be located on a geologic unit or soil that is unstable or that would become unstable as a result of the proposed project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

#### a. Landslides and Slope Instability

The CPU area is bound to the east and in the northwest corner by slopes associated with Murphy Canyon and San Clemente Canyon, respectively. These slopes are underlain by the Friars Formation, which is susceptible to landslides and other slope instabilities due to weak claystone layers (mapped as slide-prone areas by the San Diego Seismic Safety Study as Geologic Hazard Category 23, as depicted in Figure 2-5). The upper portions of the slopes and tops are underlain by Stadium Conglomerate and very old paralic deposits which have high shear strengths and provide the stable cap that creates the mesa on which Kearny Mesa was developed, resulting in a mapped designation of low to moderate risk of geologic hazards (Geologic Hazard Category 53). Historic aerial photographs do not show evidence of large-scale landslides or shallow slope failures (The Bodhi Group 2018a). The slopes along Murphy Canyon are also mapped by the State of California as being unstable (Tan 1995). Slopes in excess of 2:1 (horizontal: vertical) should be considered potentially unstable. Future development implemented in accordance with the proposed project would be required to complete a site-specific geotechnical investigation and comply with the SDMC and CBC to prevent potential hazards associated with landslides and slope instability.

#### b. Liquefaction and Lateral Spreading

Liquefaction occurs when loose, saturated granular materials undergo matrix rearrangement, develop high pore water pressure, and lose shear strength. Manifestations of soil liquefaction can include loss of bearing capacity below foundations, surface settlements and tilting in level ground, and instabilities in areas of sloping ground. Soil liquefaction can also result in increased lateral and uplift pressures on buried structures. Lateral spreading occurs on slopes in areas characterized by liquefaction-prone soil.

As discussed in Section 5.3.4.1, liquefiable soil occurs in the northwestern portion of the CPU area (associated with San Clemente Canyon) and along the eastern CPU area boundary (within Murphy canyon). Future development in accordance with the proposed project within or adjacent to these areas could potentially be subject to liquefaction and associated lateral spreading. Future development activities however would be required to conform to applicable regulatory/industry and code standards related to liquefaction and associated hazards, including lateral spreading. Specifically, this would involve pertinent elements of the CBC and related City standards. Implementation of appropriate measures in conformance with applicable regulatory/industry standards would be mandated through required efforts including completion of appropriate site-specific geotechnical investigations required under related City standards and codes. Compliance with the noted requirements for regulatory/industry conformance could reduce potential impacts related to liquefaction and lateral spreading from implementation of the proposed project to an acceptable level of risk.

### **c. Subsidence and Collapse**

Subsidence typically occurs when extraction of fluids (water or oil) cause the reservoir rock to consolidate. Water extraction is minimal in the CPU area and the geologic materials are well consolidated and therefore, subsidence is not a hazard in the CPU area. Settlement of unconsolidated soil (fill or alluvium) may occur locally where new loads are imposed on previously uncompacted fill, compacted fill on unconsolidated alluvium, or unconsolidated alluvium.

Construction of improvements in areas underlain by alluvium or fill should be designed to withstand settlement of unconsolidated soil. Geotechnical investigations for design of settlement-resistant structures associated with future project-specific development within the CPU area should be conducted in accordance with City of San Diego Guidelines for Geotechnical Reports. Typical remediation measures include ground improvement and/or foundation design.

### **d. Expansive Soils**

Expansion of soils may result in unacceptable settlement or heave of structures or concrete slabs supported on grade. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors. Soils with a relatively high fines content (clays dominantly) are generally considered expansive or potentially expansive. Soils within the CPU area are predominantly clayey and are considered potentially expansive. Grading has mixed the natural soils with the granular formational materials and will affect the potential for expansive soil greatly.

Expansive soil remediation measures include specially reinforced foundations or removal and replacement of expansive soil with less expansive material. Geotechnical investigations for future project-specific development within the CPU area should be conducted in accordance with City of San Diego Guidelines for Geotechnical Reports to provide appropriate recommendations.

### **e. Shallow Groundwater**

Groundwater levels vary across the CPU area and occur at depths as shallow as 6 feet bgs and deeper than 100 feet bgs. The permanent groundwater table is expected to be too deep to affect geologic and soil conditions associated with future development within the CPU area, although shallow groundwater may be present locally in some areas of the CPU area. The effects of potential groundwater on future construction should be evaluated by geotechnical investigations in accordance with City of San Diego Guidelines for Geotechnical Reports.

## **5.3.5 Significance of Impacts**

### **5.3.5.1 Seismic Hazards**

Future development activities within the CPU area would be required to comply with applicable regulatory/industry standard and codes, including the CBC and SDMC to reduce potential seismic hazards to an acceptable level of risk. Thus, while the CPU area would be subject to seismic events, potential hazards associated with ground shaking and seismically induced hazards such as ground failure, liquefaction, or landslides would be reduced through implementation of site-specific

geotechnical requirements associated with future development within the CPU area. Therefore, impacts related to seismic hazards would be less than significant.

### **5.3.5.2 Erosion and Sedimentation**

Future development projects implemented within the CPU area would be required to comply with applicable regulatory/industry standard and codes, including the SDMC (grading requirements), the City's Storm Water Program, and NPDES requirements to reduce potential impacts related to erosion and sedimentation hazards to an acceptable level of risk. Therefore, impacts would be less than significant.

### **5.3.5.3 Geologic Instability**

Future development projects implemented within the CPU area would be required to comply with applicable regulatory/industry standard and codes, including the SDMC and CBC to reduce potential impacts related to geologic instability to an acceptable level of risk. Potential hazards associated with instability would be addressed by the site-specific recommendations contained within geotechnical investigations as required by the SDMC. Therefore, impacts would be less than significant.

## **5.3.6 Mitigation Framework**

Implementation of the proposed project would result in less than significant impacts to geology and soils. No mitigation is required.

This page intentionally left blank

## 5.4 Greenhouse Gas Emissions

This section of the PEIR addresses the potential impacts related to GHG emissions due to implementation of the proposed project. The analysis in this section is based, in part, on the *Kearny Mesa Community Plan Update Greenhouse Gas Emissions Technical Report* (HELIX 2019b), which is included as Appendix E of this PEIR.

### 5.4.1 Existing Conditions

The existing environmental setting, which includes a discussion of existing GHG emissions and inventories, is contained in Section 2.3.4 of this PEIR. Section 4.4 of this PEIR includes a summary of the regulatory framework relative to GHG emissions.

### 5.4.2 Methodology and Assumptions

#### 5.4.2.1 Emissions Modeling

GHG emissions from area, energy, waste, and water sources were estimated using CalEEMod Version 2016.3.2 for full buildout of both the adopted Community Plan and the proposed project for the year 2050. The model estimates criteria air pollutants and GHG emissions by multiplying emission source intensity factors by estimated quantities of emission sources based on the land use information entered by the user in the first module of the model. In the first module, the user defines the specific land uses that will occur at the project site. The user also selects the appropriate land use setting (urban or rural), operational year, location, and utility provider. For the GHG analysis, the location was selected as San Diego County with an urban setting, in climate zone 13, served by SDG&E. The input land uses, size features, and population are used throughout CalEEMod in determining default variables and calculations in each of the subsequent modules. In various places, the user can input additional information and/or override the default assumptions to account for project- or location-specific parameters. The subsequent modules include construction (including off-road vehicle emissions), mobile (on-road vehicle emissions), area sources (woodstoves, fireplaces, consumer products, landscape maintenance equipment, and architectural coatings), water and wastewater, and solid waste. Each module comprises multiple components including an associated mitigation module to account for further reductions in the reported baseline calculations. These reductions are linked to several of the quantifiable mitigation measures identified in the CAPCOA Quantifying Greenhouse Gas Mitigation Measures August 2010 report (CAPCOA 2010).

Regional mobile-source emissions were estimated based on CARB's Emission Factor model (EMFAC2014; CARB 2014) and the VMT for the area estimated in the Mobility Technical Report prepared for the project (City 2020).

GHG emissions are estimated in terms of MT CO<sub>2</sub>e. CO<sub>2</sub>e emissions are the preferred way to assess combined GHG emissions because they give weight to the global-warming potential (GWP) of different gases. The GWP is the potential of a gas to warm the global climate in the same amount as an equivalent amount of emissions of CO<sub>2</sub>. For example, CO<sub>2</sub> has a GWP of 1, CH<sub>4</sub> has a GWP of 25, and nitrous oxide (N<sub>2</sub>O) has a GWP of 298, which means CH<sub>4</sub> and N<sub>2</sub>O have 25 and 298 times greater global warming effect than CO<sub>2</sub>, respectively.

### **5.4.2.2 Land Use Assumptions**

GHG emissions were calculated for land uses under buildout of the adopted Kearny Mesa Community Plan and the proposed CPU land use plan for the year 2050 using CalEEMod and EMFAC2014 (refer to Table 5.1-1). The quantities listed in Table 5.1-1 include the existing developed land uses that were assumed to remain and not be redeveloped, and the proposed new development. It was assumed that the energy-related emissions associated with the existing land uses that would not be redeveloped were related to older energy codes, while those associated with new development projects would be the result of recent energy code revisions. The two model runs were then added together to obtain the total energy-related emissions associated with either the adopted Community Plan or proposed project buildout.

Emission estimates were calculated for the three GHGs of primary concern (CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O) that would be emitted from construction and the five primary operational sources that would be associated with the Plan buildout: on-road vehicular traffic, use of fireplaces and consumer products, energy use (composed of electricity use and natural gas consumption), water use, and solid waste disposal.

### **5.4.2.3 Construction Emissions**

Construction GHG emissions associated with proposed project buildout would include all construction activities through 2050 because GHG emissions impacts are cumulative in nature. There are no localized impacts associated with GHG emissions as impacts are a phenomenon affecting global climate. Air quality emissions, on the other hand, can create localized air quality impacts that warrants project level evaluation based on potential construction scenarios that could occur within the CPU area. Thus, consistent with the methodology used in the San Diego County Updated Greenhouse Gas Inventory 2013, which forecasts that construction emissions would comprise roughly 2.1 percent of total GHG emissions within the County of San Diego, total construction emissions associated with the CPU area are estimated at 2.1 percent of the total operational GHG emissions associated with buildout of the proposed project.

### **5.4.2.4 Vehicle Emissions**

Regional mobile-source emissions were estimated based on CARB's EMFAC2014 model and the VMT for the area estimated in the Mobility Technical Report prepared for the project (City 2020). Based on the Mobility Technical Report, approximately 2,477,173 VMT are generated in the base year, buildout of the adopted Community Plan would generate approximately 2,809,408 VMT, and buildout of the proposed project would generate approximately 3,698,527 VMT.

### **5.4.2.5 Energy Use Emissions**

GHGs are also emitted through activities in buildings for which electricity and natural gas are used as energy sources. GHGs are emitted during the generation of electricity from fossil fuels off-site in power plants. These emissions are considered indirect but are calculated in association with a building's operation.

CalEEMod default energy values are based on the CEC-sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies, which identify energy use by building type and climate zone. Each land use type input to the land use module is mapped in the energy module to the appropriate CEUS and RASS building type. Because these studies are based on older buildings, adjustments have been made in CalEEMod to account for changes to Title 24 building codes. The default adjustment is to the 2016 Title 24 energy code (part 6 of the building code). Should a user wish to simulate the 2005 Title 24 energy code, adjustments are available in the model by selecting the “use historical data” box.

For the estimates of the proposed project, energy emissions were estimated using two runs of the model. One run assumed the default 2016 Title 24 energy code for the portion of the total buildout land use quantities that would be new (i.e., the Proposed New Development land uses), and therefore constructed in accordance with the 2016 Title 24 energy code. The second model run for the project selected the historical data box for the portion of the total buildout land use quantities that comprise existing land uses that would not change (i.e., the Existing to Remain land uses). The two model runs were then added together to obtain the total projected energy emissions associated with the proposed project buildout.

#### **5.4.2.6 Area Source Emissions**

The CalEEMod module estimates the GHG emissions that would occur from the use of hearths, woodstoves, and landscaping equipment. This module also estimates emissions due to use of consumer products and architectural coatings that have VOCs; however, these sources do not emit GHGs. The use of hearths and woodstoves directly emits CO<sub>2</sub> from the combustion of natural gas, wood, or biomass, some of which are thus classified as biogenic. CalEEMod estimates emissions from hearths and woodstoves only for residential uses based on the type and size of features of the residential land use inputs. Modeling assumed only natural gas hearths.

The use of landscape equipment emits GHGs associated with the equipment’s fuel combustion. CalEEMod estimates the number and type of equipment needed based on the number of summer days given the project’s location as entered in the project characteristics module. The model defaults for landscaping equipment were assumed.

#### **5.4.2.7 Water and Wastewater Emissions**

The amount of water used and wastewater generated by a project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply, distribute, and treat the water and wastewater. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both CH<sub>4</sub> and N<sub>2</sub>O.

CalEEMod uses default electricity intensity values for various phases of supplying and treating water from CEC’s *Refining Estimates of Water-Related Energy Use in California*. The model estimates water/wastewater emissions by multiplying the total projected water/wastewater demand by the applicable water electricity intensities and by the utility intensity GHG factors.

The default water module assumptions were used for the estimates of existing conditions, including the existing land uses that would remain and not change. However, for the future/new land uses, the water mitigation module was used to account for an overall 20 percent reduction in water use

for new development that would have to comply with recent requirements of CALGreen. Similar to energy use, recent updates to the water conservation element of Title 24 have resulted in increased water conservation for development subsequent to 2010. New construction and redevelopment that would occur under the project would be constructed in accordance with the current CALGreen water conservation requirements. Because CALGreen requires a minimum 20 percent reduction in water use, a 20 percent reduction in water use was factored into the emissions calculations for new development by using the mitigation module. As with the energy efficiency improvements due to Title 24 updates, the improvements in water conservation were only applied to the new land use buildout quantities expected (i.e., the New Development quantities), not the whole buildout quantity.

#### **5.4.2.8 Solid Waste Emissions**

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. CalEEMod determines the GHG emissions associated with disposal of solid waste into landfills. Portions of these emissions are biogenic. To estimate the GHG emissions that would be generated by disposing of the solid waste associated with the proposed project buildout, the total volume of solid waste associated with the project was first estimated in the model using waste disposal rates identified by CalRecycle. CalEEMod methods for quantifying GHG emissions from solid waste are based on the IPCC method using the degradable organic content of waste. Existing, adopted Community Plan, and project GHG emissions associated with waste disposal were all calculated using CalEEMod's default parameters. Though the City of San Diego currently diverts approximately 67 percent of its solid waste through the City Recycling Ordinance, a conservative 25 percent solid waste diversion rate was applied to the new construction and redevelopment that would occur to account for mandatory compliance with AB 341.

#### **5.4.3 Significance Determination Thresholds**

Based on the City's CEQA Significance Determination Thresholds (City 2016), a significant GHG emissions impact would occur if implementation of the proposed project would:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
2. Conflict with the City's CAP or another applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

The CAP was originally adopted in December 2015, and future implementing actions necessary for the CAP to serve as a Qualified GHG Reduction Plan under CEQA Guidelines Section 15183.5 were adopted by City Council on July 12, 2016. This section of the CEQA Guidelines permits for discretionary projects under CEQA that are consistent with the CAP, to be able to tier off the GHG analysis set forth in the CAP Final EIR, which was certified on December 15, 2015, with an addendum certified on July 12, 2016. Analysis within this PEIR directly tiers off of the CAP PEIR for cumulative GHG Emissions under Section 15183.5. As such, consistency with the City's CAP is used to evaluate the significance of the proposed project's GHG impact.

To determine significance of the impacts associated with implementation of the proposed project, an inventory was developed based on the land use designations associated with the adopted Community Plan. Emissions from the proposed project were then compared to the GHG emissions inventory for the adopted Community Plan. If emissions under the proposed project are less than those that would be generated under the adopted Community Plan, because those emissions were already accounted for in the CAP, impacts related to GHG emissions would be less than significant provided the proposed project implements the land use-related strategies identified in the CAP. However, an increase in GHG emissions from the adopted Community Plan does not necessarily mean that those emissions are not accounted for in the CAP since the CAP is a citywide document. One of the CAP strategies is to implement the General Plan's City of Villages Strategy, which necessarily involves increased GHG emissions in some areas of the City.

The General Plan City of Villages Strategy calls for redevelopment, infill, and new growth to be targeted into compact, mixed-use, and walkable villages that are connected to the regional transit system. Concentrating new growth in an area can result in greater GHG emissions than allowing the less intensive land uses to remain since growth is being directed toward areas that would produce less GHG emissions per capita citywide. Thus, consistency with the City of Villages Strategy can result in one Community Plan area having an increase in GHG emissions, with the result still being an overall decrease in citywide GHG emissions. Therefore, a consistency analysis of the proposed project with the CAP is evaluated first through a comparison of the land use and transportation assumptions on which the CAP was developed (adopted Community Plan) with the assumptions in the proposed CPU, and secondly through a qualitative analysis of policies associated with the proposed CPU.

## 5.4.4 Impact Analysis

### 5.4.4.1 Issue 1: Greenhouse Gas Emissions

*Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

For the purposes of determining the increase in GHG emissions associated with the proposed project, GHG emissions attributable to the CPU at full buildout are compared to GHG emissions under the existing condition and the adopted Community Plan. As illustrated in Table 5.4-1, *Comparison of Adopted Community Plan Verses Proposed Project GHG Emissions*, the total GHG emissions attributable to the existing condition are approximately 649,307 MT CO<sub>2</sub>e per year, approximately 628,265 MT CO<sub>2</sub>e per year under the adopted Community Plan, and approximately 897,995 MT CO<sub>2</sub>e per year under the proposed project.

**Table 5.4-1  
COMPARISON OF ADOPTED COMMUNITY PLAN VERSUS PROPOSED PROJECT GHG EMISSIONS**

Emission Source	Annual Emissions (MT CO <sub>2</sub> e/year)				
	Existing (2019)	Adopted Community Plan (2050)	Proposed CPU (2050)	Difference (Proposed - Adopted)	Difference (Proposed - Existing)
Area	2,074	4,269	18,739	14,470	16,665
Energy	215,367	247,429	367,458	120,029	152,091
Mobile	371,670	295,450	390,164	94,744	18,524
Solid Waste	20,036	22,791	33,111	10,319	13,074
Water	40,160	45,403	70,024	24,620	29,864
Construction	0	12,922	18,470	5,548	18,470
<b>TOTAL</b>	<b>649,307</b>	<b>628,265</b>	<b>897,995</b>	<b>269,730</b>	<b>248,688</b>

Source: HELIX 2019b

Note: Totals may not add up exactly due to rounding.

GHG = greenhouse gas; MT = metric tons; CO<sub>2</sub>e = carbon dioxide equivalent; CPU = Community Plan Update

As shown in Table 5.4-1, the proposed project would result in an increase in GHG emissions of approximately 269,730 MT CO<sub>2</sub>e per year when compared to the emissions that would occur under the adopted Community Plan. This is because implementation of the proposed project (at full buildout) would include an additional 19,944 residential dwelling units, 2,224,089 SF of industrial, and 10,452,019 square feet of retail and commercial space over the adopted Community Plan. The majority of the new multi-family dwelling units and commercial uses are planned within the proposed urban village areas (Clairemont Mesa Boulevard village, Convoy Corridor village, and Aero Drive village). Additionally, the proposed Ruffin Technology Cluster would link businesses to the community while providing pedestrian walkways, views of the airport, and valuable connections. All of these areas are located within a designated TPA. By placing these uses within a TPA, the proposed project would implement the CAP and City of Villages strategies by focusing projected future growth into mixed-use and multiple-use activity centers that are pedestrian- and bicycle-friendly and linked to transit. Consistency with the CAP and City of Villages strategy would result in implementation of the project having an increase in aggregated GHG emissions from increased population; however, on a per capita basis a decrease of GHG emissions would occur. Further, overall citywide GHG emissions per capita would decrease, consistent with the City's CAP targets for citywide GHG emissions reductions.

Therefore, while the project would increase aggregated GHG emissions over those of the adopted Community Plan at buildout, this increase in GHG is a direct result of the implementation of CAP Strategies and the General Plan's City of Villages Strategy. Increasing residential and commercial density in transit corridors and villages within a TPA would support the City in achieving the GHG emissions reduction targets of the CAP, and thus, impacts associated with GHG emissions would be less than significant.

#### 5.4.4.2 Issue 2: Conflicts with Plans or Policies

*Would the proposed project conflict with the City's CAP or another applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?*

The regulatory plans and policies discussed in Section 4.4 of the PEIR aim to reduce national, state, and local GHG emissions by primarily targeting the largest emitters of GHGs: the transportation and energy sectors. Plan goals and regulatory standards are thus, largely focused on the automobile industry and public utilities. For the transportation sector, the reduction strategy is generally three-pronged: to reduce GHG emissions from vehicles by improving engine design; to reduce the carbon content of transportation fuels through research, funding, and incentives to fuel suppliers; and to reduce the miles these vehicles travel through land use change and infrastructure investments.

For the energy sector, the reduction strategies aim to reduce energy demand; impose emission caps on energy providers; establish minimum building energy and green building standards; transition to renewable non-fossil fuels; incentivize homeowners and builders; fully recover landfill gas for energy; expand research and development; and so forth.

##### **a. Consistency with State Plans**

EO S-3-05 established GHG emission reduction targets for the State, and AB 32 launched the Climate Change Scoping Plan that outlined the reduction measures needed to reach these targets. The Scoping Plan and its implementing and complementary regulations are discussed in Section 4.4 of this PEIR. Out of the Recommended Actions contained in CARB's Scoping Plan, the actions that are most applicable to the proposed project would be Actions E-1 and GB-1. CARB Scoping Plan Action E-1, together with Action GB-1 (Green Building), aims to reduce electricity demand by increased efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards. The new construction associated with implementation of the project would be required to include all mandatory green building measures under the CALGreen Code. Therefore, the proposed project would be consistent with the Scoping Plan measures through incorporation of stricter building and appliance standards.

##### **b. Consistency with Regional Plans**

The proposed project would be consistent with the goals of SANDAG's Regional Plan to develop compact, walkable communities close to transit connections and consistent with smart growth principles. The proposed project supports the multi-modal strategy of SANDAG's Regional Plan through improvements to increase bicycle, pedestrian, and transit access. Policies contained within the proposed CPU Vision and Mobility sections would serve to promote bus transit use as well as other forms of mobility, including walking and bicycling. While the proposed project would result in increases to both average daily trips (ADT) and VMT, both the average trip length (ATL) and the VMT per capita would be reduced. The ATL would be reduced from approximately 4.43 miles per trip under the adopted Community Plan to 4.14 miles per trips under the proposed project and the VMT per capita would be reduced from 23.2 miles per capita to 19.4 miles per capita. This type of development is consistent with the goals of the Regional Plan for reducing the emissions associated with new development. Furthermore, access to transit also results in the majority of the CPU area being located within a designated Transit Priority Area (TPA) consistent with SB 743. No significant

adverse environmental effects would result from the adoption of the proposed CPU in terms of consistency or conflict with the Regional Plan.

### **c. Consistency with Local Plans**

New land use designations and policies within the CPU have been designed to reflect and implement the CAP and the GHG reduction recommendations of the General Plan. Specifically, the proposed CPU includes multiple policies aimed at reducing GHG emissions from target emission sources and adapting to climate change. The proposed policies refine existing General Plan policies with site-specific recommendations applicable to the CPU area.

The CAP establishes five primary strategies for achieving the citywide goals of the plan. Strategy 1 (Energy & Water Efficient Buildings) includes goals, actions, and targets with the aim of reducing building energy consumption. Policies in the CPU's Urban Design section address this strategy. Energy reduction can be achieved through the continued use or adaptive reuse of the existing building stock along with any needed energy efficiency upgrades. The CPU includes narrative and policies in the aforementioned sections for the creation of energy- and water-efficient buildings as well as sustainable building design and incorporation of building features that would reduce water consumption. This is coupled with reducing the dependency on non-renewable energy sources and the maximization of daylight and natural ventilation, the minimization of solar heat gain, and the reduction of emissions.

Regarding CAP Strategy 2, Clean & Renewable Energy, the Urban Design section of the CPU includes policies to encourage development that increases resource use efficiency and promotes the use of renewable energy sources and systems. The Public Facilities, Services, and Safety section also contains an overarching goal to become a leading community for the City's Smart City initiative by partnering with local businesses to pilot innovative technologies and infrastructure.

Strategy 3, Bicycling, Walking, Transit & Land Use, of the CAP has a number of goals that relate to land use and planning. Action 3.1 in Strategy 3 of the CAP calls for implementation of the General Plan's Mobility Element and the City of Villages strategy in TPAs to increase the use of transit. The proposed CPU supports a multi-modal strategy through improvements to increase bicycle, pedestrian, and transit access. CPU Policies MO 4.1 through MO 4.20 would serve to promote bus transit use as well as other forms of mobility, including walking and bicycling. Furthermore, access to transit also results in the majority of the CPU area being located within a designated TPA.

Consistent with Actions 3.4 and 3.5 of Strategy 3, the proposed CPU includes policies to support intelligent transportation systems to improve roadway and parking efficiency and the exploration of traffic circle opportunities to reduce vehicle fuel consumption. Consistent with Action 3.6 of Strategy 3 of the CAP, the CPU would implement transit-oriented development, particularly along the Convoy Corridor Village, Clairemont Mesa Boulevard Village, and Aero Drive Village. Specific Mobility section goals include, but are not limited to, providing an efficient and accessible multimodal transportation network maximizing connectivity, locating mobility hubs that support the first-last mile strategy, identifying high-quality public transit corridors, and establishing mobility improvements and public infrastructure to enhance the user's experience.

The primary goal of CAP Strategy 4, Zero Waste – Gas & Waste Management, is to divert solid waste and capture landfill methane gas emissions. This strategy is citywide in nature; however, the

proposed CPU furthers this strategy by including policies in the Urban Design section that encourage sustainable building and landscapes.

Strategy 5, Climate Resiliency, of the CAP calls for further analysis of the resiliency issues that face the various areas of the City. The citywide strategy is focused around the Pure Water San Diego phased, multi-year program that will use water purification to clean recycled water to ultimately provide one-third of San Diego's water supply locally by 2035. Resiliency is addressed throughout the CPU as it pertains to water usage, energy efficiency, and sustainable development practices as noted above. Also included within the CPU are policies supporting and encouraging an increase in the tree canopy within the community to reduce summer heat temperatures, increase absorption of pollutants and carbon dioxide, and contribute to a more inviting atmosphere for pedestrians.

As discussed above, analysis within this report directly tiers off of the CAP PEIR for cumulative GHG emissions under Section 15183.5. The proposed CPU is consistent with the adopted CAP and contains goals and objectives that implement all of the five primary CAP strategies. Therefore, the proposed project would not conflict with the City's CAP or any other applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHG impacts, and impacts would be less than significant.

## **5.4.5 Significance of Impacts**

### **5.4.5.1 Greenhouse Gas Emissions**

The proposed project would increase aggregate GHG emissions over those of the adopted Community Plan at buildout; however, this increase in GHG is a direct result of the implementation of CAP Strategies and the General Plan's City of Villages Strategy. Increasing residential and commercial density in transit corridors and villages within a TPA would support the City in achieving the GHG emissions reduction targets of the CAP, and thus, impacts associated with GHG emissions would be less than significant.

### **5.4.5.2 Conflicts with Plans or Policies**

The proposed project would develop compact, walkable communities close to transit connections and consistent with smart growth principles. The CPU supports the multi-modal strategy of the SANDAG Regional Plan through improvements to increase bicycle, pedestrian, and transit access. Policies contained within the proposed CPU Vision and Mobility sections would serve to promote bus transit use as well as other forms of mobility, including walking and bicycling. The proposed CPU incorporates goals and policies intended to support the General Plan and CAP policies and thus, impacts associated with GHG emissions would be less than significant.

## **5.4.6 Mitigation Framework**

Implementation of the proposed project would result in less than significant impacts to GHG emissions. No mitigation is required.

This page intentionally left blank

## 5.5 Historical, Archaeological, and Tribal Cultural Resources

This section of the PEIR analyzes the potential impacts on historical, archaeological, and tribal cultural resources resulting from implementation of the proposed project. It addresses historic buildings, structures, objects, or sites; prehistoric and historic archaeological resources, sacred sites, and human remains; and tribal cultural resources. The analysis in this section is based on the *Kearny Mesa Community Plan Update Cultural Resources Constraints & Sensitivity Analysis* (HELIX 2019c) and the *Kearny Mesa Community Planning Area Historic Context Statement* (IS Architecture 2019). These reports are included in Appendix F and Appendix G, respectively, to this PEIR.

### 5.5.1 Existing Conditions

The existing environmental setting, which includes a detailed discussion of the historical and cultural background of the San Diego region and Kearny Mesa is contained in Section 2.3.5 of this PEIR. Section 4.5 of this PEIR includes a summary of the regulatory framework relative to historical and tribal cultural resources. Additional relevant information is provided below.

The development of Kearny Mesa occurred in distinct periods of development, including Early Development and the Influence of Surrounding Development (1918–1949), Mid-Century Development Boom (1950–1969), Transition to Commercial, Retail, and Office Development (1965–1989), and Continued Development (1990s–present). Within these periods, three themes important to the development of Kearny Mesa have been identified as follows:

1. **Aviation:** The development of aviation capabilities, in the form of what is now Montgomery-Gibbs Executive Airport, was the first non-infrastructure development. The airport continues to make its influence known on both the economy and planning of Kearny Mesa.
2. **Industry:** Industry was the primary driver of development in Kearny Mesa. Archival sources depict competition between the need for continued residential development to serve the post-war increase in San Diego's population and the need to industrialize San Diego's economy to support that population increase.
3. **Commercial, Retail, and Office Development:** Small amounts of commercial, retail, and office development have existed in Kearny Mesa since the area's first development boom in the 1950s. There was a clear shift, however, to prioritizing these types of development over industrial development beginning in the mid-1960s.

### 5.5.2 Methodology and Assumptions

A Cultural Resources Constraints and Sensitivity Analysis and Historic Context Statement (addressing the built environment) were prepared for the proposed project. The Cultural Resources Analysis describes the prehistory of the Kearny Mesa area, identifies known existing archaeological resources (prehistoric and historic periods), assigns cultural resources sensitivity levels to various locales within the CPU area, and includes recommendations for the evaluation of resources for future project-specific development in accordance with the proposed project. The Historic Context

Statement provides information regarding the important key historical themes in the development of the CPU area, the property types that convey those themes, and the location of potential historical resources within the CPU area, including individual resources, and districts.

### **5.5.2.1 Prehistoric and Historic Archaeological Resources**

A records search of the CHRIS was conducted by qualified City staff in support of the proposed project. A supplemental records search and literature review was conducted at the SCIC, located at San Diego State University, and in-house records for resources on file the San Diego Museum of Man were reviewed. The records search included locations and records for archaeological and historical resources, locations and citations for previous cultural resources studies, and a review of the state Office of Historic Preservation (OHP) historic properties directory. Historic maps and aerial photographs were also reviewed to assess the potential for historic archaeological resources to be present.

The NAHC was contacted on May 10, 2018 for a Sacred Lands File search and list of Native American contacts, which were received on May 14, 2018. Letters were sent to the tribal representatives identified by the City and the NAHC on June 11, 2018 informing them of the proposed project and asking them of any knowledge or information about cultural resources they may have about the CPU area. Two responses were received, one from Ray Teran, Resource Management for the Viejas Band of Kumeyaay Indians in June 2018 indicating that the project area may contain many sacred sites important to the Kumeyaay people, and requesting they be avoided with adequate buffers. The letter also requested that all applicable NEPA/CEQA/NAGPRA laws be followed, and to notify Viejas with any changes or inadvertent discoveries. The second response was received from Ms. Lisa Cumper, Tribal Historic Preservation Officer (THPO) from the Jamul Indian Village in July 2018 requesting copies of the archaeology report, CHRIS file and geotechnical report for the project.

Cultural sensitivity levels for the CPU area are rated low, moderate, or high based on the results of the archival research, the NAHC Sacred Lands File check, regional environmental factors, and the amount of modern development that has occurred. A low sensitivity rating indicates areas where there is a high level of disturbance or development and few or no previously recorded resources have been documented. Within these areas, the potential for additional resources to be identified is low. A moderate sensitivity indicates that some previously recorded resources have been identified, and/or the potential for resources to be present would be moderate. Areas identified as high sensitivity would indicate areas where significant resources have been documented or would have the potential to be identified.

Most of the CPU area is characterized by urban development, and large portions of the community are underlain by artificial fill as a result of buildings and infrastructure development (The Bodhi Group 2018a). As such, the cultural sensitivity of the developed areas within the CPU area is considered low. The Montgomery-Gibbs Executive Airport property contains large areas of undeveloped land; however, the airport property has been surveyed for cultural resources and the probability of unrecorded archaeological resources to be present in the remaining undeveloped areas of the airport property is minimal. As such, the cultural sensitivity within the Montgomery-Gibbs Executive Airport property is also low (HELIX 2019c).

Undeveloped areas within or near the canyons within the CPU area exhibit moderate cultural sensitivity for archaeological resources because these areas are where the majority of the

archaeological sites have been documented in the CPU area, and the canyon bottoms are where young alluvial floodplain deposits are present that contain the potential for buried cultural material. These locations occur along the northern and southeastern CPU area boundaries. The steep slopes associated with these areas would be considered to have low sensitivity for archaeological resources.

No significant archaeological resources have been documented within the CPU area, and the Sacred Lands File search from the NAHC was returned with negative results; as such, no areas of high sensitivity for archaeological resources or tribal cultural resources were identified within the CPU area. Figure 5.5-1, *Kearny Mesa Cultural Sensitivity: Archaeological Resources and Tribal Cultural Resources*, illustrates the archaeological and tribal cultural resources sensitivity of the CPU area.

### **5.5.2.2 Historical Resources**

The Historic Context Report consisted of extensive archival research and limited fieldwork to provide a historical background and identify built environment themes and potentially eligible historic resources within the CPU area. Archival research included a literature review, specialized studies, newspaper archival review, and historic aerial and terrestrial photography.

### **5.5.3 Significance Determination Thresholds**

Historical resources significance determination, pursuant to the City of San Diego's CEQA Significance Determination Thresholds (City 2016), consist first of determining the sensitivity or significance of identified historical resources and, secondly, determining direct and indirect impacts that would result from project implementation.

Based on the City's CEQA Significance Determination Thresholds, which have been adapted to guide a programmatic assessment of the proposed project, impacts related to historical and tribal cultural resources could be significant if the proposed project would result in any of the following:

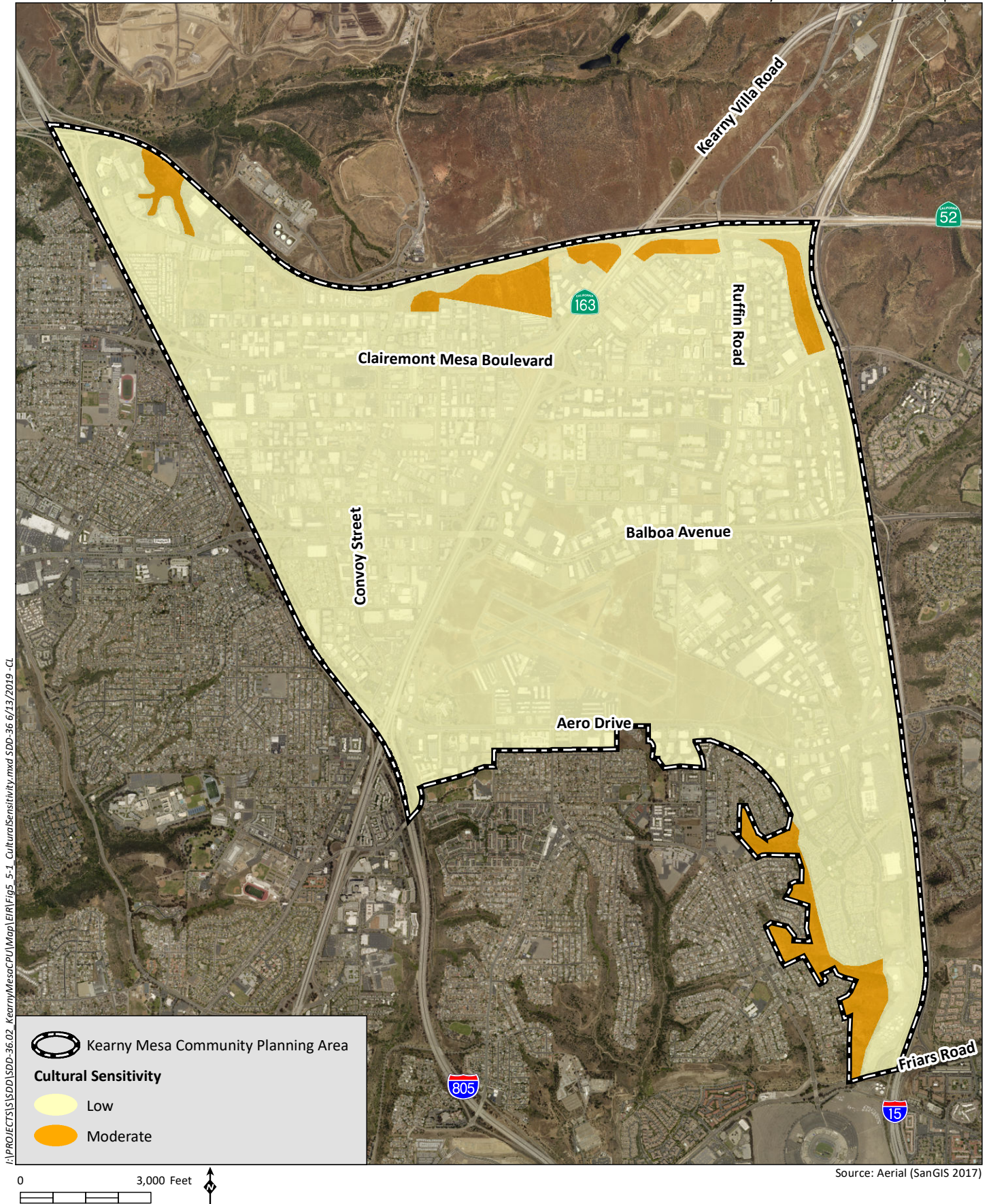
1. An alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic building (including an architecturally significant building), structure, or object or site;
2. A substantial adverse change in the significance of a prehistoric archaeological resource, a religious or sacred use site, or the disturbance of any human remains, including those interred outside of formal cemeteries; or
3. A substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
  - a. Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
  - b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c)

of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The City of San Diego's CEQA Significance Determination Thresholds define a significant historical resource as one that qualifies for the CRHR or is listed in a local historic register or deemed significant in a historical resource survey, as provided under Section 5024.1(g) of the Public Resources Code, although even a resource that is not listed in or determined eligible for listing in the CRHR, not included in a local register, or not deemed significant in a historical resource survey may nonetheless be historically significant for the purposes of CEQA. The City's Historical Resources Guidelines state the significance of a resource may be determined based on the potential for the resource to address important research questions as documented in a site-specific technical report prepared as part of the environmental review process.

Research priorities for the prehistoric, ethnohistoric, and historic periods of San Diego history are discussed in Appendix A to the City's Historical Resources Guidelines. As a baseline, the City of San Diego has established the following criteria to be used in the determination of significance under CEQA:

- An archaeological site must consist of at least three associated artifacts/ecofacts (within a 50-square meter area) or a single feature and must be at least 45 years of age. Archaeological sites containing only a surface component are generally considered not significant, unless demonstrated otherwise. Such site types may include isolated finds, bedrock milling stations, sparse lithic scatters, and shellfish processing stations. All other archaeological sites are considered potentially significant. The determination of significance is based on a number of factors specific to a particular site including site size, type and integrity; presence or absence of a subsurface deposit, soil stratigraphy, features, diagnostics, and datable material; artifact and ecofact density; assemblage complexity; cultural affiliation; association with an important person or event; and ethnic importance.
- The determination of significance for historic buildings, structures, objects, and landscapes is based on age, location, context, association with an important person or event, uniqueness, and integrity.
- A site will be considered to possess ethnic significance if it is associated with a burial or cemetery; religious, social, or traditional activities of a discrete ethnic population; an important person or event as defined by a discrete ethnic population; or the mythology of a discrete ethnic population.



## Kearny Mesa Cultural Sensitivity: Archaeological Resources and Tribal Cultural Resources

Figure 5.5-1

## 5.5.4 Impact Analysis

### 5.5.4.1 Issue 1: Historic Structures, Objects, or Sites

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

#### a. Individual Historic Resources

Presently, there are no designated historical resources within the Kearny Mesa CPU area that are listed in City's Register of Historical Resources (San Diego Register), the CRHR, or the NRHP.

The Historic Context Statement (IS Architecture 2019) includes a study list of 21 potential individual resources that may be eligible for listing under the San Diego Register, CRHR, or NRHP, pending site-specific research and analysis. These potential historic resources are summarized in Table 5.5-1, *Summary of Potentially Eligible Historic Resources Within the Kearny Mesa CPU Area*, and their locations are shown in Figure 5.5-2, *Potentially Eligible Historic Resources*.

<b>Table 5.5-1</b> <b>SUMMARY OF POTENTIALLY ELIGIBLE HISTORIC RESOURCES</b> <b>WITHIN THE KEARNY MESA CPU AREA</b>				
<b>Number<sup>1</sup></b>	<b>Address</b>	<b>Theme</b>	<b>Property Type</b>	<b>Notes</b>
1	3750 John J. Montgomery Drive	Aviation	Control Tower	At Montgomery-Gibbs Executive Airport
2	3873 Kearny Villa Road	Aviation	Aviation Hangars	At Montgomery-Gibbs Executive Airport, currently occupied by Spider's Aircraft Service
3	7899 Clairemont Mesa Boulevard	Industry	Office-Production	Late example of the type and only known example of this type built on speculation for multiple tenants.
4	7028 Convoy Court	Industry	Industrial Park Complex	Kearny Mesa Industrial Park
5	7197 Convoy Court	Industry	Industrial Park Complex	--
6	7585 Convoy Court	Industry	Industrial Park Complex	--
7	7601 Convoy Court	Industry	Industrial Park Complex	--
8	7620 Convoy Court	Industry	Office-Production	--
9	7790 Convoy Court	Industry	Office-Production	WESCO Building
10	9335 Chesapeake Drive	Commercial, Retail, and Office	Office Park	--

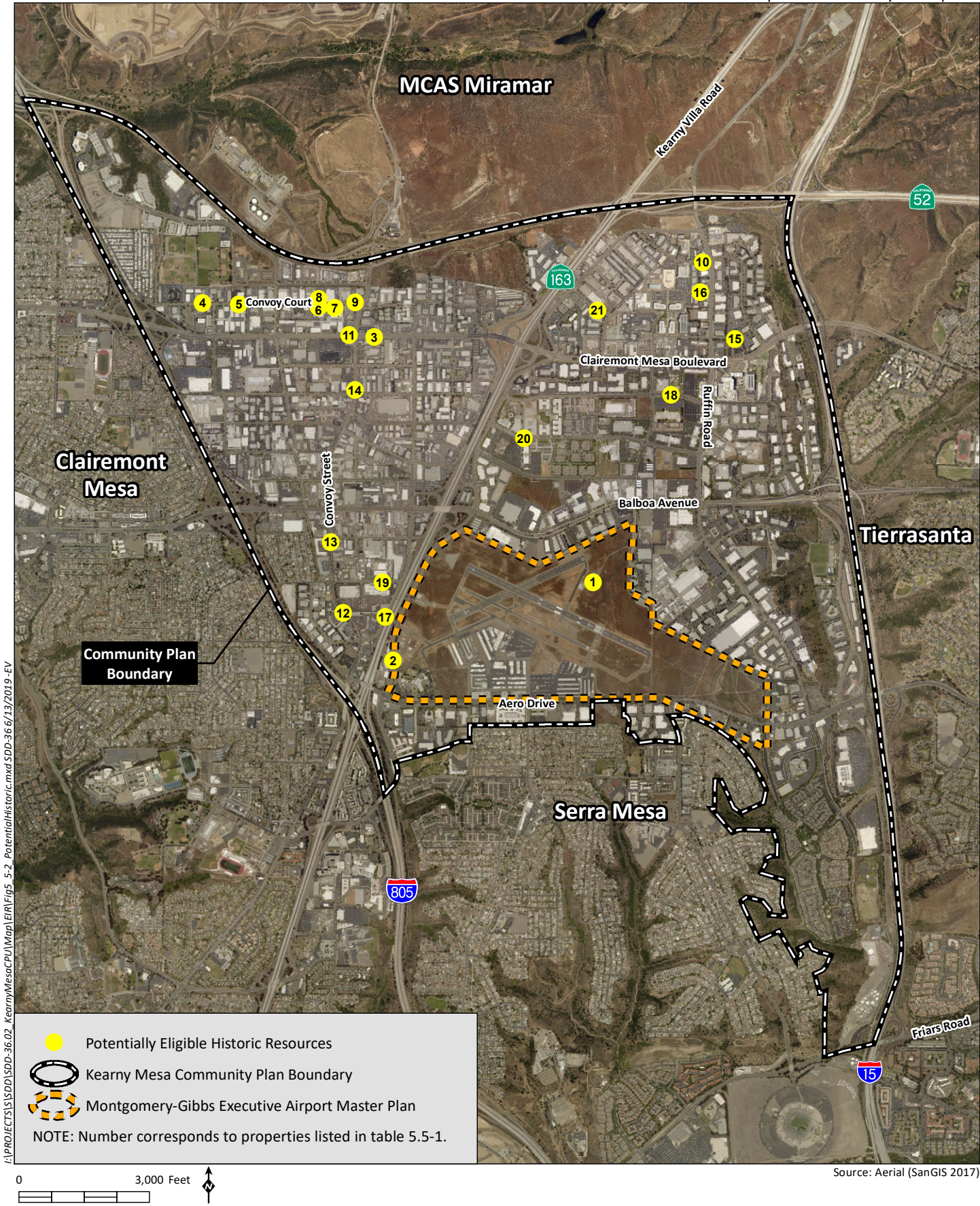
<b>Table 5.5-1 (cont.)</b> <b>SUMMARY OF POTENTIALLY ELIGIBLE HISTORIC RESOURCES</b> <b>WITHIN THE KEARNY MESA CPU AREA</b>				
<b>Number<sup>1</sup></b>	<b>Address</b>	<b>Theme</b>	<b>Property Type</b>	<b>Notes</b>
11	7770 Clairemont Mesa Boulevard	Commercial, Retail, and Office	Purpose-Built	Former Southern California First National Bank, currently Union Bank
12	3950 Convoy Street	Commercial, Retail, and Office	Purpose-Built	Former Dorman's Tire
13	4393 Convoy Street	Commercial, Retail, and Office	Purpose-Built, Franchise	Wienerschnitzel
14	4802 Convoy Street	Commercial, Retail, and Office	Standalone Commercial	Former Frazee Paint, currently Sherwin Williams
15	9465 Farham Street	Commercial, Retail, and Office	Office Park	--
16	9373 Hazard Way	Commercial, Retail, and Office	Office Park	--
17	4004 Kearny Mesa Road	Commercial, Retail, and Office	Purpose-Built	Former Southern CA First National Bank, currently Union Bank
18	9305 Lightwave Avenue	Commercial, Retail, and Office	N/A	--
19	8001 Othello Avenue	Commercial, Retail, and Office	Strip Mall	Former FedMart, currently Target
20	9150 Topaz Way	Commercial, Retail, and Office	N/A	Potentially eligible for its contemporary architectural style

Source: IS Architecture 2019

<sup>1</sup> Number corresponds to location shown in Figure 5.5-2.

CPU = Community Plan Update; N/A = not applicable

The list of properties in Table 5.5-1 consists of properties which came up during research for the Historic Context Statement. It is provided to help focus future research and is not a comprehensive list of all eligible resources within Kearny Mesa. Additional properties may be identified as associated with the significant themes upon site-specific evaluation, particularly given the passage of time as development occurs in accordance with the proposed project. Conversely, a resource's presence on this study list does not automatically make that resource eligible for designation at any level. Site-specific evaluations of these properties, as well as other properties that meet eligibility evaluation criteria, would be evaluated at the project level. SDMC Section 143.0212 requires review of ministerial and discretionary permit applications impacting parcels containing buildings 45 years old or older to determine whether or not the project has the potential to adversely impact a resource that may be eligible for individual listing on the local register. When it is determined that a resource may exist and a proposed project would constitute a significant impact to that resource, a site-specific survey is required and may be forwarded to the Historical Resources Board to consider designation and listing of the property. If designated, a Site Development Permit with deviation findings and mitigation would be required for any substantial modification or alteration of the resource.



# Potentially Eligible Historic Resources

Figure 5.5-2

While the SDMC and policies in the proposed CPU provide for the regulation and protection of designated and potential historical resources, it is not possible to ensure the successful preservation of all historic built environment resources within the CPU area. Future development and redevelopment under the proposed project could result in the alteration of a historical resource, notwithstanding application of the Historical Resources Regulations. Direct impacts of specific future projects may include substantial alteration, relocation, or demolition of historic buildings or structures. Indirect impacts may include the introduction of visual, audible, or atmospheric effects that are out of character with a historic property or alter its setting, when the setting contributes to the resource's significance. Thus, potential impacts to individual historic resources could occur where implementation of the proposed project would result in increased development potential, resulting in a significant impact to historic buildings, structures, or sites.

### **b. Potential Historic Districts and Multiple Property Listings**

There are no designated historic districts or Multiple Property Listings<sup>1</sup> (MPL) located within the CPU area. However, the Historic Context Statement (IS Architecture 2019) notes that the Convoy District, located primarily along Convoy Street (but also along segments of Clairemont Mesa Boulevard, Mercury Street, and Balboa Avenue) features Asian businesses, including restaurants, grocery stores, and shops owned and operated by Asian families who reside in the City. These business owners began to migrate to the area in the 1980s, and this area has become a center of Pan-Asian commercial activity in the CPU area.

The Pan-Asian presence in this corridor has not yet reached an age where its full influence on the built environment can be evaluated in context and thus, does not currently meet the eligibility criteria for designation as a Historic District or MPL. Policy HP 3.7 in the proposed CPU calls for evaluation regarding the Pan-Asian presence in Kearny Mesa once sufficient time has passed to determine whether or not it represents an important theme in the development of Kearny Mesa (or the City as a whole), and whether any potential resources may be eligible for designation as individual sites, a MPL, or a Historic District.

Based on the above analysis, implementation of the proposed project could result in an alteration of a historic building, structure, object, or site where an increase in density is proposed beyond the adopted Community Plan and current zoning, resulting in a significant impact.

### **5.5.4.2 Issue 2: Prehistoric and Historic Archaeological Resources, Sacred Sites, and Human Remains**

*Would the proposed project result in a substantial adverse change in the significance of a prehistoric or historic archaeological resource, a religious or sacred use site, or the disturbance of any human remains, including those interred outside of formal cemeteries?*

Numerous cultural resource investigations have been conducted within the vicinity of the CPU area. These include surveys, testing/evaluation programs, construction monitoring programs, overview studies, and environmental documents. Approximately 36 percent of the CPU area is not covered by a previous cultural resource study. In addition, of the 64 percent of the CPU area that is covered by a

<sup>1</sup> A Multiple Property Listing is a group of related significant properties with shared themes, trends, and patterns of history.

previous study, some of the reports reflect background studies, such as records searches or general environmental documents and did not include a pedestrian survey. As such, it is likely that less than 50 percent of the CPU area was previously surveyed for cultural resources prior to being developed.

A total of 12 prehistoric resources and one historic archaeological resource have been recorded within the CPU area. The prehistoric resources documented within the boundaries of the CPU area consist of six lithic scatters, five isolated flakes (recorded as four resources), one site that was determined during updates not to be cultural material, and a resource recorded by Malcom Rogers in the 1920s that includes an over 20-square-mile area of Kearny Mesa. The single historic archaeological site consists of a segment of Murphy Canyon Road. None of these are considered significant archaeological resources because they have either been destroyed, highly disturbed, or consist of isolates or sparse lithic scatters. These resources are listed in Table 5.5-2, *Previously Recorded Prehistoric and Historic Archaeological Resources within the Kearny Mesa CPU Area*, and discussed in greater detail below.

<b>Table 5.5-2</b> <b>PREVIOUSLY RECORDED PREHISTORIC AND HISTORIC ARCHAEOLOGICAL RESOURCES</b> <b>WITHIN THE KEARNY MESA CPU AREA</b>		
<b>Primary Number (P-37-#)</b>	<b>Trinomial (CA-SDI -#)</b>	<b>Description</b>
<b>Prehistoric Archaeological Sites</b>		
008646	8646	Originally recorded as a lithic scatter. Site was revisited in 1995 but could not be observed; was destroyed by the construction of SR 52.
008647	8647	Originally recorded as a lithic scatter. Site was revisited in 1995 but could not be observed; was destroyed by the construction of SR 52.
010971	10971	Lithic scatter
011032	11032	Originally recorded as a lithic scatter. Site was revisited in 1996 but could not be observed; site was likely impacted by the construction of a parking lot and associated embankment.
011033	11033	Originally recorded as a lithic scatter. Site was revisited in 1995 but could not be observed; was destroyed by the construction of the SR 52 off-ramp.
013929	13905	Sparse lithic scatter
014662	14275	Originally recorded as a quarry site/sparse lithic scatter. Current site location sits on a heavily graded level landform of Linda Vista Formation cobbles. Site was tested in 1997 and revisited in 2007; was determined to not be cultural in nature and does not represent an archaeological site.
--	--	SDM-W-155; recorded by Malcom Rogers as the entirety of the Kearny Mesa region; dispersed highland winter camps with scattered artifacts and cobble hearths.
<b>Prehistoric Archaeological Isolates</b>		
013954		Isolated quartzite core
014961	--	Isolated volcanic flake
023983	--	Two secondary quartzite flakes
033337		Isolated quartz flake
<b>Historic Archaeological Sites</b>		
028135	--	Abandoned segment of Murphy Canyon Road, which was part of the historic U.S. Highway 395 route in the 1930s and 1940s.

Source: HELIX 2019c

The site that was consequently determined not to be cultural in origin, P-37-014662, was initially recorded as three tested cobbles and a possible core. The site was tested and it was concluded that the artifacts were the result of natural breakage or modern grading activities. Of the six documented lithic scatters, four were updated as having been destroyed by the construction of SR 52 or modern development (P-37-008646, P-37-008647, P-37-011032, and P-37-011033). The remaining two lithic scatters, P-37-010971 and P-37-013929, were documented in 1988 and 1995, respectively, and no updates for the sites are on file. Site P-37-010971 is located on the mesa edge directly south of San Clemente Canyon; the site area was graded sometime between 1989 and 1994 and is currently occupied by commercial and medical buildings. Site P-37-014662 was documented for Stonecrest Village at the edge of residential development; an examination of the sketch map provided with the site form and historic aerial imagery indicates that although the location of the site has not been built upon, it was heavily impacted by grading during the construction of the development. Based on aerial imagery, isolate P-37-013954 appears to have been destroyed by the development of apartment buildings within the Stonecrest Specific Plan, and isolate P-37-014961 appears to likely have been destroyed by the construction of Copley Drive. Isolate P-37-023983 was recorded as two flakes within the boundaries of the Montgomery-Gibbs Executive Airport. The flakes most likely represent a small lithic procurement area and likely still exist as originally recorded. Isolate P-37-033337 is a small tertiary quartz flake recorded during a survey for a proposed commercial development. While the parcel still appears to be undeveloped, it was disturbed at the time of the survey.

SDM-W-155 was recorded (by Malcolm Rogers) as the entirety of the Kearny Mesa, including the Linda Vista, Clairemont, University City, Kearny Mesa, and Miramar community areas and was described as dispersed highland winter camps with scattered artifacts and cobble hearths. No trinomial or primary number has been assigned to this resource; however, some of the individual loci have subsequently been documented as separate archaeological sites.

The historic archaeological site, P-37-028135, is a 0.4-mile segment of Murphy Canyon Road, which was part of the historic U.S. Highway 395 route in the 1930s and 1940s. In 1948, the Cabrillo Parkway (now SR 163) was constructed and superseded this inland route through Murphy Canyon as U.S. Highway 395. Between 1953 and 1964, a new two-lane highway was constructed in the present-day location of I-15, with Murphy Canyon Road being discontinued north of this 0.4-mile segment. In the 1980s, when I-15 was constructed through Murphy Canyon, this segment of Murphy Canyon Road from Clairemont Mesa Boulevard to the I-15 on-ramp to the north was abandoned. A 2016 survey identified remnants of an asphalt road within the canyon directly west of I-15.

In order to minimize the potential to destroy important historic and prehistoric archaeological objects or sites that may be buried within the CPU area, the City implements the Historical Resources Regulations (SDMC Section 143.0201) during ministerial review, which requires the City to review Historical Resources Sensitivity Maps to identify properties that have a likelihood of containing archaeological sites. The cultural sensitivity map depicted in Figure 5.5-1 was developed as part of the proposed project in order to ensure all project areas have a sensitivity rating that would be checked during the ministerial review. Upon submittal of permit applications, a parcel is reviewed against the sensitivity map, specifically to determine whether there is potential to adversely impact an archaeological resource that may be eligible for individual listing in the local register (SDMC Section 143.0212). This review is supplemented with a project-specific records search of the CHRIS data and NAHC Sacred Lands File by qualified staff, after which a site-specific

archaeological survey may be required, when applicable, in accordance with the City's regulations and guidelines. Should the archaeological survey identify potentially significant archaeological resources, measures would be recommended to avoid or minimize adverse impacts to the resource consistent with the Historical Resources Guidelines. In the event site-specific surveys are required as part of the ministerial review process, adherence to the Historical Resources Regulations and Guidelines would ensure that appropriate measures are applied to the protection of historical resources consistent with City requirements. Such requirements may include archaeological and Native American monitoring, avoidance and preservation of resources, data recovery and repatriation or curation of artifacts, among other requirements detailed in the Historical Resources Guidelines.

Additionally, Section 7052 of the California H&SC requires that in the event human remains are discovered during construction or excavation, all activities must be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the NAHC. The California H&SC provides a process and requirements for the identification and repatriation of collections of human remains or cultural items.

Despite State and local protections in place supporting impact avoidance to religious or sacred places and to human remains, impacts may be unavoidable in certain circumstances when resources are discovered during construction. Although there are no known religious or sacred uses within the CPU area, the potential exists for these site types to be encountered during future construction activities, particularly given the moderate cultural sensitivity identified in portions of the CPU area. Consistent with the City's Historical Resources Guidelines, Native American participation is required for all levels of future investigations in the CPU area, including those areas that have been previously developed, unless additional information can be provided to demonstrate that the property has been graded to a point where no resources could be impacted. Native American participation in future historical resources analysis conducted as part of the ministerial review process would help to ensure impacts to resources are avoided.

Most of the CPU area is developed and large portions of the developed area are underlain by fill materials. As a result, the developed areas within the CPU area have a low cultural resource sensitivity rating. Undeveloped areas are considered to have moderate cultural resource sensitivity because these areas are where the majority of the archaeological sites have been documented in the CPU area, and the canyon bottoms are where young alluvial flood-plain deposits are present that would contain the potential for buried cultural material. These locations occur along the northern and southwestern CPU area boundaries, as shown in Figure 5.5-1. Future development and related construction activities in areas identified with a moderate sensitivity, facilitated by the proposed project, at the project level could result in the alteration or destruction of prehistoric or historic archaeological resources, objects, or sites and could potentially impact religious or sacred uses; or disturb human remains.

The proposed CPU is designed to support the historic preservation goals of the General Plan and contains policies requiring protection and preservation of significant archaeological resources. Native American consultation early in the project review process is also included in the proposed CPU to identify tribal cultural resources and to develop adequate treatment and mitigation for significant archaeological sites with cultural and religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines.

While existing regulations, the SDMC, and proposed CPU policies would provide for the regulation and protection of archaeological resources and human remains and avoid potential impacts, it is not possible to ensure the successful preservation of all archaeological resources where new development may occur. Therefore, potential impacts to prehistoric or historic archaeological resources, religious or sacred use sites, and human remains would be significant.

### 5.5.4.3 Issue 3: Tribal Cultural Resources

*Would the proposed project result in a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or*
- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

The Sacred Lands File check from the NAHC indicated that no known sacred lands or Native American cultural resources have been identified within the CPU area. The local Native American community has expressed a high level of interest with regards to potential resources within the CPU area. As such, for subsequent projects implemented in accordance with the proposed project where a recorded archaeological site or tribal cultural resource (as defined in the Public Resources Code) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to the provisions in Public Resources Code Sections 21080.3.1 and 21080.3.2, in accordance with AB 52. Results of the consultation process will determine the nature and extent of any additional archaeological evaluation or changes to the project and appropriate mitigation measures for direct impacts that cannot be avoided.

Native American consultation early in the project review process is also included in the proposed project to identify tribal cultural resources and to develop adequate treatment and mitigation for significant archaeological sites with cultural and religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines.

Tribal consultation in accordance with SB 18 was initiated by the City of San Diego in September 2017 and October 2018 for the community plan update; however, no requests for consultation have been received by any tribal group culturally affiliated with the Kearny Mesa community plan area. Additional notices will be sent concurrently with release of the Draft PEIR and 10 days prior to the City Council hearing on the project.

Tribal consultation in accordance with Assembly Bill 52 (AB 52) was initiated by the City of San Diego with Mr. Clint Linton, Director of Cultural Resources from the Iipay Nation of Santa Ysabel and Ms. Lisa Cumper, Tribal Historic Preservation Officer (THPO) from the Jamul Indian Village, and conducted on February 1, 2019 and continued March 6, 2019. This report, as well as confidential

data was provided to both representatives to assist with their review determine if the CPU area contains any Tribal Cultural Resources or areas of tribal importance which would require further evaluation or special consideration during the environmental review process. Mr. Clint Linton reviewed the materials and did not have any concerns with the program-level analysis and subsequent mitigation framework, however did provide additional feedback regarding the tribal cultural context which was incorporated into the report and the Historical, Archaeological, and Tribal Cultural Resources Section in the Environmental Impact Report. Ms. Lisa Cumper, spoke to the importance of Kearny Mesa as an area where the Kumeyaay passed through from villages in the river valley to the coastal villages north and west of Kearny Mesa and that Kumeyaay monitoring should be required for future projects. Consultation was concluded on March 6, 2019.

Portions of the CPU area that were identified to have tribal cultural resource sensitivity by Native American Tribes were taken into account in the development of the cultural sensitivity map prepared for the CPU area (see Figure 5.5-1). Similar to the analysis provided under Issue 2 above in Section 5.5.4.2, the cultural sensitivity map would be reviewed to determine the potential for tribal cultural resources to be impacted during construction anticipated under the proposed project. Implementation of the Historical Resources Regulations and Historical Resources Guidelines would require site-specific cultural surveys where warranted and implementation of measures to avoid or minimize impacts to the extent feasible.

While existing regulations, the SDMC, and proposed CPU policies would provide for the regulation and protection of tribal cultural resources and would reduce and/or minimize potential impacts, it is not possible to ensure the successful preservation of all tribal cultural resources. Therefore, potential impacts to tribal cultural resources resulting from implementation of the proposed project are considered significant. The regulatory framework described above and summarized in Section 5.5.6 would largely avoid and minimize adverse impacts; however, at a program level of review it cannot be ensured that all potential impacts to tribal cultural resources would be fully avoided and impacts would remain significant.

## **5.5.5 Significance of Impacts**

### **5.5.5.1 Historic Buildings, Structures, Objects, or Sites**

Future development and redevelopment under the proposed project could result in the alteration of a historical resource, where implementation of the proposed project would result in increased development potential. While the SDMC and policies in the proposed CPU provide for the regulation and protection of designated and potential historical resources, it is not possible to ensure the successful preservation of all historic built environment resources within the CPU area. Implementation of projects within the CPU area could result in an alteration of a historic building, structure, object, or site where an increase in density is proposed beyond the adopted Community Plan or current zoning. Thus, potential impacts to historic buildings, structures, or sites would be considered significant.

### **5.5.5.2 Prehistoric and Historic Archaeological Resources, Sacred Sites, and Human Remains**

Implementation of projects within the CPU area could adversely impact prehistoric or historic archaeological resources, including religious or sacred use sites and human remains. While existing regulations, the SDMC and proposed CPU policies would provide for the regulation and protection of archaeological resources and human remains and avoid potential impacts, it is not possible to ensure the successful preservation of all archaeological resources where new development may occur. Therefore, potential impacts to prehistoric or historic archaeological resources, religious or sacred use sites, and human remains from implementation of the proposed project are considered significant.

### **5.5.5.3 Tribal Cultural Resources**

While existing regulations, the SDMC, and proposed CPU policies would provide for the regulation and protection of tribal cultural resources and would reduce and/or minimize potential impacts, it is not possible to ensure the successful preservation of all tribal cultural resources. Therefore, potential impacts to tribal cultural resources resulting from implementation of the proposed project are considered significant.

## **5.5.6 Mitigation Framework**

The General Plan, combined with federal, state, and local regulations, provides a regulatory framework for project-level historical resources evaluation/analysis criteria and, when applicable, mitigation measures for future discretionary projects. All development projects with the potential to affect historical resources, such as designated historical resources; historical buildings, districts, landscapes, objects, and structures; important archaeological sites; tribal cultural resources; and traditional cultural properties are subject to site-specific review in accordance with the City's Historical Resources Regulations and Historical Resources Guidelines. The City's Historical Resources Guidelines (SDMC Chapter 14, Article 3, Division 2) include a number of requirements that would apply to future development evaluated under the proposed project that would ensure site-specific surveys are completed to verify the presence of resources. Additionally, the Historical Resources Guidelines would be followed in the event site-specific surveys are required as part of the ministerial review process. Adherence to the Historical Resources Regulations and Guidelines would ensure that appropriate measures are applied to protect historical resources consistent with City requirements. Such requirements may include archaeological and Native American monitoring, avoidance and preservation of resources, data recovery and repatriation or curation of artifacts, among other requirements detailed in the Historical Resources Guidelines.

Even after application of the existing regulatory framework contained in the Historical Resources Guidelines and Historical Resources Regulations, the degree of future impacts and the applicability, feasibility, and success of future avoidance measures cannot be adequately known for each specific future project at this program level of analysis. Thus, potential impacts to historical, archaeological, or tribal cultural resources would be significant and unavoidable.

This page intentionally left blank

## 5.6 Human Health, Public Safety, and Hazardous Materials

This section of the PEIR addresses potential impacts related to human health, public safety, and hazardous materials that could result from implementation of the proposed project. Portions of this section are based on information from the *Kearny Mesa Community Plan Update Hazardous Materials Technical Study* (The Bodhi Group 2018b), which is included as Appendix H of this PEIR.

### 5.6.1 Existing Conditions

A description of the existing conditions relative to hazardous materials sites, wildfire hazards, emergency preparedness, and aircraft hazards within the Kearny Mesa CPU area is contained in Section 2.3.6 of this PEIR. Section 4.6 of this PEIR includes a summary of the regulatory framework associated with human health, public safety, and hazardous materials.

### 5.6.2 Methodology and Assumptions

The analysis of wildfire risk is based on a review of the City's Very High Fire Hazard Severity Zone Maps. State law requires local jurisdictions to identify very high fire hazard severity zones within their areas of responsibility. Inclusion within these zones is based on vegetation density, slope severity and other relevant factors that contribute to fire severity. These maps, which were last updated in 2009, are maintained by the City's Fire-Rescue Department.

The hazardous materials study prepared for the proposed project (see Appendix H) includes a search of pertinent federal, State and local regulatory agency database records; a search of regulatory records; and historical land use information from readily available public records. Although the search identified known sites and locations where hazardous materials have been stored, dispensed, conveyed, or spilled, only sites with documented hazardous material releases and oversight by a regulatory agency (local or State agency) are considered to have conditions that could present a risk to human health or the environment.

Potential impacts related to aircraft hazards are based on a review of the ALUCPs for Montgomery-Gibbs Executive Airport and MCAS Miramar.

### 5.6.3 Significance Determination Thresholds

Based on the City's CEQA Significance Determination Thresholds (City 2016), as modified to guide a programmatic analysis of the proposed project, impacts related to human health, public safety, and hazardous materials could be significant if implementation of the proposed project would:

1. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands;
2. Result in hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school;

3. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan;
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment; or
5. Expose people or structures to a significant risk of loss, injury, or death from off-airport aircraft operational accidents.

## 5.6.4 Impact Analysis

### 5.6.4.1 Issue 1: Wildland Fire Risk

*Would the proposed project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

The potential for wildland fires represents a hazard, particularly on undeveloped properties or where development exists (or could potentially exist in the future) adjacent to open space or within proximity to wildland fuels. The CPU area is urbanized with a generally low potential for wildfire hazards, with the exception of areas along the eastern edge of the CPU area associated with Murphy Canyon, as well as the northern edge adjacent to SR 52, both of which are mapped Very High Fire Hazard Severity Zones (City 2009). Future development under the proposed project within or adjacent to these areas could potentially be subject to wildfire hazards. Such development, however, would be subject to applicable State and City regulatory requirements related to fire hazards and prevention, as outlined in Section 4.6 of this PEIR. Specifically, these encompass standards associated with vegetative (brush) management, such as selective removal/thinning and fire-resistant plantings to create appropriate buffer zones around development, as well as incorporating applicable fire-related design elements, including fire-resistant building materials, fire/ember/smoke barriers, automatic alarm and sprinkler systems, and provision of adequate fire flow and emergency access. These requirements would be implemented as part of individual project design elements of future development projects in accordance with the proposed project and may entail the preparation of fire protection plans and/or other technical analyses subject to CEQA environmental review. Therefore, impacts associated with wildfire hazards would be less than significant.

### 5.6.4.2 Issue 2: Hazardous Emissions and Materials

*Would the proposed project result in hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school?*

There are no existing public schools within the CPU area; however, there are numerous existing private schools/daycares/educational facilities within and adjacent to the CPU area. The proposed CPU sites institutional land uses adjacent to, or within a quarter-mile of, industrial land uses where hazardous materials may be handled. As such, future development and redevelopment activities under the proposed project may use and/or transport hazardous materials within 1/4-mile of an

existing or proposed school. However, all future development and redevelopment activities under the proposed project would be required to conform to applicable regulatory/industry and code standards related to health hazards from hazardous materials. Specifically, this would involve compliance with pertinent federal, state, and local standards related to hazardous materials, as outlined in Section 4.6 of this PEIR, including discretionary approval from the County DEH/HMD for all applicable projects proposed within the CPU area. This would entail receipt of clearance from the County DEH/HMD as the local CUPA, including remediation efforts for applicable locations. Documentation of such clearance would be provided on a project-by-project basis as part of the project-specific CEQA and/or Building Permit reviews and would be a requirement for all future project approvals.

For any new schools that could be constructed within a quarter-mile of the CPU area, the individual school district would be responsible for planning, siting, building, and operating the schools. It would be the responsibility of the school district to analyze potential hazards at the project level. Through implementation of existing regulations, impacts to schools from hazardous materials, substances, or waste would be less than significant.

#### **5.6.4.3 Issue 3: Emergency Plan Consistency**

*Would the proposed project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?*

The City is a participating entity in the MHMP (County 2017), which is generally intended to provide compliance with regulatory requirements associated with emergency response efforts. The EOP (County 2018) identifies a broad range of potential hazards and a response plan for public protection. The plan identifies major interstates and highways within San Diego County that could be used as primary routes for evacuation. As part of the emergency response efforts, the City SD-OHS oversees emergency preparedness and response services for disaster-related measures, including administration of the City EOC and alternate EOC. For emergency evacuation, the EOP identifies I-15, SR 52, SR 163, and I-805 as emergency evacuation routes in the vicinity of the CPU area. There are no goals or objectives in the proposed CPU that would interfere or diminish the capacity of these programs and facilities to provide effective emergency response or allow for sufficient emergency evacuation in the CPU area or other areas. The land use changes identified in the proposed CPU would not physically interfere with any adopted emergency plans. Impacts related to emergency plan consistency would be less than significant.

#### **5.6.4.4 Issue 4: Hazardous Materials Sites**

*Would the proposed project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment?*

A review of hazardous materials databases revealed 88 properties that were determined to be a potential hazard in the CPU area, including three listed sites within or adjacent to the CPU area that have open unauthorized release cases (The Bodhi Group 2018b). The proposed CPU also presents opportunities to convert existing industrial sites that may be associated with hazardous materials to new uses, such as parks, plazas, or open space, and in proposed urban village areas that would likely

accommodate a higher density of people and sensitive receptors. Based on the locations of these listed and/or industrial sites and the proposed CPU land uses, future development in accordance with the proposed project could potentially expose people or sensitive receptors to hazardous materials.

All future development and redevelopment activities under the proposed project would be required to adhere to applicable regulatory/industry and code standards related to health hazards from hazardous materials. Specifically, this would involve compliance with pertinent federal, state, and local standards related to hazardous materials, as outlined in Section 4.6 of this PEIR, including discretionary approval from the County DEH/HMD for all applicable projects proposed within the CPU area. This would entail receipt of clearance from the County DEH/HMD as the local CUPA, including remediation efforts for applicable locations. Documentation of such clearance would be provided as part of the project-specific CEQA and/or Building Permit reviews for individual projects and would be a requirement for all future project approvals. Therefore, although the CPU area includes listed hazardous materials sites, compliance with existing regulations would ensure that the proposed project would not create a significant hazard to the public or environment. Impacts related to hazardous materials sites would be less than significant.

#### **5.6.4.5 Issue 5: Aircraft Hazards**

*Would the proposed project expose people or structures to a significant risk of loss, injury, or death from off-airport aircraft operational accidents?*

The CPU area is located within AIA Review Areas 1 and 2 of both Montgomery-Gibbs Executive Airport, which is located within the center of the CPU area, and MCAS Miramar, which is located directly north of the CPU area (refer to Figure 2-6). The ALUCPs for Montgomery-Gibbs Executive Airport and MCAS Miramar contain policies related to safety compatibility and airspace protection for areas within each AIA. Safety compatibility policies are intended to minimize the risks of an off-airport accident or emergency landing. Airspace protection surfaces are established to evaluate the airspace compatibility of land use actions in the AIA. Airspace protection compatibility policies ensure that structures and other uses of the land do not cause hazards to aircraft in flight within the airport vicinity. Hazards to flight may include but are not limited to physical obstruction of navigable airspace, wildlife hazards (such as bird strikes), and land use characteristics that create visual or electronic interference with aircraft navigation or communication. The airspace protection surfaces establish the maximum height that objects on the ground can reach without potentially creating constraints or hazards to the use of the airspace by aircraft approaching, departing, or maneuvering in the vicinity of the airport.

Furthermore, small areas near the northern boundary of the CPU area are located within the Transition Zone for MCAS Miramar Safety Compatibility, and some properties along the northern boundary of the CPU area within the Transition Zone contain a designation for Restrictive Use Easement (RUE) in the MCAS Miramar ALUCP (refer to Figure 2-7). Parcels with a RUE designation mostly are contained within the primary departure corridors for MCAS Miramar aircraft operations and in the areas to the south around SR 52.

Future development within the ALUCP Safety Compatibility Zones associated with Montgomery-Gibbs Executive Airport or MCAS Miramar would be required to comply with the standards

established by the ALUCPs, as well as associated FAA, City, and Department of Defense/Department of the Navy requirements. Consistency with ALUCP requirements would be reviewed on a project-by-project basis and compliance with these requirements would avoid future significant safety impacts associated with ALUCP safety zones and airspace protection. Development under the proposed project would also be subject to SDMC regulations that reduce dust, vapor, smoke, and electromagnetic interference through limits for glare, air contaminants, electrical/radio activity, and outdoor lighting (SDMC Chapter 14, Article 2, Division 7). In addition, the proposed CPU contains policies to ensure that future uses are compatible with the safety zones and airspace protection surfaces for the airports (Policy LU 1.24) and development would be reviewed for consistency with adopted airport policies (Policy LU1.25). As such, implementation of the project would not expose people or structures to a significant risk of loss, injury, or death, from off-airport aircraft operational accidents. Impacts would be less than significant.

## **5.6.5 Significance of Impacts**

### **5.6.5.1 Wildland Fire Risk**

Future development implemented in accordance with the proposed project would be subject to regulatory requirements related to fire hazards and prevention. Therefore, impacts associated with wildfire hazards would be less than significant.

### **5.6.5.2 Hazardous Emissions and Materials**

Future development implemented in accordance with the proposed project would be subject to applicable regulatory/industry and code standards and requirements related to health hazards from hazardous materials. Therefore, impacts to schools from hazardous materials, substances, or waste would be less than significant.

### **5.6.5.3 Emergency Plan Consistency**

Implementation of the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; therefore, impacts would be less than significant.

### **5.6.5.4 Hazardous Materials Sites**

Future development implemented in accordance with the proposed project would be required to adhere to applicable regulatory/industry and code standards related to health hazards from hazardous materials. This includes obtaining clearance from the applicable regulatory agencies for remediation efforts at applicable locations, including the three listed open cases within and adjacent to the CPU area. Therefore, impacts would be less than significant.

### **5.6.5.5 Aircraft Hazards**

Future development projects within the CPU area would be subject to the requirements of the Montgomery-Gibbs Executive Airport and the MCAS Miramar ALUCPs, including safety compatibility and airspace protection criteria, as well as applicable sections of the SDMC. Through compliance

with these requirements and implementation of the proposed CPU policy that requires future projects to be reviewed for compatibility with the safety zones, noise contours, and airspace protection surfaces identified in the applicable ALUCPs (Policy LU 1.24), potential hazards from airport operations would not expose people or structures to a significant risk of loss, injury, or death, from off-airport aircraft operational accidents. Therefore, impacts would be less than significant.

### **5.6.6 Mitigation Framework**

Implementation of the proposed project would result in less than significant impacts to human health, public safety, and hazardous materials. No mitigation is required.

## 5.7 Hydrology/Water Quality

This section of the PEIR addresses potential impacts related to hydrology and surface and groundwater quality that could result from implementation of the proposed project. The information in this section is based, in part, on the *Kearny Mesa Community Plan Update Hydrology and Water Quality Report* (West Coast Civil 2019a), which is included as Appendix I of this PEIR.

### 5.7.1 Existing Conditions

The existing environmental setting, which includes a detailed discussion of the existing hydrologic and water quality conditions within the CPU area is contained in Section 2.3.7 of this PEIR. Section 4.7 of this PEIR includes a summary of the regulatory framework relative to hydrology and water quality.

### 5.7.2 Methodology and Assumptions

Potential hydrology and water quality impacts resulting from implementation of the proposed project were evaluated based on relevant information from Appendix I as well as a review of relevant hydrology and water quality plans and maps.

### 5.7.3 Significance Determination Thresholds

Based on the City's CEQA Significance Determination Thresholds (City 2016), which have been modified to guide a programmatic analysis for the proposed project, a significant hydrology/water quality impact could occur if the proposed project would:

1. Result in flooding due to an increase in impervious surfaces, changes in absorption rates, drainage patterns, or the rate of surface runoff;
2. Place housing or other structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map which would impede or redirect flood flows;
3. Result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body; or
4. Deplete groundwater supplies, degrade groundwater quality, or interfere with groundwater recharge.

## 5.7.4 Impact Analysis

### 5.7.4.1 Issue 1: Flooding and Drainage Patterns

*Would the proposed project result in flooding due to an increase in impervious surfaces, changes in absorption rates, drainage patterns, or the rate of surface runoff?*

The CPU area is mostly developed with extensive impervious surfaces associated with existing buildings, roadways, and parking areas. Most rainfall becomes runoff because there are minimal opportunities for infiltration. This results in high peak flow rates for short durations with the potential for flooding. Future development in accordance with the proposed project may result in an increase in impervious surfaces and has the potential to change runoff characteristics, including the volume of runoff, rate of runoff, and drainage patterns, which could result in flooding.

Future projects implemented within the CPU area would be required to adhere to NPDES requirements to control direct storm water discharges, and to the City's Storm Water Standards Manual. The Storm Water Standards Manual contains requirements that dictate design elements in development and redevelopment projects. Requirements pertaining to storm water runoff include the implementation of Low Impact Development (LID) BMPs, such as bioretention basins, cisterns, and rain barrels, to retain storm water on-site and limit runoff. The Storm Water Standards Manual also includes Hydromodification Management Plan (HMP) requirements which include design elements to limit storm water runoff discharge rates and durations, specifically in locations where downstream channels are susceptible to erosion.

All development in the City is subject to the drainage regulations contained in SDMC Chapter 14, Article 2, Division 2, Storm Water Runoff and Drainage Regulations, which requires that all development be conducted to prevent erosion and stop sediment and pollutants from leaving the property to the maximum extent practicable. Since future development under the proposed project would be required to adhere to applicable drainage regulations, development would not result in alterations to existing drainage patterns in a manner that would result in flooding on- or off-site.

In addition, the Urban Design section of the proposed CPU contains policies UD 5.35 and 5.36 that encourage the incorporation of sustainable design elements into public rights-of-way areas for storm water capture and infiltration to reduce storm water runoff, peak flows, and flooding. Such design elements would help create "green streets" and could include parkways capable of storm water capture and infiltration, bioswales, bioretention curbs, biofiltration planters, porous asphalt, and highly permeable soils. As such, implementation of the proposed project would not result in flooding due to an increase in impervious surfaces, changes in absorption rates, drainage patterns, or the rate of surface runoff. Impacts related to flooding from surface runoff would be less than significant.

### 5.7.4.2 Issue 2: Flood Hazard Areas

*Would the proposed project place housing or other structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map which would impede or redirect flood flows?*

Based on mapping from FEMA, almost all of the CPU area lies outside of mapped floodplains. Portions of Murphy Canyon Creek along the eastern boundary of the CPU area are within the mapped 100-year floodplain. As shown in Figure 5.7-1, *Flood Zones*, this area is parallel to I-15 generally between Clairemont Mesa Boulevard to Friars Road. Two other small pockets occur in the CPU area that are mapped 100-year floodplains, including the very northwest corner of the CPU area at the SR 52/I-805 interchange and a small area north of Balboa Avenue and south of Viewridge Avenue. Portions of the mapped 100-year floodplain are also designated SFHAs, which are high risk areas defined as any land that would be inundated by the 100-year flood (the flood having a one percent chance of occurring in any given year).

While most of these floodplain areas are proposed to be designated Open Space by the proposed CPU, some occur within land proposed to be designated Industrial and Technology Park. Thus, future development in accordance with the proposed project could potentially encroach into mapped floodplains, including SFHAs. Such development, however, would be subject to applicable City and federal requirements. City requirements for protection from flooding include elevating the lowest floor of a structure a minimum of two feet above the base flood elevation. Fully enclosed areas below the lowest floor that are subject to flooding are required to comply with FEMA requirements for flood proofing. Pursuant to SDMC Sections 143.0145 and 143.0146, future development projects must undergo a project-level analysis to determine the effects to base flood elevations and ensure that no flooding, erosion, or sedimentation impacts occur on or off site. These SDMC sections also contain development regulations for properties within a SFHA. As future development under the proposed project would be required to adhere to applicable regulations regarding flood protection, development or redevelopment of properties within a mapped 100-year floodplain would not impede or redirect flood flows. Impacts related to flood hazard areas would be less than significant.

### 5.7.4.3 Issue 3: Water Quality

*Would the proposed project result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body?*

Future development projects in accordance with the proposed project have the potential to change pollutant discharges either from an increase in the volume of storm water runoff or from an addition of new sources of pollution. Construction and operation of future development would comply with applicable permits and incorporate required BMPs, which would limit runoff and associated potential pollutants, such as sediment, nutrients, heavy metals, organic compounds, trash and debris, oxygen demanding substances, oil and grease, bacteria and viruses, and pesticides. Development projects greater than one acre in size, or that are less than one acre but are part of a larger common plan of development, would be subject to the requirements of the General Construction Permit, which would require the implementation of a SWPPP and associated BMPs to be used during and after construction to prevent the discharge of sediment and other pollutants in

storm water runoff from the project site. Similarly, projects less than one acre in size, and not part of a larger common plan of development would be required to implement a WPCP and its associated pollution prevention measures. During operation, industrial sites within the CPU area would be required to implement BMPs per the Industrial Storm Water General Permit.

Under the City's storm water regulations, including the Storm Water Standards Manual, and the City's Jurisdictional Runoff Management Plan, all projects implemented under the proposed project would be subject to certain minimum storm water requirements to protect water quality. Types of storm water BMPs required for new developments include site design, source control, and treatment control BMPs. The proposed CPU also includes policies which encourage the incorporation of LID practices and "green street" features to protect water quality. Implementation of required storm water BMPs would reduce the amount of pollutants transported from a future development project to receiving waters. Compliance with the requirements set forth under the Storm Water Standards Manual and Jurisdictional Runoff Management Plan would also allow projects to be in compliance with the most current MS4 Permit, which implements a regional strategy for water quality and related concerns. Impacts related to water quality would be less than significant.

#### **5.7.4.4 Issue 4: Groundwater**

*Would the proposed project deplete groundwater supplies, degrade groundwater quality, or interfere with groundwater recharge?*

According to the Water Quality Control Plan for the San Diego Basin (California RWQCB 1994, as amended through 2016), most of the groundwater in the region has been extensively developed and the availability of potential future uses of groundwater resources is limited. Further development of groundwater resources would most likely necessitate groundwater recharge programs to maintain adequate groundwater table elevations. Groundwater within the Mission San Diego HSA has a potential beneficial use for municipal and domestic supply and existing beneficial uses for agricultural supply, industrial service supply, and industrial process supply. Groundwater within both the Miramar HA and Tecolote HA is exempt from municipal and domestic supply beneficial use. The Miramar HA has a potential beneficial use for industrial service supply (California RWQCB 1994, as amended through 2016).

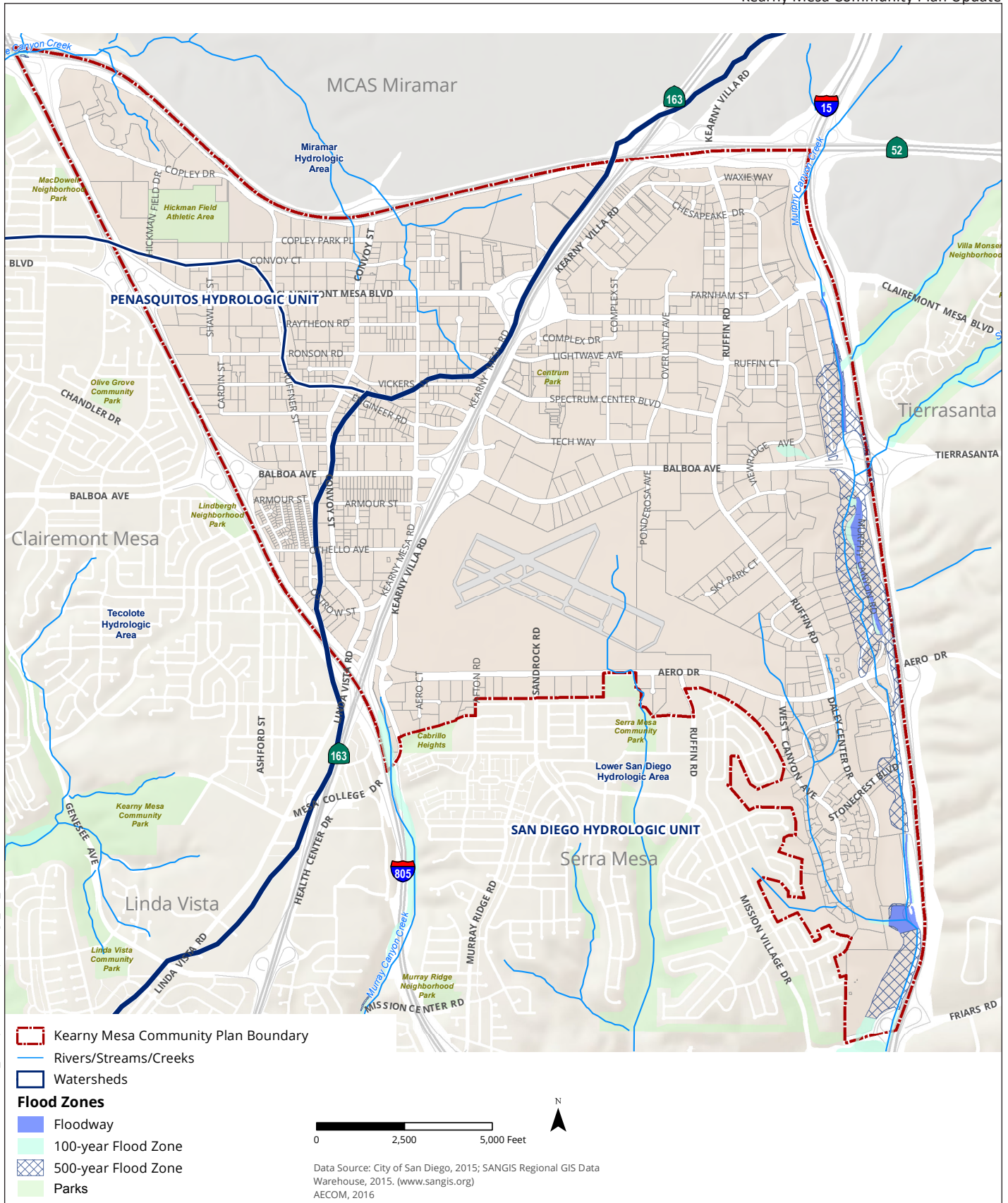
As discussed under Issues 1 and 2 above, current storm water regulations encourage the infiltration of storm water and the protection of water quality, which would allow for groundwater recharge and would protect the quality of groundwater. As such, it is not anticipated that the proposed project would deplete groundwater supplies, degrade groundwater quality, or interfere with groundwater recharge. Impacts related to groundwater would be less than significant.

### **5.7.5 Significance of Impacts**

#### **5.7.5.1 Flooding and Drainage Patterns**

Future development projects implemented within the CPU area would be subject to the requirements of the NPDES, the City's Storm Water Standards Manual, and the SDMC Storm Water Runoff and Drainage Regulations. In addition, the proposed CPU includes policies which encourage

I:\PROJECTS\SD\SD-36.02\_KearnyMesaCPU\Map\IR\Figs\_7-1\_FloodZones-Indd SDD-36.04 12/19/18-EV



## Flood Zones

Figure 5.7-1

development with sustainable design elements to capture and infiltrate water on-site. Through adherence to the regulatory framework, augmented by the proposed CPU's policies regarding sustainable design features, impacts related to flooding from surface runoff would be less than significant.

### **5.7.5.2 Flood Hazard Areas**

Future development in accordance with the proposed project would be subject to applicable SDMC and FEMA requirements to ensure protection from flooding. Future development projects located within the mapped 100-year floodplain would undergo project-level analysis to determine the effects to base flood elevations and ensure that no flooding, erosion, or sedimentation impacts occur on or off site. Thus, impacts related to flood hazard areas would be less than significant.

### **5.7.5.3 Water Quality**

Future construction activities associated with the proposed project would be subject to applicable requirements in the General Construction Permit or a WPCP, which would address the potential for the transport of pollutants in runoff water during construction activities. Future projects would also be subject to the requirements in the City's storm water regulations, Storm Water Standards Manual, Jurisdictional Runoff Management Plan, and MS4 Permit, which would require that all future projects meet minimum storm water requirements to protect water quality. Thus, through compliance with the exiting regulatory framework addressing protection of water quality, impacts related to water quality would be less than significant.

### **5.7.5.4 Groundwater**

According to the Water Quality Control Plan for the San Diego Basin, most of the groundwater in the region has been extensively developed and the availability of potential future uses of groundwater resources is limited. Further development of groundwater resources would most likely necessitate groundwater recharge programs to maintain adequate groundwater table elevations. Current storm water regulations which encourage the infiltration of storm water runoff and the protection of water quality would allow for groundwater recharge and would protect the quality of groundwater resources. As such, it is not anticipated that the proposed project would deplete groundwater supplies, degrade groundwater quality, or interfere with groundwater recharge. Thus, impacts related to groundwater would be less than significant.

## **5.7.6 Mitigation Framework**

Implementation of the proposed project would result in less than significant impacts to hydrology and water quality. No mitigation is required.

This page intentionally left blank

## 5.8 Land Use

This section discusses potential land use impacts associated with implementation of the proposed project including consistency with applicable plans and regulations and community division. This section analyzes the potential that implementation of the proposed project would result in land use changes that would have indirect or secondary environmental impacts. As discussed in Section 3.4, *Project Description*, land use impacts are analyzed at buildout using a total dwelling unit yield (assumed to occur in 2050). The total dwelling unit yield reflects assumptions that properties would redevelop at the maximum permitted residential density or at a density above maximum as permitted under state and local density bonus regulations. Select properties could develop at residential densities below the maximum due to development constraints (e.g., airport overlays).

### 5.8.1 Existing Conditions

The existing environmental setting, which includes a detailed discussion and description of existing land uses within the CPU area is contained in Section 2.3.8 of this PEIR. Section 4.8 of this PEIR includes a summary of the regulatory framework relative to land use, which describes applicable land use plans, ordinances, and regulations.

### 5.8.2 Methodology and Assumptions

Potential impacts resulting from implementation of the proposed project were evaluated based on consistency of the proposed project with the City's General Plan, Land Development Code, MSCP Subarea Plan, VPHCP, the ALUCPs for Montgomery-Gibbs Executive Airport and MCAS Miramar, and other relevant land use plans, policies, and regulations. Consistency with the MSCP Subarea Plan and VPHCP is further addressed in Section 5.2, *Biological Resources*.

### 5.8.3 Significance Determination Thresholds

The determination of significance regarding any inconsistency with development regulations or plan policies is evaluated in terms of the potential for the inconsistency to result in environmental impacts considered significant under CEQA. Thresholds used to evaluate potential impacts related to land use are based on the City's CEQA Significance Determination Thresholds (City 2016), which have been modified to guide a programmatic analysis of the proposed project. A significant land use impact could occur if implementation of the proposed project would:

1. 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;
2. Conflict with the provisions of the City's MSCP Subarea Plan or other approved local, regional, or state habitat conservation plan;
3. Result in land uses which are not compatible with an adopted ALUCP; or
4. Physically divide an established community.

## 5.8.4 Impact Analysis

### 5.8.4.1 Issue 1: Consistency with Environmental Policies of Adopted Land Use Plans

*Would the proposed 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 proposed CPU is intended to provide a vision to guide future growth and development within Kearny Mesa, consistent with the General Plan. The City's Community Plans provide a mechanism to refine citywide policies, designate land uses, and make additional site-specific recommendations to address the needs of each community. The proposed CPU works in concert with citywide policies outlined in the General Plan and provides additional, specific details necessary to review and assess public and private development projects proposed in Kearny Mesa. The proposed CPU includes sections for issues important to Kearny Mesa: Historic Preservation; Mobility; Urban Design; Parks, Recreation, and Open Space; and Public Facilities, Services, and Safety. Each section contains community-specific goals, and policies are contained in the Regulatory Framework and Policies section that are consistent with the environmental goals, objectives, guidelines contained in the General Plan. The proposed CPPU also includes a Vision and Land Use section that introduces the vision for the community and contains a land use plan.

#### Land Use and Community Planning Element

The General Plan Land Use and Community Planning Element is intended to guide future growth and development into a sustainable citywide development pattern, while maintaining or enhancing the quality of life in San Diego communities. The Vision and Land Use section of the proposed CPU outlines the distribution of proposed land uses and is depicted within this document on the proposed land use map (Figure 3-1) and shown in Table 3-2 in Chapter 3.0, *Project Description*. These land uses reflect an approach that considers the retention of core industrial employment lands, the enhancement of key commercial corridors, and the targeted addition of residential development in urban village settings.

Kearny Mesa is a major employment area for the City and the region due to the concentration of office, industrial, and retail uses. Most areas of Kearny Mesa are currently made up of larger blocks or "superblocks" that were designed for vehicular traffic, consistent with its development as an industrial area in the City. The General Plan's Land Use Element identifies Kearny Mesa as one of the City's Subregional Employment Areas which is intended to target new growth of employment uses. As a major job center, it also has the potential to support the City of Villages strategy by increasing housing opportunities in closer proximity to jobs. The Vision and Land Use section of the proposed CPU further describes the village areas within the Kearny Mesa community. To capitalize on planned transit for Kearny Mesa, the land use plan retains and strengthens the community's existing employment areas, while promoting Kearny Mesa's commercial areas and creating villages with an integrated mixture of uses, multi-modal streets, and public spaces that would implement the General Plan's City of Villages strategy.

General Plan policies support growth that is focused in mixed-use activity centers that are pedestrian-friendly and linked to the regional transit system. The proposed CPU would support the City of Villages strategy and would implement growth consistent with that envisioned in the General Plan by providing an employment hub and three mixed-use villages, providing new transit corridors, multi-modal facilities, and dedicated lanes through the community to provide more direct trips for pedestrians and bicyclists, and providing improved access to the regional transit system. The proposed CPU's land use plan allows the integration of new mixed-use urban villages with residential, commercial, and creative office spaces near transit and strategically adds residences to employment areas to shape urban villages. This concept directly supports the General Plan Land Use and Community Planning Element goal of creating mixed-use villages located throughout the City and connected by high-quality transit.

The proposed CPU would also be consistent with the General Plan Land Use and Community Planning Element goal of providing diverse and balanced neighborhoods and communities. The land use plan for the proposed CPU provides for a variety of land uses and places housing in select areas near employment clusters to create a new live/work neighborhood that supports the General Plan's goal of providing diverse and balanced neighborhoods. Policies LU 1.10, 1.13, and 1.16 call for integration of various uses in close proximity to one another and transit facilities to provide a mixed-use accessible community. The CPU also contains policies to further support the development of diverse and balanced neighborhoods. For example, Policies LU 1.11, 1.15, and 1.16 encourage development of a variety of housing options in the village areas to accommodate a diversity of household types and sizes.

### Mobility Element

The purpose of the General Plan Mobility Element is to improve mobility through development of a balanced, multi-modal transportation network. Implementation of the proposed CPU would result in a shift to a higher intensity land use pattern in the CPU area. To accomplish this, a mobility network focused on better serving pedestrians, bicyclists, and transit users, in addition to drivers, is required. A complete mobility system with options for people to walk, ride a bicycle, take transit, or drive is a guiding principle of the proposed CPU and would directly support economic growth of the community and enhance its livability and character. Implementation of the proposed CPU would support transit as a primary mode of travel for many users and create a walkable and bicycle-friendly environment. The mobility goals of the proposed CPU include connecting the community, improving transit, and modernizing mobility. Consistent with the General Plan Mobility Element, the proposed CPU includes goals and policies that support the development of a multi-modal network and pedestrian/bicycle-friendly facilities, such as Policies MO 4.7, 4.8, 4.10, 4.13, and 4.18. The proposed CPU refines the General Plan Mobility Element goals by providing community-specific policies to implement the CPU mobility network, including policies for alternative modes of transportation and strategic roadway improvements that could improve existing roadway function. It also provides policies regarding TDM, ITS, and parking management.

### Urban Design Element

The General Plan Urban Design Element addresses urban form and design through policies aimed at preserving open space systems and targeting new growth into compact villages. The proposed CPU supports and implements these strategies through development of an employment hub and three mixed-use villages as well as improvements to the mobility network to encourage pedestrian,

bicycle, and transit travel. Urban design features in the proposed CPU include the creation of new open spaces and paseos that provide visible and physical connections between streets, sidewalks, and buildings. The proposed CPU contains urban design policies intended to develop community character, prioritize the pedestrian experience, encourage sustainable buildings and landscapes, and retain and attract dynamic business. The proposed urban design policies relate to the streetscape and public realm (Policies UD 5.3 through 5.9); public open spaces (Policies UD 5.11, 5.15, 5.16, 5.21); frontages, entries, and connections (Policies UD 5.13 and 5.14); and pedestrian-orientation (Policies UD 5.6 through 5.10). These policies would guide the development within the CPU area, in direct support of the General Plan Urban Design Element goals.

### Economic Prosperity Element

The General Plan Economic Prosperity Element is intended to improve economic prosperity by ensuring that the economy grows in ways that strengthen industries, retain and create jobs, and stimulate economic investment in the City's communities. The CPU supports the goal of improved economic prosperity by retaining key employment lands while creating flexibility in other areas for compatible live/work balance. Consistent with the General Plan, the CPU proposes retaining and protecting industrial uses and providing for compatible land uses adjacent to Prime Industrial Lands and Other Industrial Lands. The CPU contains policies to protect Prime Industrial and Other Industrial Lands through appropriate buffers and compatible land use adjacencies and utilize Prime Industrial Lands for base-sector employment (Policies LU 1.2, 1.4, and 1.5). The CPU aims to stimulate the growth of technical and innovative economies through policies that allow for flexible office and industrial spaces, infusing new energy, innovation, technology, incubators, and economic capital into the community. The provision of housing near jobs in a community served by transit would also support and stimulate economic investment and work/housing balance in the CPU area.

### Public Facilities, Services and Safety Element

The purpose of the General Plan Public Facilities, Services and Safety Element is to provide the public facilities and services needed to serve the existing population and new growth in the City. The CPU's Public Facilities, Services, and Safety section goals include matching infrastructure to growth, maintaining infrastructure attractive to advanced technology companies, and providing a safe and livable environment. Policies contained within the proposed CPU address maintaining sufficient services to meet demands (Policy PF 7.1), siting of such services (Policies PF 7.2 and 7.6), funding and management strategies (Policy PF 7.4), and modernizing of facilities and equipment (Policy PF 7.3). Potential health and safety concerns related to seismic and geological conditions, hazardous materials, and noise are also discussed in the Public Facilities, Services, and Safety section. These policies are consistent with, and would serve to implement, the General Plan Public Facilities, Services and Safety Element. Also refer to Section 5.10, *Public Services and Facilities*, of this PIER for an expanded discussion.

### Recreation Element

The General Plan Recreation Element is intended to preserve, protect, acquire, develop, operate, and enhance public recreation opportunities and facilities throughout the City for all users. Parks and open spaces are not prevalent in Kearny Mesa due to its use as an employment center. The Parks, Recreation, and Open Space section of the proposed CPU contains goals to increase park space, improve access to parks, and protect natural areas. The demand for parks and recreation

opportunities within the CPU area will grow as the population grows. The General Plan encourages the development of both traditional parks and flexible public spaces such as linear parks, public plazas and seating areas, and rooftop gardens. Because undeveloped land for traditional parks is limited in Kearny Mesa, the proposed CPU focuses on preserving the existing active parks and open spaces, as well as development of a network of smaller parks, plazas, and linear parks. These areas would provide new open spaces, recreation, and connections between activity centers, new village areas, and transit. The proposed CPU contains policies addressing park development (Policies PR 6.1 through 6.7) and open space and resource protection access (Policy PR 6.25), which are intended to support and implement the General Plan and would be consistent with the General Plan Recreation Element. Also refer to Section 5.10, *Public Services and Facilities*, for a discussion on parks and recreation.

### Conservation Element

The General Plan Conservation Element provides for sustainable development and the long-term conservation of the rich natural resources that help define the City's identity, contribute to its economy, and improve its quality of life. One of the proposed CPU's guiding principles is to be a model for addressing climate change through the establishment of a land use pattern, mobility system, and commitment to sustainability in design that helps provide opportunities for people to live near their workplace, conserve resources, and support healthy communities. Given Kearny Mesa's role as a Subregional Employment Area with high concentration of jobs, the proposed mixed-use villages and increase in residential capacity for the plan area would support this principal. The CPU would also support the General Plan Conservation Element's climate change and sustainable development goals through the provision of an efficient and accessible multi-modal transportation network that maximizes connectivity to employment areas, neighborhoods, recreational facilities, and commercial districts.

Climate change is addressed in the proposed CPU in a manner consistent with the General Plan and Climate Action Plan (CAP) goals. The proposed CPU implement the CAP with a combination of land use and mobility strategies, including encouraging transit-supportive densities and pedestrian-oriented environment in the urban villages areas. The Urban Design section of the CPU contains several goals to improve the pedestrian environment, provide additional plantings to increase the tree canopy in Kearny Mesa to maximize shade, provide storm water retention, and create buffers for pedestrians along roadways. The proposed mobility improvements which include multi-modal streets and a connected bicycle network will increase opportunities for people commuting to work and getting around Kearny Mesa. Stronger connections with the urban pathways and paseos in conjunction with new pedestrian-oriented environments add routes to and from planned transit. The proposed CPU would encourage more people to make a trip by transit, on bicycles, or even by walking. As stated in the General Plan's introduction to the Conservation Element, the City of Villages strategy to direct compact growth into limited areas served by transit is, in itself, a conservation strategy. Therefore, the CPU's land use and mobility vision for mixed-use villages in an area with a concentration of jobs that is served by transit would be consistent with the sustainability goals of the General Plan Conservation Element.

### Noise Element

The purpose of the General Plan Noise Element is to protect people living and working in the City of San Diego from excessive noise. The General Plan Noise Element provides goals and policies to

guide compatible land uses and incorporate noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment. One of the goals of the Public Facilities, Services, and Safety section of the proposed CPU is to provide a safe and livable environment by reducing and avoiding risks posed by noise, geologic, seismic, and hazardous materials conditions. The CPU identifies the airports (Montgomery-Gibbs Executive Airport and MCAS Miramar), freeways, and roads as primary noise sources in Kearny Mesa. The proposed CPU contains land use policies to minimize conflicts (including noise impacts) between uses through building design (Policies LU 1.18 and 1.19), and by protecting industrial lands through appropriate buffers (Policy LU 1.19). Public Facilities Policy PF 7.14 encourages site planning, design and construction, operational measures, and on-site noise level limit practices that minimize noise, especially for and within mixed uses. The applicable policies contained in the proposed CPU would serve to guide development in the CPU area through the placement of compatible land uses, use of buffering and site design to minimize impacts on adjacent properties, and incorporation of noise attenuation measures into new development. Adherence to CPU and General Plan policies that encourage noise reduction practices, such as daytime deliveries, noise level limits, and pre-construction disclosures of potential noise problems, in addition to compliance with the requirements of the SDMC would help achieve the General Plan Noise Element's goal of protecting people living and working in the City from an excessive noise environment. Noise impacts associated with the proposed project are discussed in Section 5.9, *Noise*, of this PEIR. The proposed CPU would be consistent with the goals and policies of the General Plan Noise Element.

#### Historic Preservation Element

The purpose of the General Plan Historic Preservation Element is to guide the preservation, protection, restoration, and rehabilitation of historical and cultural resources throughout the City. The purpose of the General Plan Historic Preservation Element is also to improve the quality of the built environment, encourage appreciation for the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation. The goal of the Historic Preservation section of the proposed CPU is to identify and preserve the significant historical, archaeological, and tribal cultural resources in the Kearny Mesa community. The proposed CPU contains Historic Preservation policies to promote the identification, evaluation, and preservation of significant historical resources in the community (Policies HP 3.1 through 3.8), consistent with the goals of the General Plan Historic Preservation Element. Impacts associated with historical, archaeological, and tribal cultural resources are discussed in Section 5.5, *Historical, Archaeological, and Tribal Cultural Resources*, of this PEIR. The CPU's historic preservation goals and policies are consistent with and implement the goals of the General Plan Historic Preservation Element.

#### Summary

The proposed CPU provides community-specific goals and policies to guide development within the CPU area. These goals and policies would be consistent with and would support the goals and policies identified in the General Plan. Therefore, impacts associated with land use consistency with applicable plans would be less than significant.

## **b. Land Development Code Regulations**

Implementation of the actions associated with adoption of the proposed CPU would include amendments to SDMC Sections 131.0631 (Development Regulations Table for Industrial Zones) and 131.0531 (Development Regulations Tables for Commercial Zones) to apply citywide development regulations related to maximum FAR for international business and trade zones (IBT), industrial park (IP) zones, and commercial - neighborhood (CN) and commercial - community (CC) zones. An amendment to SDMC Section 131.0631 (Development Regulations Table for Industrial Zones) would also be required to increase the maximum FAR to 1.0 for industrial - light zones (IL) for by-right development in Kearny Mesa and to remove the maximum lot size for Industrial - Small zones (IS). An amendment to SDMC Section 132.1402 (CPIOZs) to adopt a new CPIOZ for the CPU area would also be required.

The zoning for the CPU area is proposed to be changed to reflect the land use designations identified in the proposed CPU (see Figure 3-1). Refer to Table 3-3 for the proposed CPU zone classifications in the CPU area. Refer to Figures 2-10 and 3-6 for illustrations of existing and proposed zone classifications.

Future development implemented under the proposed project would be required to comply with the applicable development regulations of the underlying zone classification, as well as supplemental regulations of overlay zones. Review of consistency with these applicable development regulations would occur on a project-by-project basis; thereby ensuring consistency with general development regulations. Impacts would be less than significant.

### Environmentally Sensitive Lands Regulations

Environmentally sensitive lands include areas with sensitive biological resources, steep hillsides, coastal beaches, sensitive coastal bluffs, and SFHAs. There are sensitive biological resources, steep hillsides, and SFHAs present within the CPU area. Any future development within the CPU area that is adjacent to environmentally sensitive land would be subject to the City's ESL Regulations (SDMC Chapter 14, Article 3, Division 1), which require that proposed development be sited and designed to prevent adverse impacts on any adjacent environmentally sensitive land.

### Historical Resources Regulations

The Historical Resources Regulations (SDMC Section 143.0213(a)) apply when historical resources are present. As defined by the Historical Resources Regulations, historical resources include: historical buildings, structures, objects, districts, or landscapes; important archaeological sites; and traditional cultural properties. Based on the Historic Context Statement prepared for the CPU (IS Architecture 2019), cultural sensitivity levels and the likelihood of encountering prehistoric archaeological resources within Kearny Mesa are assessed as low for the majority of CPU area. This assessment is based on the results of records searches, NAHC Sacred Lands File checks, regional environmental factors, and the amount of modern development that has occurred within the community. Undeveloped areas within or near the canyons were assessed to contain a moderate sensitivity for archaeological resources. There are currently no designated historical resources located within Kearny Mesa, due in large part to the community's relatively recent development.

Implementation of the proposed project is expected to result in development and redevelopment that could impact historical resources. Direct impacts may include alteration or demolition of historic buildings and impacts to archaeological sites from grading, excavation, or other ground-disturbing activities. Based on the potential presence of historical resources in the CPU area, implementation of the proposed project has the potential to result in significant impacts to historical resources. The proposed CPU contains policies aimed to reduce impacts to historical resources. These policies require project-specific Native American consultation, identification and elevation of properties for historical significance, completion of a reconnaissance survey of the CPU area to identify potential historic resources, and data recovery and mitigation for adverse impacts identified as part of new development, among others. Thus, implementation of the proposed project would not conflict with the City's Historical Resources Regulations.

#### Airport Land Use Compatibility Overlay Zone Regulations

The purpose of the Airport Land Use Compatibility Overlay Zone is to implement adopted Airport Land Use Compatibility Plans as applicable to property within the City. The Overlay Zone is intended to ensure that new development located within an AIA is compatible with respect to airport-related noise, public safety, airspace protection, and aircraft overflight areas. This overlay zone applies to properties that are located within an AIA as identified in an adopted ALUCP. Portions of the CPU area are located within the AIAs for Montgomery-Gibbs Executive Airport and MCAS Miramar; thus, the Airport Land Use Compatibility Overlay Zone regulations would apply to new development in those areas. The CPU contains two land use policies regarding the Airport Land Use Compatibility Overlay Zone. Policy LU 1.24 and 1.25 to ensure projects are reviewed for compatibility with the safety zones, noise contours, and airspace protection surfaces identified in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code for the Montgomery-Gibbs Executive Airport and MCAS Miramar. Through adherence to the City's Airport Land Use Compatibility Overlay Zone Regulations, impacts associated with consistency with the Airport Land Use Compatibility Overlay Zone Regulations would be less than significant.

In addition, the CPU area is within the FAA Noticing Area for Montgomery-Gibbs Executive Airport as outlined below under Section 5.8.4.1.f.

#### **c. Climate Action Plan**

The CAP identifies measures to meet GHG reduction targets for 2020 and 2035. The CAP identifies GHG reduction strategies focusing on energy- and water-efficient buildings; clean and renewable energy; bicycling, walking, transit, and land use; zero waste; and climate resiliency. The CAP provides strategies for reducing GHG emissions through local action. The CPU was designed to help facilitate implementation of the CAP, addressing those actions that together with citywide policies put the City on track to meet GHG emissions reduction goals. The CPU increases capacity to develop employment and housing in Transit Priority Areas (areas within one-half mile of a major existing or planned major transit stop). Locating jobs and housing in close proximity to one another reduces vehicle miles traveled. Convenient and more direct access for commuters, residents, and visitors, coupled with a network of complete streets, where each mode can contribute to an efficient network of services meeting varied user needs, further supports the goals of the CAP. The CPU provides a system of high-quality facilities and connections for pedestrians and bicyclists which would increase walking, bicycling, and transit use. The CPU implements the CAP through land use, mobility, and urban design strategies and thus, would not result in a conflict with or create

inconsistencies with the CAP. Impacts associated with GHG emissions are discussed in Section 5.4, *Greenhouse Gas Emissions*, of this PEIR. Impacts associated with land use consistency with applicable plans would be less than significant.

#### **d. New Century Center Master Plan**

The New Century Center Master Plan (approved by the City Council in 1997 and most recently amended in 2002) covers an area of 242 acres within the CPU area south of Clairemont Mesa Boulevard between Kearny Villa Road and Ruffin Road. It allows the former General Dynamics site to develop a mixed-use retail, commercial, and industrial center. The New Century Center Master Plan designates General Commercial, Mixed-Use Commercial/Residential, and Residential areas in the western portion and Industrial and Business Park areas in the central and eastern portion of the Master Plan area. The CPU-designated land uses reflect the land use map in the New Century Center Master Plan. Therefore, the proposed CPU does not propose land uses that would be inconsistent with the New Century Center Master Plan.

The New Century Center Master Plan contains a number of project objectives. Some of these objectives relate to the creation of a substantial number of job and growth opportunities; a flexible multi-use framework adaptable to emerging market opportunities and fosters compatible residential, commercial and employment opportunities; establishing site planning standards and design guidelines; promoting a diverse economic base to expand employment and housing opportunities in Kearny Mesa; incorporating sufficient business acreage to help preserve and create high-paying industrial and manufacturing jobs; and creating a plan that underscores the viability, image, and identity of Kearny Mesa. The proposed CPU is consistent with these objectives and works to provide enhanced employment centers to support economic growth, as well as mixed-use villages to provide additional housing opportunities. The CPU proposes retaining industrial areas, stimulating growth, and attracting and retaining businesses, all consistent with the objectives of the New Century Center Master Plan. Additional objectives pertain to the circulation system, such as providing a flexible internal circulation plan capable of handling the anticipated development of a regional public transit station near the Master Plan area and providing a circulation system that reduces dependence on the automobile. The multi-modal circulation system envisioned in the CPU is in direct support of these New Century Center Master Plan objectives and will serve to provide improved pedestrian, bicycle, and transit access to the Master Plan area. Other objectives of the New Century Center Master Plan include the creation of a vernal pool conservation bank (see discussion of the VPHCP in this section). These objectives are also supported by the CPU in that the area identified for vernal pool conservation is designated for open spaces in the CPU. Impacts associated with land use consistency with applicable plans would be less than significant.

#### **e. San Diego Forward – The Regional Plan**

The land use plan proposed for the CPU would be consistent with the goals of the Regional Plan, prepared by SANDAG to develop compact, walkable communities close to transit connections and consistent with smart growth principles. The CPU establishes a vision for Kearny Mesa as a vibrant employment community that balances land use needs for employment areas that grow San Diego's economy with villages and neighborhoods that support the workforce. The CPU proposes to establish a connected community with transit connections to employment centers and activity hubs in the community and surrounding area. Employment and village development is concentrated along transit corridors to accommodate jobs and residential growth projected through CPU

buildout. The CPU also proposes to establish a complete mobility system, with options for people to walk, ride a bicycle, take transit, or drive to support the economic growth of the community and enhance its livability and character. The CPU contains policies to support different forms of mobility, transit use, walking and bicycling. These measures are consistent with the Regional Plan's smart growth strategies. The CPU also contains a guiding principle to serve as a model for addressing climate change through the establishment of a land use pattern, mobility system, and commitment to sustainability in design that help provide opportunities for people to live near their workplace, conserve resources, and support healthy communities. Sustainable development policies contained in the CPU support these sustainability principles, consistent with the Sustainable Communities Strategy of the Regional Plan. As such, implementation of the project would not conflict with or create inconsistencies with the Regional Plan. Impacts associated with land use consistency with applicable plans would be less than significant.

#### **f. Federal Aviation Administration Noticing Requirements**

The FAA, under CFR Title 14, Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace, requires submittal of a Notice of Construction or Alteration for applicable projects within identified airport Noticing Surface Areas. Specific requirements for such notices include structures more than 200 feet above the ground surface, construction or alteration that extends within identified (theoretical) slopes projecting from airport runways (or other applicable locations), all airport projects, and certain other transportation projects. After submittal of the required notice, the FAA conducts an aeronautical review, and issues either a Determination of Hazard to Navigation (i.e., if the project would exceed an obstruction standard and result in a "substantial aeronautical impact"), or a Determination of No Hazard to Navigation. In the latter case, the FAA may include site-specific conditions or limitations to ensure that potential hazards are avoided. Future development projects within the CPU area would be reviewed for consistency with FAA noticing requirements. Thus, the proposed project would not conflict with the environmental goals, objectives, or guidelines of the FAA noticing requirements and impacts would be less than significant.

### **5.8.4.2 Issue 2: Consistency with the Multiple Species Conservation Program Subarea Plan and Vernal Pool Habitat Conservation Plan**

*Would the proposed project conflict with the provisions of the City's MSCP Subarea Plan or other approved local, regional, or state habitat conservation plan?*

#### **a. Multiple Species Conservation Program Subarea Plan**

The MSCP covers core biological resource areas identified as the City's MHPA. The MHPA is the area within the City from which the permanent MSCP preserve is assembled and managed for its biological resources. The CPU area contains open space areas with several sensitive vegetation types ranging from southern riparian scrub to Diegan coastal sage scrub and southern mixed chaparral. Areas within the CPU area designated as MHPA are shown on Figure 5.2-1, *Conserved Lands*. As shown on Figure 5.2-1, MHPA areas occur in the northern portion of the CPU area along the SR 52 corridor, within the central portion of the CPU area, mostly concentrated on the Montgomery-Gibbs Executive Airport property, and along Murphy Canyon in the eastern portion of the CPU area. For areas within the CPU area designated and protected as MHPA or adjacent to the MHPA, MSCP compliance is required.

Short-term construction impacts associated with future development under the proposed project could result in the disruption of nesting and breeding activities of sensitive species in MHPA areas. The MSCP includes a set of MHPA Land Use Adjacency Guidelines, and consistency with these guidelines would be evaluated and implemented at the project level. Future development under the proposed project would be required to adhere to the MHPA Land Use Adjacency Guidelines as part of the planning and land use entitlement process. Therefore, the proposed project would not conflict with the provisions of the City's MSCP Subarea Plan and impacts would be less than significant.

#### **b. Vernal Pool Habitat Conservation Plan**

The City of San Diego VPHCP (City 2017) was prepared to provide an effective framework to protect, enhance, and restore vernal pool resources in specific areas within the City's jurisdiction. As discussed in more detail in Section 5.2, *Biological Resources*, some vernal pool sites are present within the CPU area as shown in Figure 5.2-1. The CPU area is located within the Central Planning Unit of the VPHCP Plan Area. The largest concentration of vernal pools within the CPU area is on the Montgomery-Gibbs Executive Airport property, with additional areas in the northern portion of the community and between Kearny Villa Road and Ruffin Road. The area within the Montgomery-Gibbs Executive Airport boundaries is not subject to the CPU; it is governed by the land use requirements of the Montgomery-Gibbs Executive Airport Master Plan. Vernal pool complexes also occur adjacent to the CPU area on the Serra Mesa-Kearny Mesa Library property. One of the Parks, Recreation, and Open Space goals identified in the proposed CPU is to protect natural areas by preserving vernal pools and other sensitive natural habitats within Kearny Mesa. This goal is supported by several policies in the CPU, including Policies PR 6.21 and 6.22, which provide for trail accesses at specific locations to be designed to avoid and minimize impacts to vernal pool resources, with fencing to protect outside access of the trail connection, in accordance with the VPHCP. Additionally, Policy PR 6.28 of the CPU is to work cooperatively with property owners to preserve and manage vernal pools in accordance with the VPHCP. Future development projects within the CPU area would be reviewed for consistency with the conservation goals outlined in the VPHCP. Therefore, the proposed project would not conflict with the provisions of the City's VPHCP and impacts would be less than significant.

#### **5.8.4.3 Issue 3: Consistency with Adopted Airport Land Use Compatibility Plans**

*Would the proposed project result in land uses which are not compatible with an adopted ALUCP?*

Portions of the CPU area are located within the AIAs for Montgomery-Gibbs Executive Airport and MCAS Miramar. AIAs are defined by the San Diego County Regional Airport Authority (San Diego County Regional Airport Authority 2010) as areas where airport-related noise, safety, airspace protection, and overflight factors may significantly affect land use compatibility or necessitate restrictions on certain land uses as determined by the ALUC. The AIA of each airport is divided into Review Area 1 and Review Area 2. The composition of each area is determined as follows:

- Review Area 1 consists of locations where noise and safety concerns may necessitate limitations on the types of land use actions. Specifically, Review Area 1 encompasses locations exposed to aircraft noise levels of 60 CNEL or greater together with all of the safety

zones. Within Review Area 1, all types of land use actions are to be submitted to the ALUC for review to the extent review is required by law.

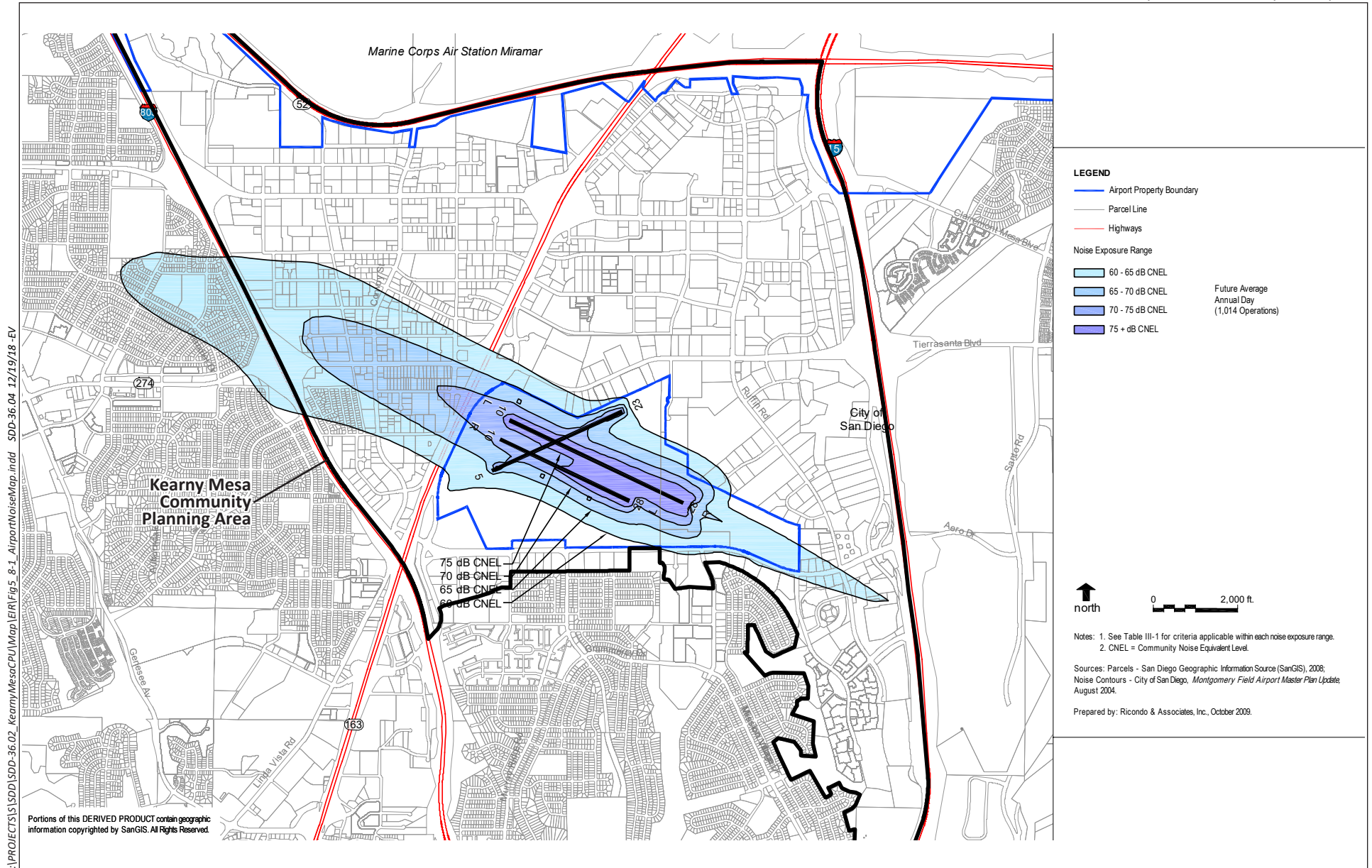
- Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or overflight notification areas. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. The recordation of overflight notification documents is also required in locations within Review Area 2. Within Review Area 2, only land use actions for which the height of objects is an issue are subject to ALUC review.

The four areas of concern related to the AIA include airport-related noise, safety, airspace protection, and overflight factors. The purpose of noise compatibility policies is to avoid the establishment of new incompatible land uses and exposure of the users to levels of aircraft noise that can disrupt the activities involved. Safety compatibility policies are intended to minimize the risks of an off-airport accident or emergency landing. Airspace protection surfaces are established to evaluate the airspace compatibility of land use actions in the AIA. Airspace protection compatibility policies ensure that structures and other uses of the land do not cause hazards to aircraft in flight within the airport vicinity. Hazards to flight may include but are not limited to physical obstruction of navigable airspace, wildlife hazards (such as bird strikes), and land use characteristics that create visual or electronic interference with aircraft navigation or communication. The airspace protection surfaces establish the maximum height that objects on the ground can reach without potentially creating constraints or hazards to the use of the airspace by aircraft approaching, departing, or maneuvering in the vicinity of the airport. Overflight compatibility policies are intended to help notify people about the presence of overflights near airports so they can make informed decisions regarding acquisition or leasing of property in the area. A discussion of each airport and their ALUCP in relation to the CPU area is contained below. A discussion of land use consistency impacts of the proposed project follows the airports ALUCPs discussion.

#### **a. Montgomery-Gibbs Executive Airport ALUCP**

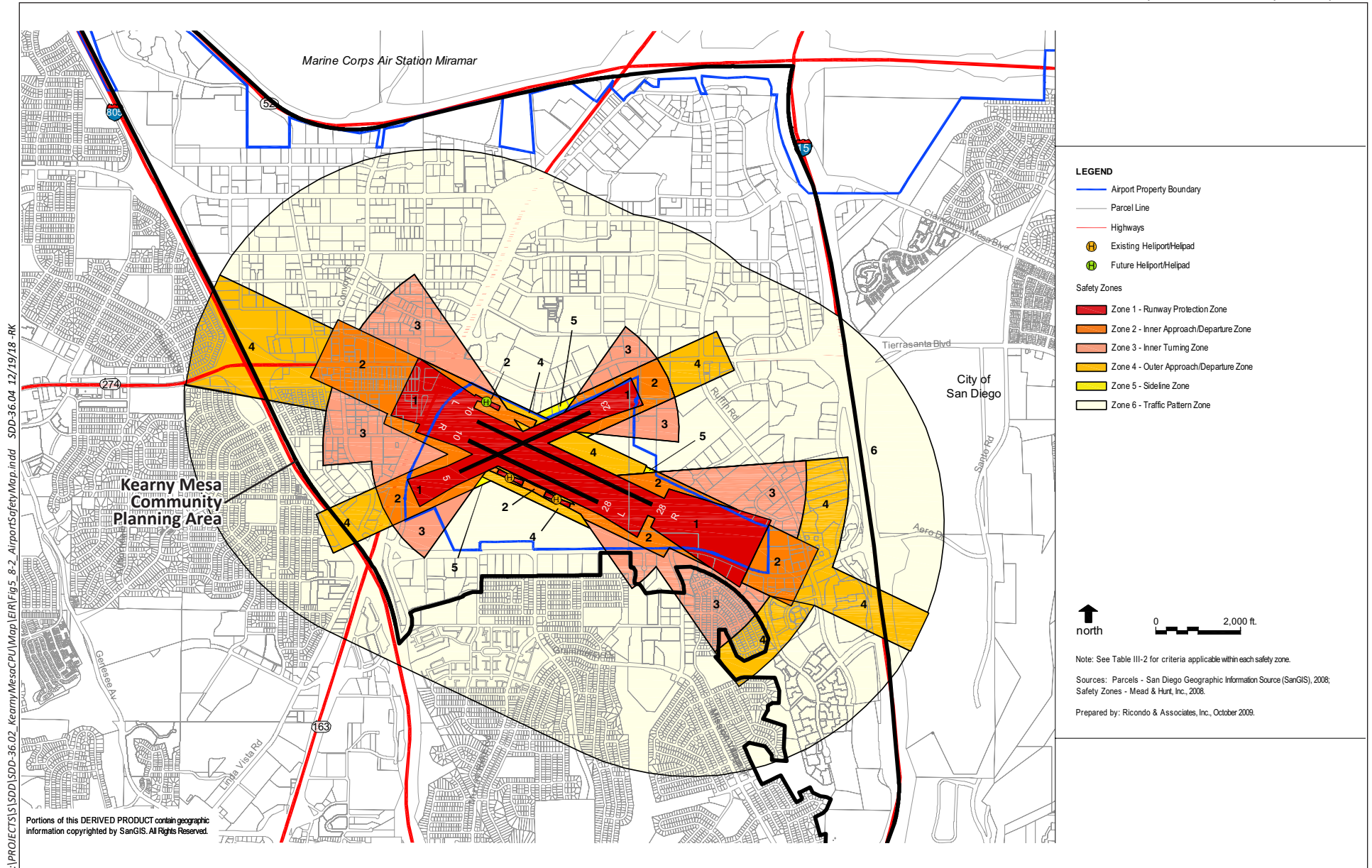
The ALUCP for the Montgomery-Gibbs Executive Airport (officially titled the “Montgomery Field ALUCP” but hereafter referred to as Montgomery-Gibbs Executive Airport ALUCP) identifies the AIA for the Montgomery-Gibbs Executive Airport, which covers the entire CPU area (refer to PEIR Figure 2.6). Much of the central portion of the CPU area is located within Review Area 1 for the Montgomery-Gibbs Executive Airport, while the northernmost and southernmost portions of the CPU area are within Review Area 2. The noise contours associated with the Montgomery-Gibbs Executive Airport ALUCP extend out from the airport property along the runway areas into the CPU area (Figure 5.8-1, *Montgomery-Gibbs Executive Airport Noise Compatibility Map*). As shown in Figure 5.8-1, properties outside of the airport (and within the CPU area) are within the 60-65 CNEL, 65-70 CNEL, and 70-75 CNEL noise contours. No portions of the CPU area outside of the airport are within the 75+ CNEL noise contour. Potential land use-noise compatibility impacts are evaluated in Section 5.9.4.2.

Large portions of the CPU area are within the Safety Compatibility Zones for the Montgomery-Gibbs Executive Airport ALUCP (Figure 5.8-2, *Montgomery-Gibbs Executive Airport Safety Compatibility Map*). Most of the CPU area is within Safety Zone 6, Traffic Pattern Zone. Smaller portions of the CPU area are within Safety Zones 1-5, which are the Runway Protection Zone, the Inner Approach/Departure



# Montgomery-Gibbs Executive Airport Noise Compatibility Map

Figure 5.8-1



# Montgomery-Gibbs Executive Airport Safety Compatibility Map

Figure 5.8-2

Zone, the Inner Turning Zone, the Outer Approach/ Departure Zone, and the Sideline Zone, respectively.

The airspace protection boundary for Montgomery-Gibbs Executive Airport (Figure 5.8-3, *Montgomery-Gibbs Executive Airport Airspace Protection Boundary*) establishes the areas where the policies and standards of the ALUCP apply. The entire CPU area is within the FAA Height Notification Boundary and the Part 77 Airspace Surfaces boundary for Montgomery-Gibbs Executive Airport.

The aviation easement and overflight notification areas for Montgomery-Gibbs Executive Airport are shown on Figure 5.8-4, *Montgomery-Gibbs Executive Airport Navigation Easement and Overflight Notification Areas*. As shown on the figure, the majority of the CPU area is within the overflight notification area for the airport, with the exception of the northeast corner of the CPU area. Aviation easement areas cover a smaller area, including the runways and immediately adjacent areas, and areas within the 65 CNEL and greater noise contours.

#### **b. MCAS Miramar ALUCP**

The ALUCP for MCAS Miramar identifies the AIA for MCAS Miramar (refer to PEIR Figure 2-7). Much of the CPU area is within the AIA for MCAS Miramar, with the exception of the portions of the CPU area generally south of Aero Drive. The northern portion of the CPU area is located within Review Area 1 for MCAS Miramar; the southern portion of the CPU area within the AIA is located within Review Area 2. As shown on Figure 5.8-5, *MCAS Miramar Airport Noise Compatibility Map*, portions of the northern CPU area are within the 60-65 CNEL and the 65-70 CNEL noise contours associated with MCAS Miramar. Potential land use- noise compatibility impacts are evaluated in Section 5.9.4.2.

Safety Zones associated with MCAS Miramar consist of a Clear Zone, Accident Potential Zone I, Accident Potential Zone II, and a Transition Zone. As shown on Figure 5.8-6, *MCAS Miramar Safety Compatibility Map*, small areas near the northern boundary of the CPU area are located within the Transition Zone. Additionally, some properties along the northern boundary of the CPU area within the Transition Zone contain a designation for a Restrictive Use Easement (RUE) in the MCAS Miramar ALUCP. These RUE areas were determined to be essential in ensuring compatible land use planning with operations at MCAS Miramar.

Airspace protection boundaries for MCAS Miramar are identified in Figure 5.8-7, *MCAS Miramar Airspace Protection Boundary*. The entire CPU area is located within the FAR Part 77 Outer Boundary, while the portion of the CPU area generally north of Aero Drive is within the Airspace Protection Compatibility Area and the FAA Height Notification Area for MCAS Miramar. The northern portion of the CPU area is also within the FAR Part 77 Obstruction Surfaces boundary.

The overflight notification zones for MCAS Miramar are depicted on Figure 5.8-8, *MCAS Miramar Overflight Notification Areas*. Small portions of the CPU area near the northern CPU area boundary are within the Overflight Notification Area for MCAS Miramar.

#### **c. ALUCP Consistency**

New development within the identified Montgomery-Gibbs Executive Airport and MCAS Miramar noise contours would be required to provide noise attenuation consistent with the respective ALUCP, as well as City noise standards.

Future development within the ALUCP Safety Compatibility Zones associated with Montgomery-Gibbs Executive Airport and MCAS Miramar would be required to comply with the standards established by the ALUCP or request a City Council overrule. Consistency with ALUCP requirements would be reviewed on a project-by-project basis. Compliance with the requirements established by the ALUCPs would avoid consistency impacts associated with ALUCP safety zones.

The City requires an FAA determination of no hazard to navigation for both ministerial and discretionary projects that exceed the Part 77 Notification surfaces prior to approving or recommending approval as addressed in Development Services Department Information Bulletin 520. Additionally, future projects developed within the CPU area would be required to comply with ALUCP criteria related to airspace protection boundaries.

For portions of the CPU area within the overflight notification area for Montgomery-Gibbs Executive Airport and/or MCAS Miramar, an overflight notification agreement must be recorded with the Office of the County Recorder for any new dwelling unit. The recordation of an overflight notification agreement is not necessary where the dedication of an aviation easement is required. Alternative methods of providing overflight notification are acceptable if approved by the ALUC. Future development within the CPU area would be subject to compliance with these requirements.

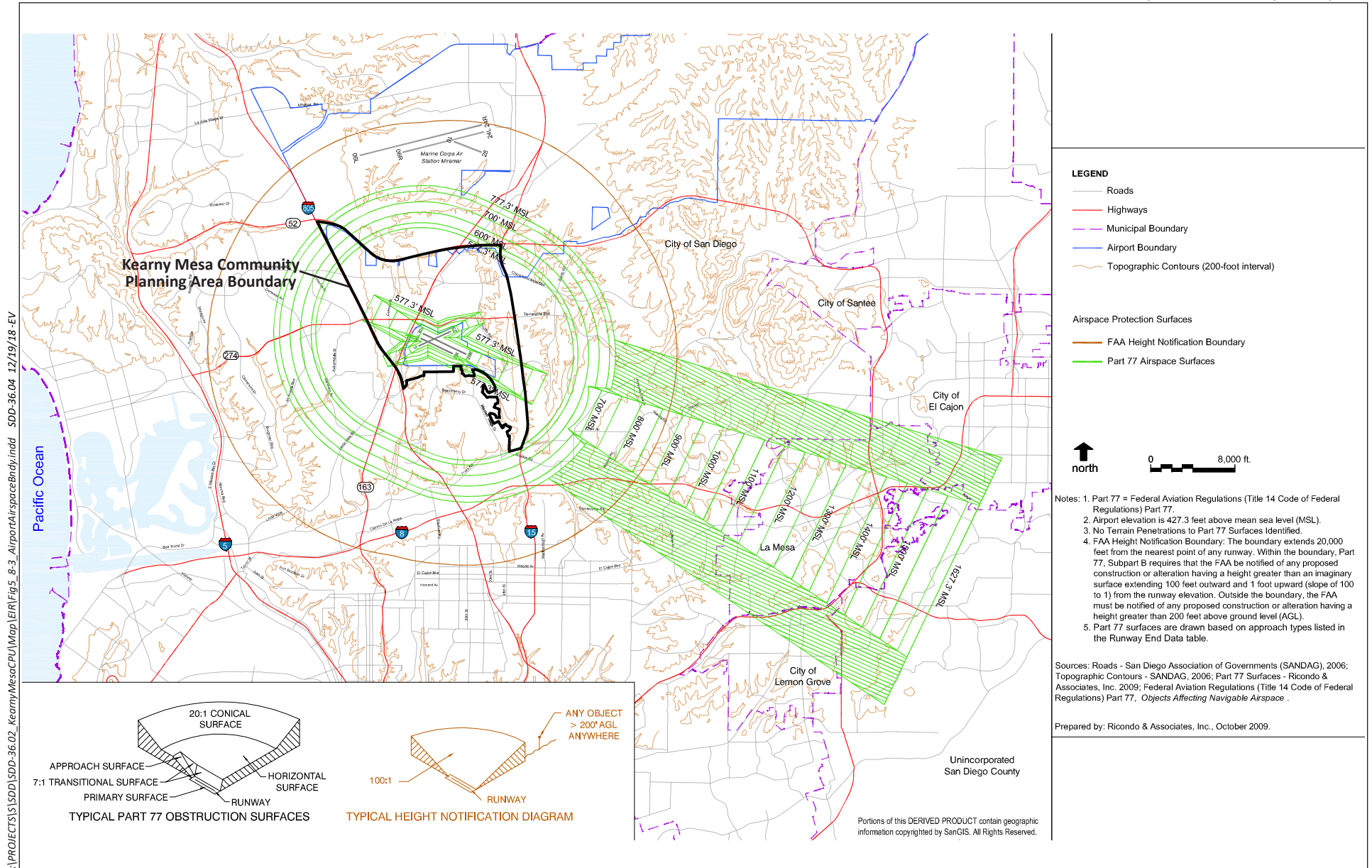
Implementation of the proposed project would be consistent with the Montgomery-Gibbs Executive Airport and MCAS Miramar ALUCPs as future development within the CPU area would be subject to the requirements of the ALUCPs and associated FAA, City, and Department of Defense/Department of the Navy requirements (for RUEs). Therefore, impacts related to conflicts with an adopted ALUCP would be less than significant.

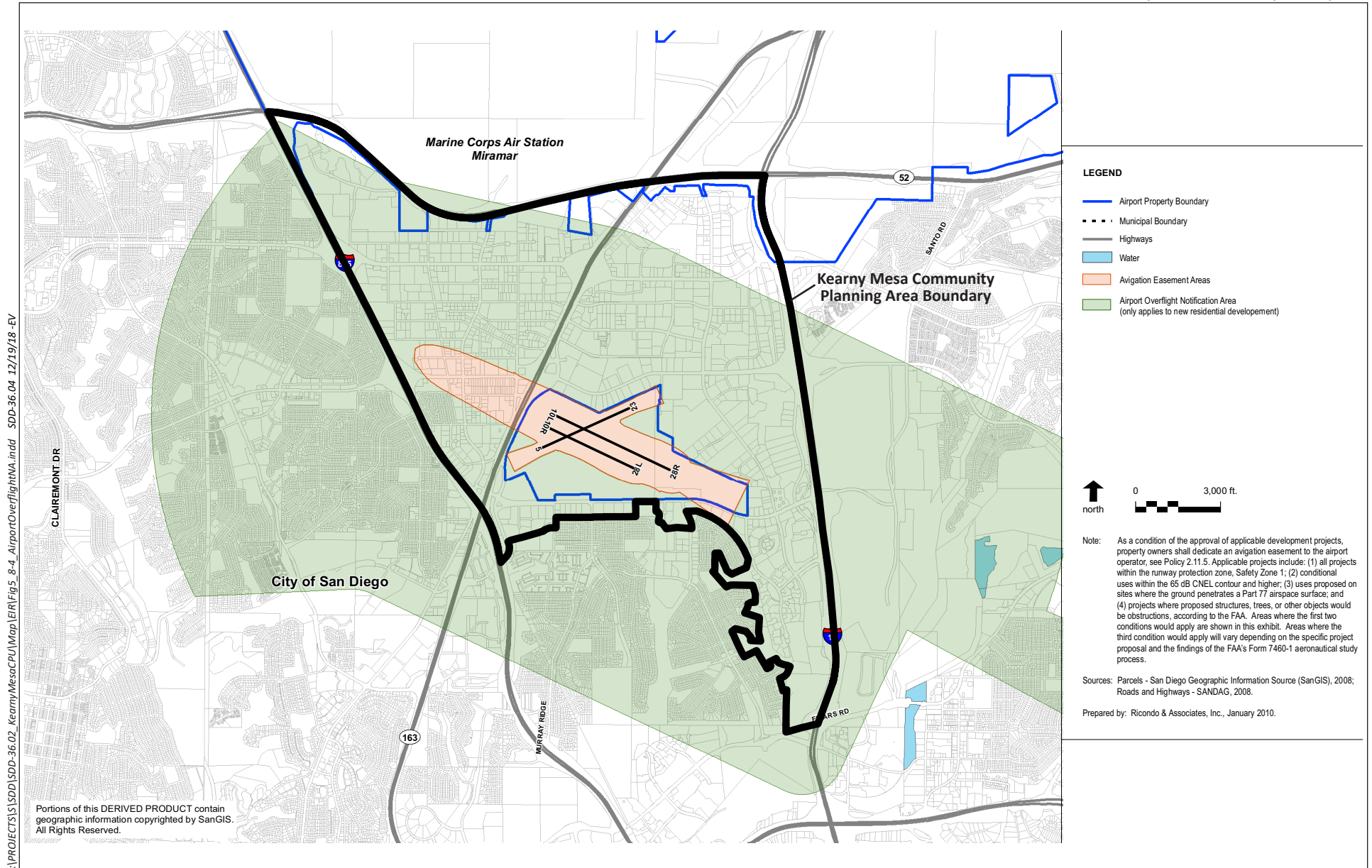
#### **5.8.4.4 Issue 4: Community Division**

*Would the proposed project physically divide an established community?*

Kearny Mesa is a major industrial and commercial center centrally located within the City. The CPU area is predominantly urbanized and largely developed with industrial, commercial, and office uses due to its role as a major employment center. Other existing uses include residential, mixed use, government/community facilities, health care, schools, parking lots, recreation and open space, Montgomery-Gibbs Executive Airport, communication and utilities, and transportation facilities. Development is concentrated on the relatively flat mesa top within the CPU area and consists of generally large blocks and parcels to support the industrial sector. Limited residential development currently exists within the CPU area. The Montgomery-Gibbs Executive Airport occupies approximately 500 acres within the CPU area. Two major canyons traverse the community, including Murphy Canyon that parallels I-15 along the eastern CPU area boundary and a tributary canyon of the San Clemente Canyon that extends into the northwest portion of the CPU area between the I-805 and SR 52.

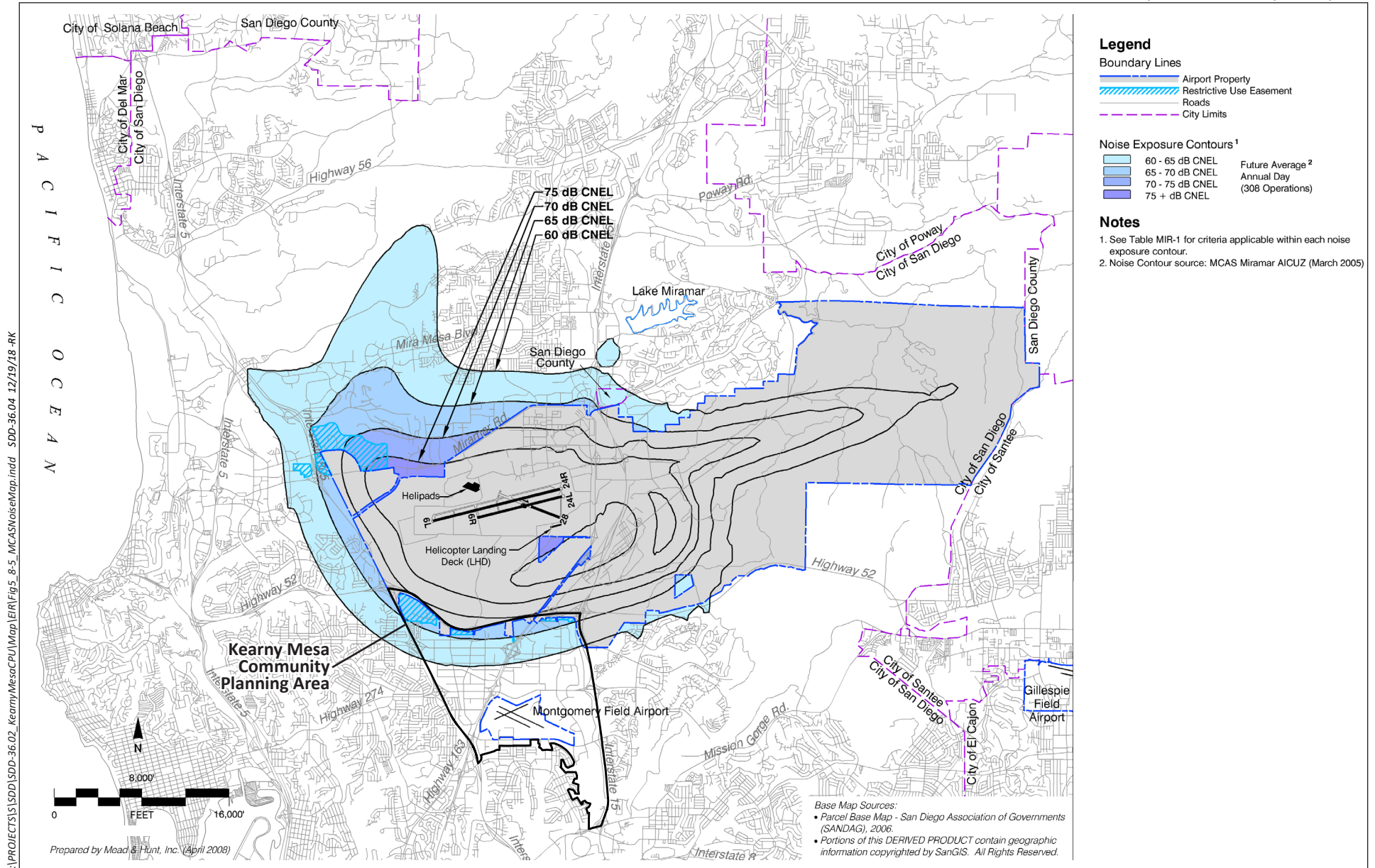
The CPU area is bounded by SR 52 to the north, I-805 to the west, and I-15 to the east. SR 163 traverses the CPU area in a north/south direction. These existing transportation corridors present natural boundaries to the community, and in the case of SR 163, creates a division in the community. These boundaries/divisions, coupled with development of the area in large blocks and parcels to support the industrial sector, have resulted in a lack of connectivity within the Kearny Mesa area and to areas outside of Kearny Mesa. While the transportation corridors would remain in





# Montgomery-Gibbs Executive Airport Navigation Easement and Overflight Notification Areas

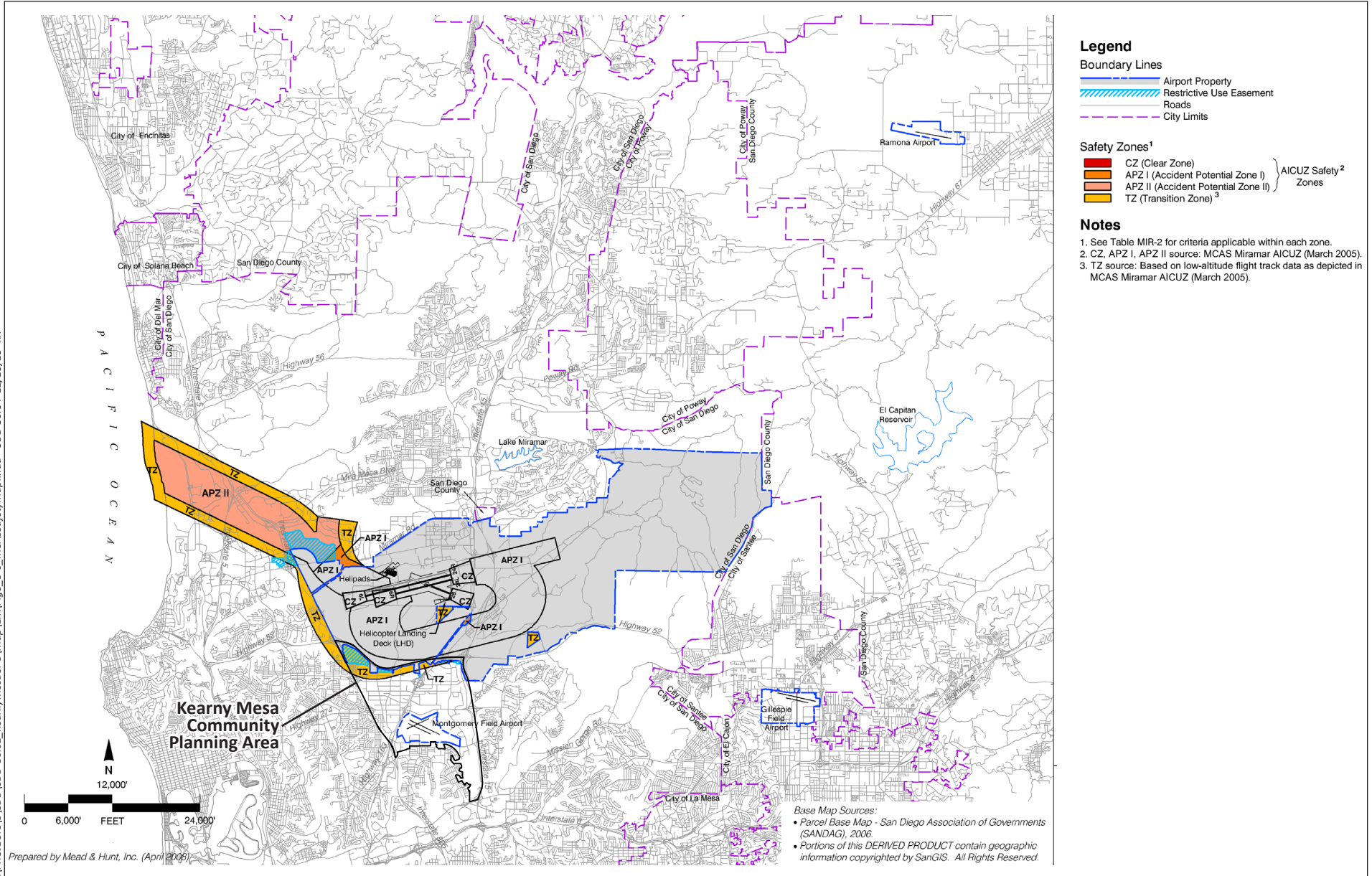
Figure 5.8-4



# MCAS Miramar Airport Noise Compatibility Map

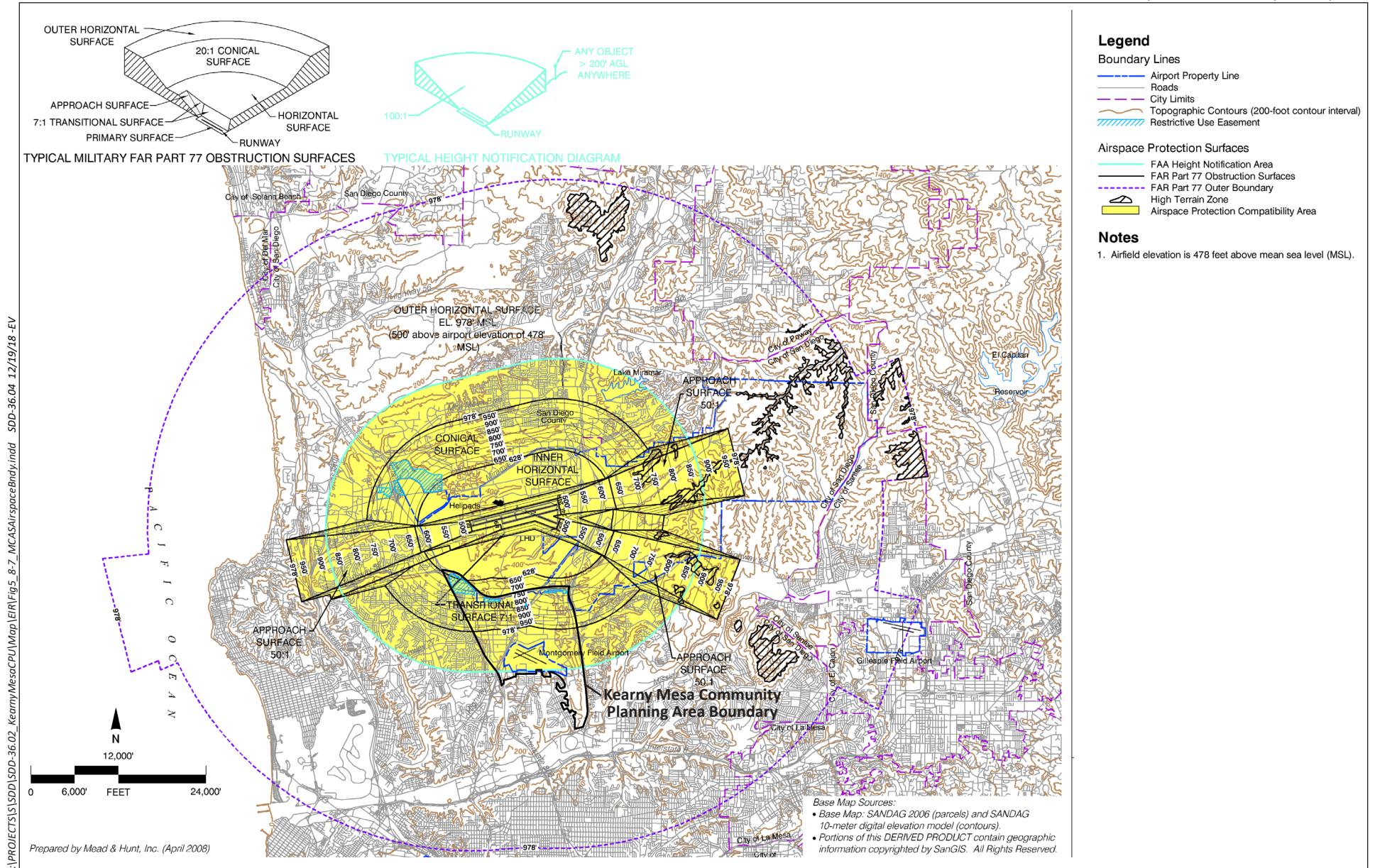
Figure 5.8-5

I:\PROJECTS\SD\SD-36.02\_KearnyMesaCPU\Map\LR\Fig\_5\_8-6\_MCASsafetyMap.indd SDD-36.04 12/19/18 -RK



# MCAS Miramar Safety Compatibility Map

Figure 5.8-6



# MCAS Miramar Airspace Protection Boundary

Figure 5.8-7



Figure 5.8-8

place and continue to present boundaries to and divide the community, the CPU encourages community connectivity with new connections for pedestrians through long blocks where employment hub and mixed-use villages are proposed and providing new or upgraded multi-modal facilities in the circulation network.

Mixed-use villages would provide residential and employment areas in close proximity to each other, while providing commercial and amenity uses for CPU area residents. Mixed-use villages provide commercial and employment uses with complimentary residential uses along with linear parks, sites that enhance connectivity to transit stations, and more walkable blocks that deliver a connected pedestrian environment. A multi-modal network would support the proposed land use pattern by better serving pedestrians, bicyclists, and transit riders. The CPU encourages urban pathways, linear parks, and paseos to create connections in super blocks. Creating connections in super blocks would expand pedestrian access and support the urban mixed-use neighborhoods and direct routes envisioned in the CPU. Enhanced pedestrian crossings, pedestrian plazas, improved sidewalks, gateways, mobility hubs, urban streetscapes, parks and open spaces, multi-use paths, protected bicycle facilities, and a pedestrian/bicycle bridge are envisioned in the CPU to support improved connectivity. Implementation of the proposed project would provide additional connections to and within the community by supporting transit as an attractive and viable mode of travel for many users and creating a walkable and bicycle-friendly environment.

The proposed CPU addresses community connectivity by proposing an intensification of land uses within the employment hub and mixed-use village areas. These would be supported by a robust multi-modal mobility network and future street modifications focused on better serving pedestrians, bicyclists, and transit users, in addition to motorists. Additionally, a balance in multi-modal facilities would encourage non-vehicular trips and help ensure the local roadway network operates efficiently for more travel modes than current conditions. With implementation of the proposed project, community connectivity would be improved, and the proposed project would not physically divide an established community. Land use impacts related community division would be less than significant.

## **5.8.5 Significance of Impacts**

### **5.8.5.1 Conflicts with Applicable Plans**

The proposed CPU would be consistent with the General Plan's goals and policies and would implement the City of Villages Strategy. As with the General Plan, the proposed CPU places an emphasis on directing population growth into mixed-use village areas that are pedestrian-friendly and linked to an improved regional transit system. Multiple policies in the proposed CPU promote mixed-use areas and transit-orientated development that accommodates multiple transportation modes and connects the community. The policies contained within the proposed CPU were developed to be consistent with and support the goals of the General Plan, and the proposed CPU does not propose land uses that would be inconsistent with applicable plans. Future development in accordance with the proposed project would be required to comply with the City's ESL Regulations, Historical Resources Regulations, and Airport Land Use Compatibility Overlay Zone Regulations. The proposed CPU would support and implement the CAP through land use, mobility, and urban design strategies that encourages development near transit, promotes walking and biking, and integration of mixed-uses to reduce VMT. Thus, the proposed project would be consistent with strategies in the

CAP. The proposed CPU incorporates the multi-modal strategy of the Regional Plan through the development of a connected community with transit connections to employment centers and activity hubs in the community and surrounding area. Employment and village development would be concentrated along transit corridors to accommodate jobs and residential growth in the CPU area. The CPU also proposes to establish a complete mobility system, with options for people to walk, ride a bicycle, take transit, or drive. In addition, the proposed CPU includes policies related to land use, mobility, and circulation/ transportation that promote the Regional Plan's smart growth strategies. Impacts associated with land use consistency with applicable plans would be less than significant.

#### **5.8.5.2 Conflicts with the MSCP Subarea Plan and VPHCP**

The proposed project would not conflict with the City's MSCP Subarea Plan or VPHCP. Future development within the CPU area would be reviewed for consistency with MSCP and VPHCP requirements. In addition, future projects would be subject to comply with the MHPA Land Use Adjacency Guidelines and the VPHCP, as discussed in Section 5.8.4.2. Impacts related to conflicts with the MSCP Subarea Plan and VPHCP would be less than significant.

#### **5.8.5.3 Conflicts with an Adopted ALUCP**

Portions of the CPU area are within the AIA for Montgomery-Gibbs Executive Airport and MCAS Miramar. As discussed in Section 5.8.4.3, the proposed project would not result in significant impacts associated with the four compatibility concern areas (airport-related noise, safety, airspace protection, and overflight). The proposed CPU will be submitted to the ALUC for a consistency determination with the Montgomery-Gibbs Executive Airport and MCAS Miramar ALUCPs prior to the proposed CPU's adoption. Future projects implemented under the proposed project would be required to receive ALUC consistency determinations, as necessary, stating that the project is consistent with the applicable ALUCP. Therefore, the proposed project would not result in land uses that are incompatible with an adopted ALUCP, and impacts would be less than significant.

#### **5.8.5.4 Community Division**

The proposed project would not physically divide an established community. Community connectivity would be enhanced as a result of the proposed project. The proposed CPU contains provisions that establish connectivity through the development of a multi-modal network that encourages pedestrian, bicycle, and transit use. Land use impacts related community division would be less than significant.

### **5.8.6 Mitigation Framework**

Land use impacts associated with the proposed project would be less than significant. Thus, no mitigation is required.

## 5.9 Noise

This section of the PEIR addresses potential noise and vibration impacts that could result from implementation of the proposed project. The analysis in this section is based, in part, on the *Kearny Mesa Community Plan Update Noise Technical Report* (HELIX 2019d), which is included as Appendix J of this PEIR.

### 5.9.1 Existing Conditions

The existing environmental setting, which includes a detailed discussion of the existing noise environment within the CPU area is contained in Section 2.3.9 of this PEIR. As discussed in that section, the primary noise generators within the CPU area include freeways (I-805, I-15, SR 163, and SR 52), major roadways, Montgomery-Gibbs Executive Airport, and MCAS Miramar. Section 4.9 of this PEIR includes a summary of the regulatory framework relative to noise. Additional relevant information is provided below.

#### 5.9.1.1 Existing Ambient Noise Levels

Existing ambient noise levels were measured in the CPU area to provide a characterization of the variability of noise and to assist in determining constraints and opportunities for future development. Short-term daytime noise measurements were conducted at fourteen locations within the CPU area. The locations were chosen based on proposed changes to the existing land use designations and proximity to roadways and freeways. The short-term measurements show the average sound level over roughly 10- to 15-minute periods on a weekday in June 2018. Noise measurement locations are shown on Figure 5.9-1, *Baseline Noise Measurement Locations*. Table 5.9-1, *Noise Measurements*, summarizes the measured existing noise levels at these selected locations. The measured average noise levels ranged from approximately 50 to 71 dBA  $L_{eq}$ . The sources of noise varied between sites, but the primary noise generator in most locations was vehicular traffic.

Table 5.9-1 NOISE MEASUREMENTS			
Site	Location	Time	Measured Noise Level (dBA $L_{eq}$ )
M1	Northwest corner of intersection of Hickman Field Drive and Convoy Court	12:12 p.m. – 12:22 p.m.	64.2
M2	Dirt parking lot/road at Hickman Field Park	12:31 p.m. – 12:41 p.m.	56.7
M3	Serra Mesa – Kearny Mesa Library along Aero Drive	10:52 a.m. – 11:02 a.m.	71.0
M4	Clairemont Mesa Boulevard approximately 700 feet west of Convoy Street	10:21 a.m. – 10:36 a.m.	70.6
M5	Clairemont Mesa Boulevard approximately 550 feet west of Complex Drive	10:55 a.m. – 11:11 a.m.	69.8
M6	Murphy Canyon Road approximately 300 feet south of Clairemont Mesa Boulevard	12:59 p.m. – 1:09 p.m.	64.3
M7	Spectrum Center Boulevard approximately 175 feet west of Paramount Drive	2:20 p.m. – 2:30 p.m.	57.9

**Table 5.9-1 (cont.)  
NOISE MEASUREMENTS**

Site	Location	Time	Measured Noise Level (dBA L <sub>EQ</sub> )
M8	Murphy Canyon Road approximately 1,200 feet south of Balboa Avenue	11:51 a.m. – 12:01 p.m.	61.0
M9	In parking lot along Murphy Canyon Road, approximately 600 feet south of Stonecrest Blvd	11:12 a.m. – 11:22 a.m.	64.6
M10	Intersection of Othello Avenue and Kirkcaldy Drive	1:29 p.m. – 1:39 p.m.	64.2
M11	Tech Way approximately 315 feet southeast of Kearny Villa Road	1:51 p.m. – 2:01 p.m.	67.0
M12	Kearny Villa Road approximately 375 feet east of Chesapeake Drive	11:43 a.m. – 11:53 a.m.	65.5
M13	Southwestern corner of Convoy Street and Engineer Road	1:06 p.m. – 1:16 p.m.	66.8
M14	Back of parking lot along Murphy Canyon Road approximately 1,500 feet north of Aero Drive	11:34 a.m. – 11:44 a.m.	50.7

Source: HELIX 2019d

dBA = A-weighted decibel; L<sub>EQ</sub> = time-averaged noise level

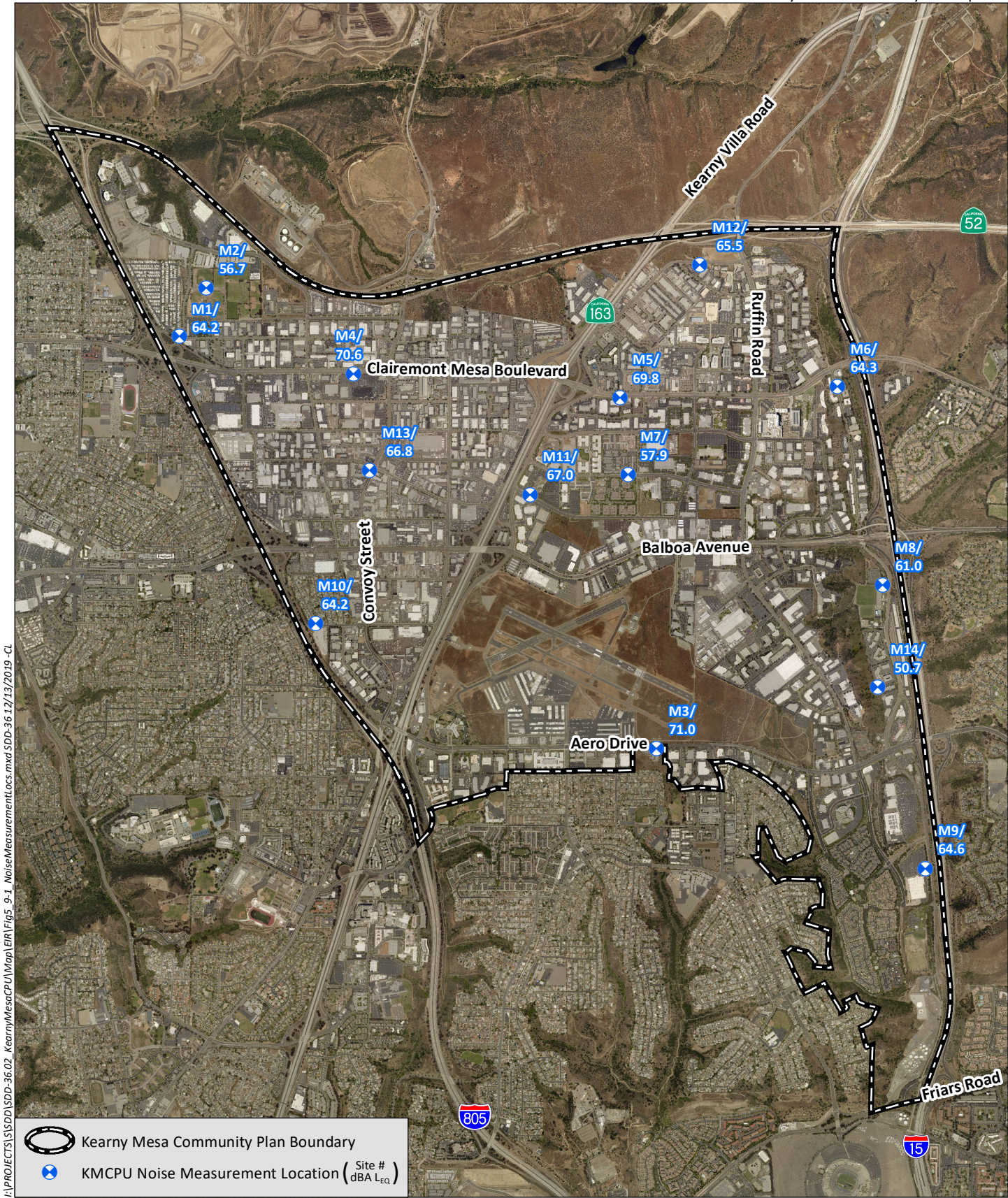
## 5.9.2 Methodology and Assumptions

### 5.9.2.1 Vehicle Traffic Noise

Vehicles traveling along major local roadways and freeways generate noise levels which affect adjacent land uses. Traffic noise generated on a roadway is dependent on vehicle speed, volume, flow, percentage of vehicle types, properly functioning muffler systems, and pavement type and conditions. Traffic noise is also dependent on the presence of barriers and the distance between the noise source and receptor. In general, as traffic volumes increase, noise levels increase. This condition exists until there is so much traffic that flow degrades, and speeds decrease which reduces noise levels. Roads with the same amount of traffic can have higher or lower sound levels depending on the mixture of vehicles.

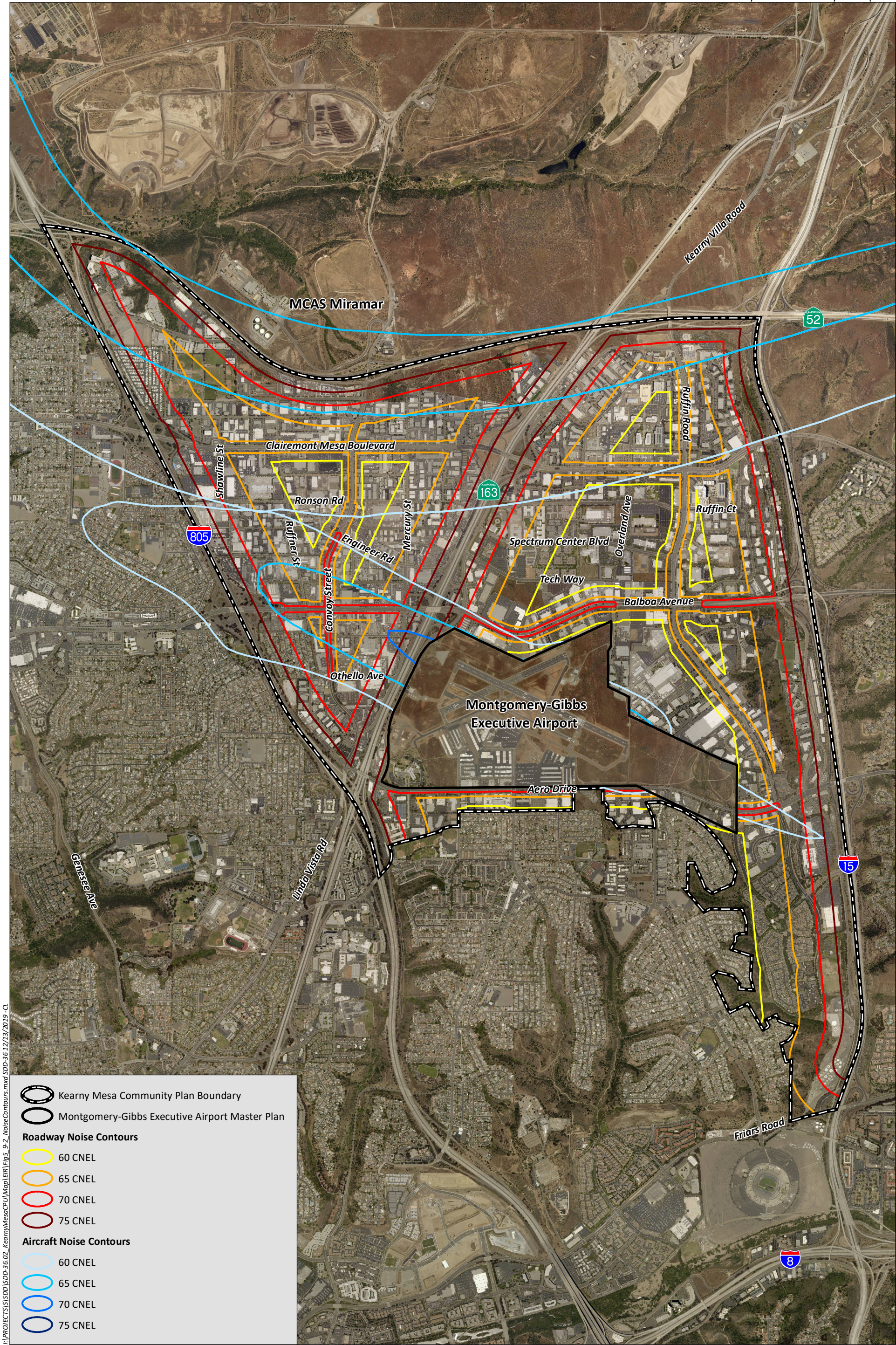
A noise contour map displays linear bands of similar noise levels emanating from a noise source. The FHWA Traffic Noise Model algorithms were used to calculate distances to noise contours for each roadway. Noise is at the highest level near the source and decreases with distance from the source. Existing traffic volumes for freeways and CPU area streets were derived from the Mobility Existing Conditions Report prepared for the project, which is Appendix A of the Mobility Technical Report (City 2020). Future roadway traffic volumes were derived from the Mobility Technical Report (City 2020). Future (2050) freeway volumes were obtained from SANDAG's Transportation Forecast Information Center (SANDAG 2019).

Existing transportation source (automobile and airplane) noise level contours in the CPU area are depicted in Figure 5.9-2, *Existing Transportation Noise Contours*, and are expressed in terms of CNEL. All noise contours depict the predicted noise level based on existing traffic volumes, and do not reflect attenuating effects of existing features such as noise barriers, buildings, topography, and dense vegetation.

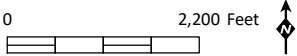


# Baseline Noise Measurement Locations

Figure 5.9-1



I:\PROJECTS\ISDD\36.02\_KearnyMesaCPU\Map\ER\Fig5\_9-2\_NoiseContours.mxd SDD-36.12/13/2019-CL



Existing Transportation Noise Contours

Figure 5.9-2

As shown on Figure 5.9-2, major traffic noise generators in the CPU area include I-805, I-15, SR 163, Clairemont Mesa Boulevard, Balboa Avenue, Aero Drive, Convoy Street, and Ruffin Road. The portions of the CPU area currently affected by noise levels exceeding 65 CNEL are generally located adjacent to freeways and major roadways. In many areas along freeways, noise levels exceed 75 CNEL.

### **5.9.2.2 Aircraft Noise**

Montgomery-Gibbs Executive Airport is located in the southern portion of the CPU area, and is a general aviation airport that serves private, corporate, charter, air ambulance, law enforcement, fire rescue, flight training, and cargo aircrafts. These aircrafts generate high, relatively brief, intermittent noise events. The noise contours associated with Montgomery-Gibbs Executive Airport are provided in the Montgomery Field ALUCP and are depicted on Figure 5.9-2.

Although MCAS Miramar is located north of the CPU area, military aircraft noise associated with MCAS Miramar extends into the northern portion of the CPU area. The noise contours associated with MCAS Miramar are provided in the MCAS Miramar ALUCP and are depicted on Figure 5.9-2.

### **5.9.2.3 Trolley Noise**

The proposed MTS Trolley Purple Line would provide a north-south connection between San Ysidro and Kearny Mesa. Although the precise alignment has not been determined, the preliminary alignment would enter the CPU area in its southeast corner, run along Daley Center Drive and Ruffin Road, then along Clairemont Mesa Boulevard to the Overland Transit Station (SANDAG 2017). Light rail transit system vehicles generate high, relatively brief, intermittent noise events. Vehicles are generally equipped with horns, whistles, and/or bells for use in emergency situations and as a general audible warning to alert people in the vicinity of the track. Noise levels generated by future trolley operations were assumed to be similar to noise levels from other regional trolley corridors (e.g., MTS Trolley Green Line).

### **5.9.2.4 Stationary Noise**

Stationary sources of noise include activities associated with a given land use. The CPU area includes various stationary noise sources related to industrial and commercial land uses, including mechanical equipment such as rooftop heating, ventilation, and air conditioning (HVAC) units and emergency electrical generators; parking lot activities; public gathering spaces; and loading dock operations. Noise levels from stationary sources are highly localized and may vary during the day based on the specific activity being performed, atmospheric conditions, and other factors. Stationary noise is considered a “point source” and attenuates over distance at a rate of six dBA for each doubling of distance.

### **5.9.2.5 Construction Noise**

No specific construction or development would occur as a result of the adoption of the proposed project; however, future development consistent with the proposed project would occur over time as individual projects are proposed. Future development under the proposed project could potentially result in temporary ambient noise increases due to construction activities.

Although typically short-term, construction can be a substantial source of noise. The primary noise source is the operation of heavy off-road diesel-powered construction equipment used for site preparation and grading; demolition of existing structures and pavements; loading, unloading, and placing materials; and paving. On-road diesel-powered haul trucks generate noise when delivering material to, and removing material from, construction sites. Impact noise associated with blasting and pile driving activities can also be a substantial source of noise. As shown in Table 5.9-2, *Typical Construction Equipment Noise Levels*, operation of construction equipment could have the potential to generate high noise levels for construction activities, depending on the type, duration, and location of the activity.

<b>Table 5.9-2 TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS</b>	
<b>Equipment</b>	<b>Typical Noise Level (dBA at 50 feet from source)</b>
Air Compressor	74
Backhoe	74
Ground Compactor	76
Concrete Mixer Truck	75
Crane	73
Dozer	78
Grader	81
Jack Hammer	82
Front End Loader	75
Paver	74
Impact Pile Driver	94
Pumps	78
Roller	73
Scraper	80
Dump Truck	73

Source: HELIX 2019d  
dBA = A-weighted decibel

### 5.9.2.6 Vibration

Potential sources of vibration from implementation of the project would be associated with construction activities and the operation of the future MTS Trolley Purple Line. Construction activities known to generate substantial levels of vibration include the use of vibratory rollers and pile driving.

The Federal Transit Administration (FTA) provides generalized screening distances for land uses that may be subject to vibration impacts (FTA 2018). For Category 1 uses such as land uses with vibration-sensitive equipment, the screening distance from the public right-of-way is 600 feet. For Category 2 land uses such as residences and buildings, where people would normally sleep, the screening distance is 200 feet. The screening distance for Category 3 land uses, such as institutional land uses with primarily daytime uses, is 120 feet.

The future MTS Trolley Purple Line would provide only trolley service and would not include larger commuter trains or freight trains. Trolley trains do not generate as much vibration as these larger trains. Additionally, portions of the MTS Trolley Purple Line may be above grade and would not cause substantial vibration at adjacent uses. If this is the case, the FTA's screening distances would be overly conservative.

### 5.9.3 Significance Determination Thresholds

Based on the City's CEQA Significance Determination Thresholds (City 2016), as modified to guide a programmatic analysis of the proposed project, impacts related to noise could be significant if implementation of the proposed project would:

1. Result in or create a significant increase in the existing ambient noise levels;
2. Result in an exposure of people to current or future transportation noise levels which exceed guidelines established in the Noise Element of the General Plan;
3. Result in land uses which are not compatible with aircraft noise levels as defined by an adopted ALUCP;
4. Result in the exposure of people to noise levels which exceed property line limits established in the Noise Abatement and Control Ordinance of the Municipal Code;
5. Result in the exposure of people to significant temporary construction noise; or
6. Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Thresholds used to determine the significance of noise impacts are based on standards in the General Plan Noise Element and the Noise Abatement and Control Ordinance (Section 59.5.0101 et seq. of SDMC) as described in Section 4.9.2 of this PEIR.

While the City has not established vibration and groundborne noise standards, FTA and Caltrans publications provide guidance for the analysis of environmental impacts due to groundborne noise and vibration relating to transportation and construction projects. A significant vibration impact could occur where structures or human receivers would be exposed to the respective damage and annoyance thresholds, measured in PPV, listed in Table 5.9-3, *Maximum Vibration Levels for Construction Equipment for Potential Damage and Annoyance*, below.

**Table 5.9-3**  
**MAXIMUM VIBRATION LEVELS FOR CONSTRUCTION EQUIPMENT FOR**  
**POTENTIAL DAMAGE AND ANNOYANCE**  
**(PPV in/sec)**

Structure Type	Potential Damage Thresholds		"Strongly Perceptible" Annoyance Criteria	
	Transient Sources	Continuous/Frequent Intermittent Sources	Transient Sources	Continuous/Frequent Intermittent Sources
Historic and some old buildings	0.5	0.25	0.9	0.1
Older residential structures	0.5	0.3		
New residential structures	1.0	0.5		
Modern industrial and commercial buildings	2.0	0.5		

Source: Transportation and Construction Vibration Guidance Manual, Caltrans 2013

Note: Transient sources generate a single vibratory event, such as blasting. Continuous/frequent sources include pile driving equipment and other construction activities generating multiple vibration-intensive events across a given period.

PPV = peak particle velocity ; in/sec = inches per second

## 5.9.4 Impact Analysis

### 5.9.4.1 Issue 1: Ambient Noise

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

The primary noise generator in the CPU area is vehicular traffic. Therefore, issues related to a permanent increase in ambient noise levels would be primarily associated with roadway traffic noise levels. Increases related to stationary or operational noise sources would be subject to City standards and are discussed below under Section 5.9.4.4.

Future development implemented under the proposed project would increase traffic along local roadways due to increased density and intensity of uses, including residences. Future roadway traffic noise levels presented in this analysis are based on traffic volumes provided by the Mobility Technical Report prepared for the proposed project (City 2020). FHWA Traffic Noise Model software was used to calculate the noise contour distances for existing and future conditions. The roadway modeling represents a conservative analysis that does not consider topography or attenuation provided by existing structures. The results of this analysis for the CNEL at 100 feet from the roadway centerline are shown below in Table 5.9-4, *Traffic Noise Levels*.

A significant noise impact could occur if buildout of the project would result in ambient noise levels that exceed the City's significance threshold for traffic noise. If the existing noise conditions exceed the City's significance threshold for traffic noise, a significant noise impact could occur if development per the project more than doubles (increases by more than 3 CNEL) the existing noise level. Vehicular traffic and associated traffic noise in the CPU area would generally increase with buildout under the proposed project. Roadway noise increases associated with future development pursuant to the proposed project are shown in Table 5.9-4.

**Table 5.9-4  
TRAFFIC NOISE LEVELS<sup>1</sup>**

Roadway Segment	CNEL at 100 feet		Change in CNEL	Significant Impact?
	Existing Conditions	Future (2050) Conditions		
Clairemont Mesa Boulevard				
I-805 SB Ramps to I-805 NB Ramps	68.3	70.2	1.9	No
I-805 NB Ramps to Shawline Street	69.0	69.8	0.8	No
Shawline Street to Ruffner Street	66.6	68.0	1.4	No
Ruffner Street to Convoy Street	66.1	66.9	0.8	No
Convoy Street to Mercury Street	66.7	67.3	0.6	No
Mercury Street to Industrial Park Drive	66.4	67.8	1.4	No
Industrial Park Drive to Kearny Mesa Road	67.1	68.1	1.0	No
Kearny Mesa Road to SR 163 SB Ramps	67.9	69.0	1.1	No
SR 163 SB Ramps to SR 163 NB Ramps	67.7	69.1	1.4	No
SR 163 NB Ramps to Kearny Villa Road	67.4	68.2	0.8	No
Kearny Villa Road to Complex Drive	67.2	68.1	0.9	No
Complex Drive to Overland Avenue	67.0	68.0	1.0	No
Overland Avenue to Ruffin Road	66.9	67.9	1.0	No
Ruffin Road to Murphy Canyon Road	67.6	70.1	2.5	No
Murphy Canyon Road to I-15 SB Ramps	68.1	71.0	2.9	No
I-15 SB Ramps to I-15 NB Ramps	67.3	69.8	2.5	No
Balboa Avenue				
I-805 SB Ramps to I-805 NB Ramps	72.1	72.7	0.6	No
I-805 NB Ramps to Ruffner Street	68.9	68.9	0.0	No
Ruffner Road to Convoy Street	68.0	67.3	-0.7	No
Convoy Street to Mercury Street	70.0	69.0	-1.0	No
Mercury Street to SR 163 SB Ramps	69.8	70.1	0.3	No
SR 163 SB Ramps to SR 163 NB Ramps	70.9	72.3	1.4	No
SR 163 NB Ramps to Kearny Villa Road	70.4	72.0	1.6	No
Between Kearny Villa Road and Pennisi Driveway	67.4	69.4	2.0	No
Pennisi Driveway to Ponderosa Avenue	67.9	69.5	1.6	No
Ponderosa Avenue to Ruffin Road	67.0	68.9	1.9	No
Ruffin Road to Viewridge Avenue	67.6	69.5	1.9	No
Viewridge Avenue to I-15 SB Ramps	69.2	71.1	1.9	No
Aero Drive				
Linda Vista Road to Kearny Villa Road	66.7	68.1	1.4	No
Kearny Villa Road to Aero Court	68.4	70.0	1.6	No
Aero Court to Afton Road	68.1	69.8	1.7	No
Afton Road to Broadstone Driveway	67.3	69.2	1.9	No
Broadstone Driveway to Sandrock Road	68.0	69.1	1.1	No
Sandrock Road to Ruffin Road	68.2	70.4	2.2	No
Ruffin Road to West Canyon Avenue	68.9	70.6	1.7	No
West Canyon Avenue to Ruffin Road/Daley Center Drive	68.9	70.9	2.0	No
Ruffin Road/Daley Center Drive to Murphy Canyon Road	70.1	70.7	0.6	No
Murphy Canyon Road to I-15 SB Ramps	70.8	73.2	2.4	No
I-15 SB Ramps to I-15 NB Ramps	69.8	70.7	0.9	No

**Table 5.9-4 (cont.)  
TRAFFIC NOISE LEVELS<sup>1</sup>**

Roadway Segment	CNEL at 100 feet		Change in CNEL	Significant Impact?
	Existing Conditions	Future (2050) Conditions		
Convoy Street				
SR 52 WB Ramps to SR 52 EB Ramps	64.0	66.6	2.6	No
SR 52 EB Ramps to Copley Park Place	66.9	68.0	1.1	No
Copley Park Place to Convoy Court	65.7	67.9	2.2	No
Convoy Court to Clairemont Mesa Boulevard	64.7	66.5	1.8	No
Clairemont Mesa Boulevard to Ronson Road	64.5	66.3	1.8	No
Ronson Road to Engineer Road	66.7	68.5	1.8	No
Engineer Road to Balboa Avenue	67.7	68.9	1.2	No
Balboa Avenue to Armour Street	67.9	70.0	2.1	No
Armour Street to Othello Avenue	67.5	69.8	2.3	No
Othello Avenue to Kearny Mesa Road	66.8	68.3	1.5	No
Kearny Mesa Road to Aero Drive	68.4	69.7	1.3	No
Ruffin Road				
Kearny Villa Road to Chesapeake Drive	66.8	70.1	3.3 <sup>2</sup>	No
Chesapeake Drive to Hazard Way	66.8	69.0	2.2	No
Hazard Way to Farnham Street	66.4	69.0	2.6	No
Farnham Street to Clairemont Mesa Boulevard	65.9	67.4	1.5	No
Clairemont Mesa Boulevard to Lightwave Avenue	65.2	68.3	3.1	Yes
Lightwave Avenue to Spectrum Center Boulevard	65.6	68.2	2.6	No
Spectrum Center Boulevard to Balboa Avenue	67.4	68.7	1.3	No
Balboa Avenue to Ridgehaven Court	64.9	70.0	5.1 <sup>2</sup>	No
Ridgehaven Court to Sky Park Court	66.2	67.8	1.6	No
Sky Park Court to Aero Drive	66.6	68.3	1.7	No

Source: HELIX 2019d

<sup>1</sup> Noise levels are for the individual streets only and exclude freeway noise.

<sup>2</sup> Although noise levels along this roadway would increase by more than 3 CNEL, exterior noise levels would remain below the applicable 75 CNEL limit for industrial land uses.

CNEL = Community Noise Equivalent Level; SB = Southbound; NB = Northbound

In comparison with existing conditions, future traffic noise levels would increase by more than 3 CNEL along three roadway segments of Ruffin Road: between Kearny Villa Road and Chesapeake Drive; between Clairemont Mesa Boulevard and Lightwave Avenue; and between Balboa Avenue and Ridgehaven Court. Because the proposed land uses adjacent to the segments of Ruffin Road between Kearny Villa Road and Chesapeake Drive and between Balboa Avenue and Ridgehaven Court would be industrial, and because exterior noise levels would remain below the land use – noise compatibility level of 75 CNEL, exclusive of freeway noise, implementation of the proposed project would not result in a significant increase in noise levels on these two roadway segments. While noise levels along the segment of Ruffin Road between Clairemont Mesa Boulevard and Lightwave Avenue would remain below the land use – noise compatibility level of 70 CNEL for multi-family residential land uses (which would be associated with the proposed urban employment village land uses to the west of this segment), noise levels would exceed the land use – noise compatibility level of 65 CNEL for the hospital use (which is associated with the existing Kaiser Permanente Medical Center to the east of this segment). Therefore, implementation of the

proposed project would result in a significant increase in noise levels on this segment, and impacts would be potentially significant. Noise levels along all other modeled roadways would not increase by 3 CNEL as a result of future development under the proposed project.

#### 5.9.4.2 Issue 2: Noise – Land Use Compatibility

*Would the proposed project result in the exposure of people to current or future transportation noise levels which exceed standards established in the Noise Element of the General Plan?*

A significant noise impact could occur if new development is exposed to noise levels at exterior use areas or interior areas in excess of the Land Use - Noise Compatibility Guidelines established in the City's General Plan Noise Element. The conditionally compatible noise levels are 65 CNEL for single-family residential, 70 CNEL for multi-family residential, and 75 CNEL for commercial-retail and for active and passive recreation. For indoor uses at a conditionally compatible land use, exterior noise must be attenuated to 45 CNEL for single- and multi-family residential and 50 CNEL for commercial-retail.

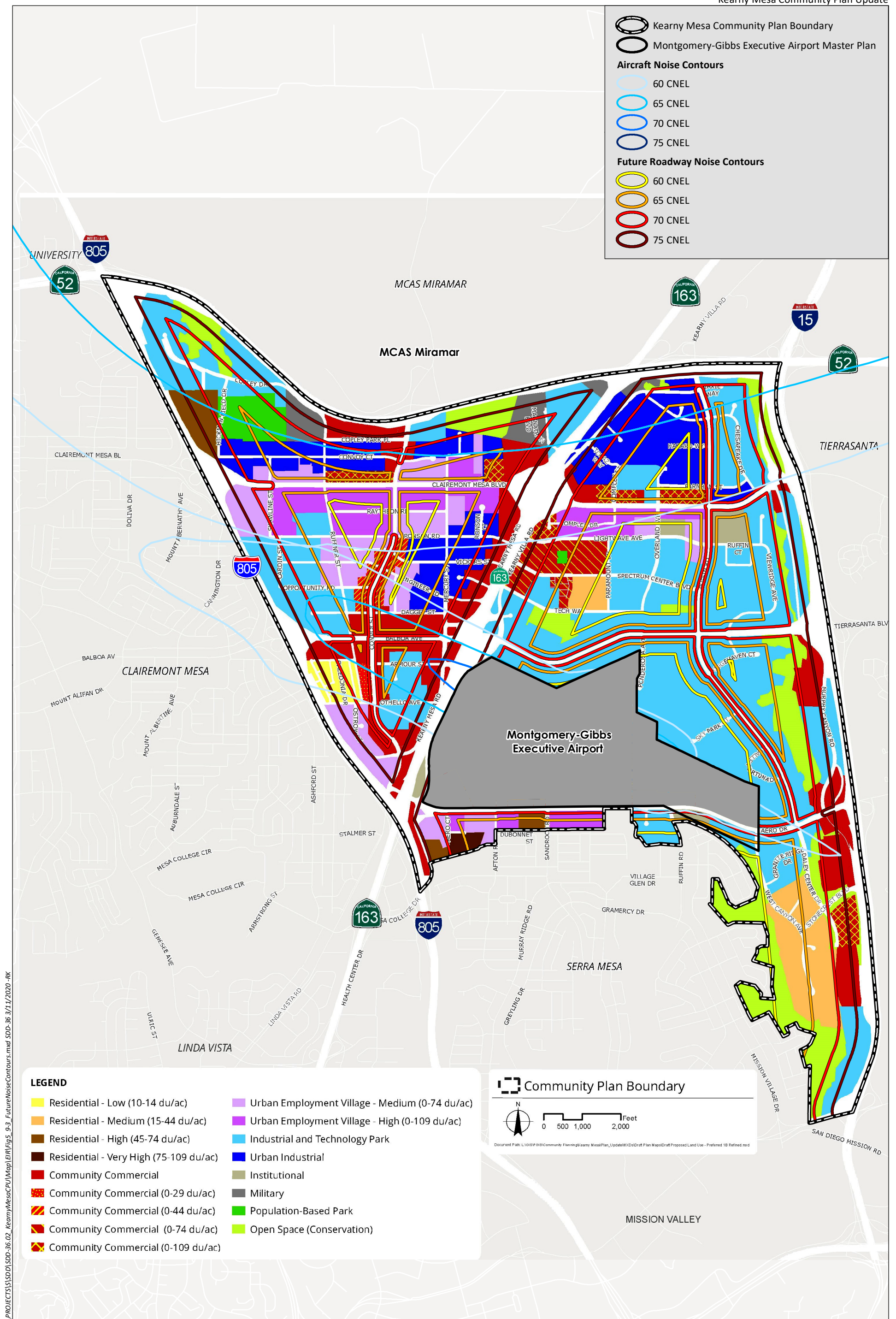
##### a. Vehicular Traffic Noise

Noise levels in the CPU area would generally increase or decrease along roadways consistent with corresponding changes in traffic levels. The distance from the roadway centerline to the 60, 65, 70, and 75 CNEL noise contours under future traffic conditions under the proposed project are shown below in Table 5.9-5, *Future Traffic Noise Contour Distances from Roadway Centerline*. Following implementation of the proposed project, traffic levels on roadway segments along Clairemont Mesa Boulevard, Balboa Avenue, Aero Drive, Convoy Street, and Ruffin Road would increase. The segment of Balboa Avenue from the I-805 northbound ramp to Mercury Street would see a decrease in traffic levels. Noise levels from the I-15, SR 52, I-805, and SR 163 corridors would increase. Future transportation noise contours, including vehicular traffic and aircraft noise, are shown on Figure 5.9-3, *Future Transportation Noise Contours*.

Table 5.9-5 FUTURE TRAFFIC NOISE CONTOUR DISTANCES FROM ROADWAY CENTERLINE				
Roadway Segment	Distance to Noise Contour (feet)			
	75 CNEL	70 CNEL	65 CNEL	60 CNEL
<b>Clairemont Mesa Boulevard</b>				
I-805 SB Ramps to I-805 NB Ramps	35 <sup>1</sup>	105	280	630
I-805 NB Ramps to Shawline Street	30 <sup>1</sup>	95	270	600
Shawline Street to Ruffner Street	20 <sup>1</sup>	60 <sup>1</sup>	190	460
Ruffner Street to Convoy Street	15 <sup>1</sup>	50 <sup>1</sup>	150	380
Convoy Street to Mercury Street	15 <sup>1</sup>	55 <sup>1</sup>	165	410
Mercury Street to Industrial Park Drive	20 <sup>1</sup>	60 <sup>1</sup>	180	440
Industrial Park Drive to Kearny Mesa Road	20 <sup>1</sup>	65 <sup>1</sup>	195	460
Kearny Mesa Road to SR 163 SB Ramps	25 <sup>1</sup>	80	230	530
SR 163 SB Ramps to SR 163 NB Ramps	25 <sup>1</sup>	80	230	540
SR 163 NB Ramps to Kearny Villa Road	20 <sup>1</sup>	65 <sup>1</sup>	200	470
Kearny Villa Road to Complex Drive	20 <sup>1</sup>	65 <sup>1</sup>	195	460

**Table 5.9-5 (cont.)**  
**FUTURE TRAFFIC NOISE CONTOUR DISTANCES FROM ROADWAY CENTERLINE**

Roadway Segment	Distance to Noise Contour (feet)			
	75 CNEL	70 CNEL	65 CNEL	60 CNEL
<b>Clairemont Mesa Boulevard (cont.)</b>				
Complex Drive to Overland Avenue	20 <sup>1</sup>	60 <sup>1</sup>	190	450
Overland Avenue to Ruffin Road	20 <sup>1</sup>	60 <sup>1</sup>	185	450
Ruffin Road to Murphy Canyon Road	35 <sup>1</sup>	100	280	620
Murphy Canyon Road to I-15 SB Ramps	40 <sup>1</sup>	125	330	700
I-15 SB Ramps to I-15 NB Ramps	30 <sup>1</sup>	95	260	590
<b>Balboa Avenue</b>				
I-805 SB Ramps to I-805 NB Ramps	60 <sup>1</sup>	180	430	870
I-805 NB Ramps to Ruffner Street	25 <sup>1</sup>	75	220	520
Ruffner Road to Convoy Street	15 <sup>1</sup>	55 <sup>1</sup>	165	410
Convoy Street to Mercury Street	25 <sup>1</sup>	80	230	530
Mercury Street to SR 163 SB Ramps	35 <sup>1</sup>	105	280	620
SR 163 SB Ramps to SR 163 NB Ramps	50 <sup>1</sup>	160	400	820
SR 163 NB Ramps to Kearny Villa Road	50 <sup>1</sup>	155	390	790
Between Kearny Villa Road and Pennisi Driveway	30 <sup>1</sup>	85	240	560
Pennisi Driveway to Ponderosa Avenue	30 <sup>1</sup>	90	250	560
Ponderosa Avenue to Ruffin Road	25 <sup>1</sup>	75	220	520
Ruffin Road to Viewridge Avenue	30 <sup>1</sup>	90	250	570
Viewridge Avenue to I-15 SB Ramps	40 <sup>1</sup>	130	330	710
<b>Aero Drive</b>				
Linda Vista Road to Kearny Villa Road	20 <sup>1</sup>	65	195	460
Kearny Villa Road to Aero Court	33 <sup>1</sup>	100	280	610
Aero Court to Afton Road	30 <sup>1</sup>	95	260	590
Afton Road to Broadstone Driveway	28 <sup>1</sup>	85	240	540
Broadstone Driveway to Sandrock Road	27 <sup>1</sup>	80	230	540
Sandrock Road to Ruffin Road	35 <sup>1</sup>	110	290	640
Ruffin Road to West Canyon Avenue	33 <sup>1</sup>	115	310	660
West Canyon Avenue to Ruffin Road/ Daley Center Drive	40 <sup>1</sup>	120	320	690
Ruffin Road/Daley Center Drive to Murphy Canyon Road	37 <sup>1</sup>	115	310	670
Murphy Canyon Road to I-15 SB Ramps	65	195	470	920
I-15 SB Ramps to I-15 NB Ramps	38 <sup>1</sup>	115	310	670
<b>Convoy Street</b>				
SR 52 WB Ramps to SR 52 EB Ramps	13 <sup>1</sup>	45 <sup>1</sup>	140	360
SR 52 EB Ramps to Copley Park Place	20 <sup>1</sup>	60	190	450
Copley Park Place to Convoy Court	20 <sup>1</sup>	60	185	450
Convoy Court to Clairemont Mesa Boulevard	12 <sup>1</sup>	45 <sup>1</sup>	135	360
Clairemont Mesa Boulevard to Ronson Road	12 <sup>1</sup>	40 <sup>1</sup>	130	340
Ronson Road to Engineer Road	23 <sup>1</sup>	70	210	490
Engineer Road to Balboa Avenue	25 <sup>1</sup>	75	220	520
Balboa Avenue to Armour Street	32 <sup>1</sup>	100	280	610
Armour Street to Othello Avenue	30 <sup>1</sup>	95	260	590
Othello Avenue to Kearny Mesa Road	22 <sup>1</sup>	65	200	470
Kearny Mesa Road to Aero Drive	30 <sup>1</sup>	90	260	580



**Table 5.9-5 (cont.)  
FUTURE TRAFFIC NOISE CONTOUR DISTANCES FROM ROADWAY CENTERLINE**

Roadway Segment	Distance to Noise Contour (feet)			
	75 CNEL	70 CNEL	65 CNEL	60 CNEL
<b>Ruffin Road</b>				
Kearny Villa Road to Chesapeake Drive	34 <sup>1</sup>	105	280	620
Chesapeake Drive to Hazard Way	26 <sup>1</sup>	80	230	530
Hazard Way to Farnham Street	26 <sup>1</sup>	80	230	530
Farnham Street to Clairemont Mesa Boulevard	17 <sup>1</sup>	55	165	410
Clairemont Mesa Boulevard to Lightwave Avenue	21 <sup>1</sup>	65	200	470
Lightwave Avenue to Spectrum Center Boulevard	21 <sup>1</sup>	65	195	470
Spectrum Center Boulevard to Balboa Avenue	25 <sup>1</sup>	75	220	500
Balboa Avenue to Ridgehaven Court	33 <sup>1</sup>	100	270	610
Ridgehaven Court to Sky Park Court	19 <sup>1</sup>	60	180	440
Sky Park Court to Aero Drive	23 <sup>1</sup>	70	200	480
<b>I-15</b>				
Southern end to Aero Drive	500	970	1,650	2,600
Aero Drive to Balboa Avenue/ Tierrasanta Boulevard	480	930	1,600	2,530
Balboa Avenue/Tierrasanta Boulevard to Clairemont Mesa Boulevard	450	890	1,540	2,460
Clairemont Mesa Boulevard to SR 52	380	780	1,380	2,240
<b>SR 52</b>				
I-15 to SR 163	240	540	1,020	1,720
SR 163 to Convoy Street	370	750	1,340	2,170
Convoy Street to I-805	350	730	1,300	2,120
<b>I-805</b>				
SR 52 to Clairemont Mesa Boulevard	480	930	1,600	2,540
Clairemont Mesa Boulevard to Balboa Avenue	480	940	1,600	2,540
Balboa Avenue to SR 163	480	940	1,610	2,550
SR 163 to Mesa College Drive	390	800	1,410	2,270
<b>SR 163</b>				
I-805 to Balboa Avenue	390	790	1,390	2,240
Balboa Avenue to Clairemont Mesa Boulevard	390	800	1,400	2,260
Clairemont Mesa Boulevard to SR 52	380	770	1,360	2,210

Source: HELIX 2019d

<sup>1</sup> Distance is within the roadway right-of-way.

CNEL = Community Noise Equivalent Level; SB = Southbound; NB = Northbound; EB = Eastbound; WB = Westbound;  
SR = State Route; I- = Interstate

As discussed in Section 5.9.2.1, modeling of the future traffic noise contours does not account for attenuating effects of existing or proposed features such as noise barriers, buildings, topography, and dense vegetation. Therefore, actual traffic noise levels at specific receptors would likely be lower than what is presented in Figure 5.9-3.

The CPU proposes new mixed-use and non-mixed-use residential NSLU designations. Mixed-use multi-family residential NSLU designations include urban employment village land uses and some community commercial land uses. Non-mixed-use residential NSLU designations include

single-family and multi-family residential land uses of various densities. These residential land uses would be located in areas where roadway and freeway traffic noise would exceed the General Plan Noise Element exterior compatibility level of 60 CNEL.

New urban employment village and community commercial land use designations that allow for multi-family residential uses are predominantly proposed within the CPU area along Clairemont Mesa Boulevard, Convoy Street, and Aero Drive, as well as in the central portion of the CPU area east of SR 163. Most of these areas would be subject to noise levels between 60 and 70 CNEL from traffic noise along roadways within the CPU area. Portions of the urban employment village areas would be exposed to noise levels above 70 CNEL from traffic along I-805 and SR 163. Two areas of urban employment village (both located along the western edge of the CPU area) and two areas of community commercial that allow residential (located just east of SR 163 and in the southeastern portion of the CPU area) would be exposed to noise levels above 75 CNEL from freeway traffic.

Other residential NSLU designations under the proposed CPU are located in pockets in the northwestern, western, central, southern (along Aero Drive), and southeastern portions of the CPU area. Sites in the northwestern portion and along Aero Drive include existing residential land uses and would include increased multi-family residential intensities under the CPU. The new multi-family residential uses in the northwestern portion would be exposed to noise levels of 75 CNEL and above within approximately 500 feet of I-805 and noise levels between 70 and 75 CNEL within approximately 1,000 feet of I-805. Noise levels at the new multi-family residential uses along Aero Drive would range from 60 to 75 CNEL from traffic along I-805, SR 163, and Aero Drive. No new or additional residential development is anticipated to occur in the existing residential areas in the western portion of the CPU area, where noise levels exceed 75 CNEL from traffic along I-805, in the central portion of the CPU area between Spectrum Center Boulevard and Tech Way, where noise levels are below 65 CNEL, or in the southeastern portion of the CPU area, where noise levels range from 60 to 70 CNEL from traffic along I-15.

While the General Plan Noise Element has an exterior noise compatibility level of 60 CNEL or less for residential uses, noise levels up to 65 CNEL for single-family residential and up to 70 CNEL for multi-family residential are considered conditionally compatible, since interior noise levels are required to be reduced to 45 CNEL through building attenuation measures pursuant to Title 24. Proposed NSLUs under the CPU would be primarily multi-family or mixed-use in nature. No new single-family residences are anticipated. In addition, the CPU includes policies that would require site design strategies and noise reduction measures for new residential development within 500 feet of freeways.

New community commercial land use designations that do not allow for residential uses are proposed along the western side of SR 163 and along the northern and eastern boundaries of the CPU area. These community commercial uses would be exposed to noise levels between 70 and above 75 CNEL. Because NSLUs could be exposed to vehicular traffic noise levels in excess of the City's Land Use – Noise Compatibility Guidelines, impacts would be potentially significant.

## **b. Trolley Noise**

As discussed in Section 5.9.2.3, the future MTS Trolley Purple Line is planned to run through the CPU area. Although the precise alignment has not been determined, a preliminary alignment is shown along Daley Center Drive, Ruffin Road, and Clairemont Mesa Boulevard (SANDAG 2017). It is

anticipated that noise levels due to the future Trolley Purple Line operation would be similar to noise levels from the Trolley Green Line operation, which have been modeled to range from 58 to 67 CNEL at 50 feet (RECON Environmental, Inc. 2019). Noise levels along Daley Center Drive, Ruffin Road, and Clairemont Mesa Boulevard would range from 65 to over 75 CNEL, and vehicle traffic noise would exceed the contribution of noise from trolley operations. However, the exact alignment of the MTS Trolley Purple Line is not known at this time, and it could be located in close proximity to NSLUs. Although vehicular traffic would be the dominant noise source, trolley noise levels in close proximity to the railway would contribute to the overall exterior noise level, and the combined vehicle traffic and trolley exterior noise levels could exceed the City's Land Use – Noise Compatibility Guidelines resulting in a potentially significant impact.

### 5.9.4.3 Issue 3: Airport Noise

*Would the proposed project result in land uses which are not compatible with aircraft noise levels as defined by an adopted ALUCP?*

A significant impact could occur if implementation of the proposed project would result in land uses that are not compatible with aircraft noise levels as defined by an adopted ALUCP. Generally, NSLUs are compatible with aircraft noise levels up to 60 CNEL. Aircraft noise is evaluated based on the noise contours developed by the San Diego County Regional Airport Authority and provided in the ALUCPs. Portions of the CPU area are located within the 60, 65, and 70 CNEL contours of Montgomery-Gibbs Executive Airport and the 60 and 65 CNEL contours of MCAS Miramar, as shown in Figure 5.9-2.

New residential, urban employment village, and community commercial land use designations that allow for multi-family residential uses are proposed within the 60 CNEL contours associated with both Montgomery-Gibbs Executive Airport and MCAS Miramar. Small portions of community commercial land use designations along Convoy Street that allow for multi-family residential uses are also located within the 65 CNEL contour associated with Montgomery-Gibbs Executive Airport. Similarly, small portions of proposed residential and urban employment village land use designations are located within the 65 CNEL contour associated with MCAS Miramar. While the General Plan Noise Element has an exterior noise compatibility level of 60 CNEL or less for residential uses, noise levels up to 70 CNEL for multi-family residential are considered conditionally compatible, as long as interior noise levels can be attenuated to 45 CNEL or less. Because new residential development may be exposed to exterior noise levels from aircrafts that exceed the Land Use – Noise Compatibility Guidelines, aircraft noise impacts would be significant.

### 5.9.4.4 Issue 4: San Diego Municipal Code – On-site Generated Noise

*Would the proposed project result in the exposure of people to noise levels which exceed property line limits established in the Noise Abatement and Control Ordinance of the Municipal Code?*

A significant impact could occur if implementation of the proposed project resulted in the exposure of people to noise levels that exceed the one-hour average sound level property line limits established in the Noise Abatement and Control Ordinance of the SDMC. The one-hour sound level limits are the maximum noise levels allowed at any point on or beyond the property boundaries

from stationary sources located on the property. As discussed in Section 5.9.2.3, stationary sources of noise include activities associated with a given land use.

Implementation of the proposed project would result in pedestrian-oriented mixed-use development where residential uses would be located in proximity to commercial, office, and technology related uses that could expose sensitive receptors to elevated noise levels. Noise associated with these types of land uses is generally produced by pedestrian traffic, mechanical equipment such as HVAC units and emergency electrical generators, parking lot activities, public gathering spaces, and loading dock operations. Noise generated by residential and commercial uses is generally short-lived and intermittent, while noise generated by auto-oriented commercial and industrial uses is generally sporadic, highly variable, and spatially distributed.

The land uses proposed by the CPU would be similar to the land uses that currently exist in the CPU area, with a greater amount of residential uses and at higher densities. Residential uses typically do not generate substantial noise from stationary sources. Because noise levels in the CPU area are dominated by vehicle traffic on freeways and heavily traveled roadways, noise levels from stationary sources throughout the CPU area would not be expected to substantially increase the hourly or daily average sound level with respect to current conditions. While noise-sensitive residential uses would be exposed to noise associated with the operation of commercial, office, and industrial related land uses, future development under the project would be required to demonstrate compliance with the Noise Abatement and Control Ordinance to ensure noise compatibility between various land uses. The City regulates specific noise level limits allowable between land uses including the requirement for noise studies (General Plan Noise Element Policy NE-A.4), limits on hours of operation for various noise-generating activities (SDMC Section 59.5.0401), and standards for the compatibility of various land uses with the existing and future noise environment (General Plan Noise Element Table NE-3). Through enforcement of the Noise Abatement and Control Ordinance of the SDMC, impacts would be less than significant.

#### **5.9.4.5 Issue 5: Construction Noise**

*Would the proposed project result in the exposure of people to significant temporary construction noise?*

A significant impact could occur if implementation of the proposed project would result in the exposure of people to substantial temporary construction noise. Although no specific construction or development is proposed at this time, construction noise impacts could occur as future development within the CPU area occurs. Due to the developed nature of the CPU area, there is a high likelihood that construction activities could take place adjacent to existing and future NSLUs, thereby exposing sensitive receptors to construction noise.

Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction. Construction noise would be short-term and would primarily consist of noise from diesel-powered off-road equipment and haul trucks. Typical construction equipment noise levels are shown in Table 5.9-2 in Section 5.9.2.5 of this PEIR. Operation of construction equipment would have the potential to generate high noise levels for construction activities, depending on the type, duration, and location of the activity. Construction activities related to implementation of the proposed project would not take place all at once; however, future development per the proposed

project could have the potential to temporarily generate construction noise resulting in short-term elevated noise levels to nearby NSLUs.

The City regulates noise associated with construction equipment and activities through enforcement of SDMC Section 59.5.0404 which details standards related to permitted hours and days of construction activity. The City's Noise Ordinance prohibits construction noise levels greater than 75 dBA  $L_{EQ}$  (12-hour) at any residential property line during the 12-hour period from 7:00 a.m. to 7:00 p.m. Furthermore, the City imposes conditions for approval of building or grading permits; however, there is also a procedure in place that allows for a permit to deviate from the noise ordinance. Due to the highly developed nature of the CPU area and the proposed increase in residential uses, sensitive receptors could potentially be located in proximity to construction sites; therefore, future construction activities could expose sensitive receptors to substantial noise levels. Impacts would be potentially significant.

#### **5.9.4.6 Issue 6: Vibration**

*Would the proposed project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

The main concerns related to groundborne vibration are annoyance and damage; however, vibration sensitive instruments and operations can be disrupted at much lower vibration levels. Vibration sensitive land uses may include machinery in manufacturing and processing uses or medical laboratory equipment. The primary sources of vibration from implementation of the project would be associated with construction and the operation of the future MTS Trolley Purple Line. Planned land uses are not anticipated to generate substantial vibration.

##### **a. Trolley Vibration**

Operation of the planned future MTS Trolley Purple Line may generate groundborne vibration in the CPU area. As discussed in Section 5.9.2.6, the FTA provides screening distances for land uses that may be subject to vibration impacts from commuter rail (FTA 2018). For Category 1 uses such as vibration-sensitive equipment, the screening distance from the public right-of-way is 600 feet. For Category 2 land uses such as residences and buildings, where people would normally sleep, the screening distance is 200 feet. The screening distance for Category 3 land uses, such as institutional land uses, is 120 feet.

The exact alignment of the MTS Trolley Purple Line is unknown at this time, although it is preliminarily anticipated that it would run along Daley Center Drive, Ruffin Road, and Clairemont Mesa Boulevard (SANDAG 2017). The CPU proposes land use designations that may accommodate the FTA's Category 1, Category 2, and Category 3 land uses within the applicable screening distances of the railway. Specifically, the proposed Industrial and Technology Park land use designation along Ruffin Road would be located within 600 feet of the future planned railway and could accommodate Category 1 uses such as vibration-sensitive equipment. The proposed Residential, Community Commercial, and Urban Employment Village land use designations along Daley Center Drive and Clairemont Mesa Boulevard would be located within 200 feet of the planned future railway and could accommodate Category 2 residential uses. The proposed Institutional land use designation at the intersection of Ruffin Road and Clairemont Mesa Boulevard would be located within 120 feet of the planned future railway and could accommodate Category 3 land uses. Therefore, proposed land

uses under the CPU could be exposed to substantial vibration from operation of the future MTS Trolley Purple Line, and impacts would be potentially significant.

### **b. Construction Vibration**

Some construction activities are known to generate excessive groundborne vibration. Construction activities related to implementation of the proposed project would not take place all at once; however, future construction activities would have the potential to temporarily generate vibration resulting in a short-term effect on nearby vibration-sensitive land uses. Sources of vibration during the construction activities include the potential use of pile driving equipment and smaller equipment such as a vibratory roller. According to the Caltrans Transportation and Construction Vibration Guidance Manual, “strongly perceptible” groundborne vibration is defined as equal to or exceeding 0.1 in/sec PPV. Construction activities within 200 feet and pile driving within 600 feet of a vibration-sensitive use, such as those that include machinery in manufacturing and processing or medical laboratory equipment, could be potentially disruptive to vibration-sensitive operations (Caltrans 2013). Proposed land use designations under the CPU could accommodate vibration-sensitive uses, which could be exposed to substantial vibration generated by vibratory construction equipment operations. Therefore, construction-related vibration impacts would be potentially significant.

## **5.9.5 Significance of Impacts**

### **5.9.5.1 Ambient Noise**

In comparison with existing conditions, future traffic noise levels would increase by more than 3 CNEL along three roadway segments of Ruffin Road: between Kearny Villa Road and Chesapeake Drive; between Clairemont Mesa Boulevard and Lightwave Avenue; and between Balboa Avenue and Ridgehaven Court. Because the proposed land uses adjacent to the segments of Ruffin Road between Kearny Villa Road and Chesapeake Drive and between Balboa Avenue and Ridgehaven Court would be industrial, and because exterior noise levels would remain below the land use – noise compatibility level of 75 CNEL, exclusive of freeway noise, implementation of the proposed project would not result in a significant increase in noise levels on these roadway segments. However, noise levels along the segment of Ruffin Road between Clairemont Mesa Boulevard and Lightwave Avenue would exceed the land use – noise compatibility level of 65 CNEL for the hospital use (which is associated with the existing Kaiser Permanente Medical Center to the east of this segment). Therefore, implementation of the proposed project would result in a significant increase in noise levels on this segment. While existing structures may be retrofitted with acoustically rated windows and walls featuring higher Sound Transmission Class ratings, (which is a measure of exterior noise reduction performance), there is no City procedure to ensure that exterior noise affecting existing NSLUs is adequately attenuated to City standards. Therefore, impacts to existing NSLUs would be significant and unavoidable. No mitigation has been identified at the program level to reduce this impact to less than significant.

### **5.9.5.2 Noise – Land Use Compatibility**

Implementation of the proposed project would potentially expose new development to noise levels that exceed the City’s Land Use – Noise Compatibility Guidelines. Traffic associated with the proposed project would increase noise levels along a number of roadway segments throughout the

CPU area. Furthermore, the proposed project would allow new residential development in areas where noise levels exceed 60 CNEL, and additional noise attenuation could be required for new structures to achieve or maintain interior noise levels which would not exceed 45 CNEL for residences, and 50 CNEL for new commercial uses.

Policy LU 1.21 of the proposed CPU includes site design strategies and noise reduction measures for new development within 500 feet of freeways. Additionally, policies in the General Plan Noise Element, such as policies NE-A.2, NE-A.3, and NE-B.1, require the reduction of traffic noise exposure because they set standards for the siting of sensitive land uses, while Title 24 of the CBC requires that multi-family residential development projects must demonstrate that interior noise levels would be reduced to acceptable levels (45 CNEL or less) through submission and approval of a Title 24 Compliance Report. General Plan Noise Element policy NE-A.4 requires an acoustical study consistent with the Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the “compatible” noise level thresholds as indicated on the City’s Land Use – Noise Compatibility Guidelines. However, as new development projects could place sensitive receptors in locations where the exterior noise levels exceed the Land Use – Noise Compatibility Guidelines, exterior noise impacts would remain significant and unavoidable and there are no feasible mitigation measures available.

### **5.9.5.3 Airport Noise**

The CPU proposes land use designations that may contain residential uses within the 60 and 65 CNEL noise contours associated with Montgomery-Gibbs Executive Airport and MCAS Miramar. While the General Plan Noise Element has an exterior noise compatibility level of 60 CNEL or less for residential uses, noise levels up to 70 CNEL for multi-family residential are considered conditionally compatible as long as interior noise levels can be attenuated to 45 CNEL or less.

Title 24 of the CBC requires that projects must demonstrate that interior noise levels would be reduced to acceptable levels (45 CNEL or less) through submission and approval of a Title 24 Compliance Report. General Plan Noise Element policy NE-A.4 requires an acoustical study consistent with the Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the “compatible” noise level thresholds as indicated on the City’s Land Use – Noise Compatibility Guidelines. However, because new residential development may be exposed to exterior noise levels from aircrafts that exceed the Land Use – Noise Compatibility Guidelines, aircraft noise impacts would remain significant and unavoidable and there are no feasible mitigation measures available.

### **5.9.5.4 San Diego Municipal Code – On-site Generated Noise**

Implementation of the proposed project would result in pedestrian-oriented mixed-use development where residential uses would be located in proximity to commercial, office, and technology related uses that could expose sensitive receptors to elevated noise levels. However, future development under the project would be required to demonstrate compliance with the City’s Noise Abatement and Control Ordinance to ensure noise compatibility between various land uses. The City regulates specific noise level limits allowable between land uses including the requirement for noise studies, limits on hours of operation for various noise-generating activities, and standards

for the compatibility of various land uses with the existing and future noise environment. Through enforcement of the Noise Abatement and Control Ordinance, impacts would be less than significant.

### 5.9.5.5 Construction Noise

Construction noise attributed to future projects in the CPU area would be regulated by the SDMC, and construction noise impacts due to the implementation of the proposed project would be determined by a specific project's compliance with the limits specified in the SDMC. Future infill projects, such as those allowed under the project, may be located in close proximity to existing and future NSLUs. Construction activities related to implementation of the project could potentially generate short-term noise levels in excess of 75 dBA  $L_{EQ}$  (12 hour) at adjacent properties. The ability for future projects to conform to the noise ordinance cannot be determined at the programmatic level. Noise impacts from construction activities are therefore considered potentially significant.

### 5.9.5.6 Vibration

New development in the CPU area is proposed within the screening distances of the future trolley corridor and future construction activities that would use vibratory construction equipment could expose future sensitive receptors to substantial vibration levels. Impacts due to groundborne vibration could be potentially significant. Potential vibration impacts associated with the future trolley corridor would be further analyzed in the studies conducted by SANDAG for the MTS Trolley Purple Line.

## 5.9.6 Mitigation Framework

### NOI 5.9-1: Construction Noise - Reduction Measures

Construction contractors shall implement the following measures to minimize short-term noise levels caused by construction activities. Measures to reduce construction noise shall be included in contractor specifications and shall include, but not be limited to, the following:

- Properly outfit and maintain construction equipment with manufacturer-recommended noise reduction devices to minimize construction-generated noise;
- Operate all diesel equipment with closed engine doors and equip with factory recommended mufflers;
- Use electrical power to operate air compressors and similar power tools;
- Employ additional noise attenuation techniques as needed to reduce excessive noise levels such as, but not limited to, the construction of temporary sound barriers or sound blankets between construction sites and nearby noise-sensitive receptors;
- Notify adjacent noise-sensitive receptors in writing no later than two weeks prior to the start of construction of any construction activity such as jackhammering, concrete sawing, asphalt removal, pile driving, and largescale grading operations that would occur within 100 feet of the property line of the nearest noise-sensitive receptor. The extent and duration of the construction activity shall be included in the notification; and

- Designate a “disturbance coordinator” who shall be responsible for receiving and responding to any complaints about construction noise or vibration. The disturbance coordinator shall determine the cause of the noise complaint and, if identified as a sound generated by construction area activities, shall require that reasonable measures be implemented to correct the problem. Potential measures to address the problem include providing sound barriers or sound blankets between construction sites and the receiver location, locating noisy equipment as far from the receiver as possible, and reducing the duration of the noise-generating construction activity.

#### **NOI 5.9-2      Vibration – Construction Activities**

Future construction activities under the project that are located near vibration-sensitive land uses and require the use of vibratory construction equipment shall implement the following vibration reduction measures to minimize construction-related vibration impacts:

- Limit the use of vibration-intensive equipment in proximity to sensitive receptors;
- Install low soil displacement piles (e.g., H-piles) instead of high soil displacement piles (e.g., concrete piles) for pile-driving; and
- Pre-drill for pile-driving.

The construction contractors of proposed developments shall implement these measures to ensure that construction activities reduce construction-related vibration impacts to below 0.1 in/sec PPV at vibration-sensitive uses.

### **5.9.7      Significance of Impacts after Mitigation**

#### **5.9.7.1      Ambient Noise**

While existing structures may be retrofitted with acoustically rated windows and walls to reduce interior noise levels, there is no City procedure to ensure that exterior noise affecting existing NSLUs is adequately attenuated to City standards. Therefore, impacts to existing NSLUs would be significant and unavoidable.

#### **5.9.7.2      Noise – Land Use Compatibility**

While some new development under the proposed project may be able to adequately attenuate exterior noise, there could still be some new noise sensitive land uses that would experience ambient noise levels that exceed the applicable Land Use – Noise Compatibility Guidelines. Therefore, impacts would be significant and unavoidable.

#### **5.9.7.3      Aircraft Noise**

Similar to above, some new development in the CPU area within the 60 CNEL and 65 CNEL noise contours associated with Montgomery-Gibbs Executive Airport and MCAS Miramar may be able to adequately attenuate exterior and/or interior noise levels, but there could still be some new noise sensitive land uses that would experience ambient noise levels that exceed the applicable noise

standards set forth in the ALUCPs or the General Plan Noise Element. Therefore, impacts associated with aircraft noise would be significant and unavoidable.

#### **5.9.7.4 Construction Noise**

Implementation of mitigation measure NOI 5.9-1 would reduce construction-related noise impacts; however, even with implementation of mitigation measure NOI 5.9-1, significant construction noise impacts may still occur because it is not feasible to ensure and enforce implementation for all projects developed per the proposed project. Construction-related noise impacts would therefore be significant and unavoidable.

#### **5.9.7.5 Vibration**

Studies conducted by SANDAG for the MTS Trolley Purple Line would address potential vibration impacts associated with the future trolley corridor and may identify measures to reduce trolley-related vibration; however, at this time, it cannot be determined whether vibration reduction measures would adequately minimize trolley vibration levels to below a level of significance. Similarly, implementation of mitigation measure NOI 5.9-2 would reduce potential construction vibration-related impacts; however, even with implementation of mitigation measure NOI 5.9-2, significant construction vibration-related impacts may still occur because it is not feasible to ensure and enforce implementation for all projects developed per the proposed project. Vibration impacts would therefore be significant and unavoidable.

## **5.10 Public Services and Facilities**

This section of the PEIR analyzes potential impacts to public services and facilities that could result from implementation of the proposed project. Public services are those functions that serve residents on a community-wide basis and include police protection, fire/life safety protection, parks and recreation facilities, schools, and libraries.

### **5.10.1 Existing Conditions**

The existing environmental setting, which includes a detailed discussion of existing public services and facilities within the CPU area is contained in Section 2.3.10 of this PEIR. Section 4.10 of this PEIR includes a summary of the regulatory framework relative to public services and facilities.

### **5.10.2 Methodology and Assumptions**

Potential impacts resulting from implementation of the proposed project were evaluated based on relevant information from the General Plan, SDUSD, FSDPD, SDFD, and the adopted Kearny Mesa Community Plan. Based on a review of relevant public facility and safety standards, policies, and population buildout and capacity estimates, the analysis presents the potential for impacts related to the construction and operation of facilities within the CPU area. Programmatic impacts are discussed in broad, qualitative terms as no specific development projects are proposed within the CPU area at this time. This assessment does not satisfy the need for project-level CEQA analysis for individual projects. Individual projects implemented under the proposed project will be assessed at the time they are proposed to determine whether additional environmental review is warranted in accordance with CEQA.

### **5.10.3 Significance Determination Thresholds**

Based on the City's CEQA Significance Determination Thresholds (City 2016), which have been modified to guide a programmatic analysis of the proposed project, a significant public services and facilities impact could occur if the proposed project would:

1. Promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police protection, fire/life safety protection, parks or other recreational facilities, schools, or libraries), the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives;
2. Result in increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
3. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

## 5.10.4 Impact Analysis

### 5.10.4.1 Issue 1: Public Facilities

*Would the proposed project promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police protection, fire/life safety protection, parks or other recreational facilities, schools, or libraries), the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives?*

#### a. Police Protection

The Eastern Division of the SDPD operates to maintain the citywide response time goals set forth in the General Plan (Public Facilities Element Policy PF-E.2). These response time guidelines include:

- Priority E Calls (imminent threat to life) within 7 minutes
- Priority 1 Calls (serious crimes in progress) within 12 minutes
- Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes
- Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes
- Priority 4 Calls (minor requests for police service) within 90 minutes

Buildout estimates for the proposed project assume an increase in the residential population within the CPU area by 2050, which could result in an increased demand for police protection services. As shown in Table 2-11, the average response times for Beats 311 and 313 do not meet any of the General Plan response time guidelines and exceed citywide average times for all Call Priority levels except for Priority E calls within Beat 311. Police response times within the CPU area would likely increase with future development under the proposed project, which could ultimately result in the need for new or expanded police facilities. In addition, the proposed CPU contains Policy PF 7.1 which addresses maintaining sufficient police services to meet the demands of continued growth and development in the CPU area.

No new or expanded police facilities are planned within the CPU area or in surrounding communities. The construction of new police facilities could result in environmental impacts, including water pollution during construction, increased noise levels, and an increase in impervious surfaces. Compliance with existing regulations would serve to reduce potential environmental impacts associated with the construction of future police stations. Additionally, any future construction of police stations would be subject to a separate environmental review at the time design plans are available. Nevertheless, this impact would be potentially significant as impacts associated with the construction and operation of future police facilities are not known at this time.

#### b. Fire/Life Safety Protection

Implementation of the proposed project would increase the population within the CPU area, which could potentially increase the demand for fire/life safety protection services. The SDFD has identified the following facilities needed to serve the CPU area upon buildout:

- Replacement/expansion of Fire Station 28;
- Replacement/expansion of Fire Station 36;
- Expansion of the Fire Operations Facility at Montgomery-Gibbs Executive Airport;
- Expansion of the Emergency Command and Dispatch Center; and
- Establishment of a Fire/Police/ Joint Use Training Center.

These and other identified future facilities would be planned, as necessary, to meet community needs based on the General Plan Public Facilities, Services, and Safety Element standards, as outlined in Chapter 4.0 of this PEIR. In addition, the proposed CPU contains a policy framework that addresses maintaining sufficient fire and life safety protection services throughout the CPU area (Policies PF 7.1 and PF 7.3).

The construction of new fire/life safety facilities could result in environmental impacts, including water quality, air quality, and noise impacts. Compliance with existing regulations would serve to reduce potential environmental impacts associated with the construction of future fire stations. Additionally, any future construction of fire stations would be subject to a separate environmental review at the time design plans are available. Nevertheless, this impact would be potentially significant as impacts associated with the construction and operation of future fire/life safety facilities are not known at this time.

### **c. Parks and Recreation**

There are an estimated 7.59 acres of existing usable park land in the CPU area assigned to the Kearny Mesa Community Plan area and no existing recreation facilities or aquatic complexes. Opportunities for additional park land and recreation facilities within the CPU area are anticipated to come primarily through redevelopment of private and public properties. While a goal of the City is to obtain land for parks and recreational facilities, where vacant land is limited, unavailable, or cost-prohibitive, the General Plan encourages the development of both traditional parks and flexible public spaces that meet a community's needs, such as linear parks, public plazas and seating areas, and rooftop gardens. The community and City have identified and evaluated park and recreation opportunities for their recreational value, possible use and functions, public accessibility, and consistency with General Plan policies and guidelines. Potential future park and recreation facilities within the CPU area are identified in the Parks, Recreation, and Open Space Element.

To provide recreational opportunities for residents and visitors of the CPU area, the proposed CPU provides a policy framework related to parks and recreation facilities that encourages the following:

- Pursuit of future parks sites identified in the Parks, Recreation, and Open Space section of the CPU and acquisition of additional sites (as opportunities arise) that promote connectivity, accessibility, safety, public health, and sustainability (CPU Policies PR 6.1, and PR 6.6 through PR 6.13);
- Development of parks within residential mixed-use developments and other public facilities (CPU Policy PR 6.2);

- Acquisition and development of land through street vacations to increase recreational opportunities (CPU Policies PR 6.3 and 6.9);
- Pursuit of lease agreements with SDUSD and Caltrans to incorporate active or passive recreation areas into existing buildings or surrounding grounds where appropriate for public use (CPU Policy PR 6.4); and
- Preservation, expansion, and enhancement of existing park and future recreation facilities to increase their lifespan, meet current recreation needs, and expand their uses and sustainability (CPU Policy PR 6.5).

The proposed CPU contains policies to promote the development of future parks. However, the proposed CPU does not propose any specific facilities at this time and the programming and design of future park facilities within the CPU area would be subject to the General Development Plan process and project-level analysis at the time such facilities are proposed. Environmental impacts resulting from construction of future new or expanded park facilities would be identified during the project-level analysis. Nevertheless, this impact would be potentially significant as impacts associated with the development of future park facilities are not known at this time.

#### **d. Schools**

As of 2012 (the base year for this analysis), there were a total of 2,857 housing units within the CPU area, including 144 single-family units, 2,388 multi-family units, and 325 mobile home units. The total number of future housing units in the year 2050 with buildout of the CPU area is estimated at 25,826, including 144 single-family units, 25,682 multi-family units, and no mobile home units. According to SDUSD, student generation rates will vary based on the type of project, number of units, bedroom mix, affordable or senior housing components, proximity to schools and other amenities, neighborhood, and other factors. There are no district standard or school-specific generation rates (SDUSD 2019).

Typically, to provide student generation rates for a new project, SDUSD demographers will research similar nearby developments and their student generation rates as a guide for how many students a new development may generate. The proposed project, however, is not a specific development project and therefore does not identify specific housing types or bedroom mixes. As such, to estimate the number of students potentially generated by development under the CPU, SDUSD demographers referenced the number of existing housing units within the CPU area and the number of students who currently reside in the CPU area to determine current student generation rates. This information is presented in Table 5.10-1, *Student Generation Rates from Existing Housing Units in the CPU Area*.

<b>Table 5.10-1</b> <b>STUDENT GENERATION RATES FROM EXISTING HOUSING UNITS IN THE CPU AREA</b>			
<b>Housing Type</b>	<b>Number of Existing Housing Units (2012)</b>	<b>Number of Students (2012-2013)</b>	<b>Student Generation Rate</b>
Single Family	144	K-5: 7 6-8: 9 9-12: 16 <b>K-12: 32</b>	K-5: 0.049 6-8: 0.063 9-12: 0.111 <b>K-12: 0.223</b>
Multi Family	2,388	K-5: 164 6-8: 45 9-12: 64 <b>K-12: 273</b>	K-5: 0.069 6-8: 0.019 9-12: 0.027 <b>K-12: 0.115</b>
Mobile Home	325	K-5: 19 6-8: 13 9-12: 17 <b>K-12: 49</b>	K-5: 0.058 6-8: 0.040 9-12: 0.052 <b>K-12: 0.151</b>

Source: SDUSD 2019

CPU = Community Plan Update

Potential student generation rates for future development within the CPU area, which are based on the number of additional housing units anticipated under the proposed project and the student generation rates presented in Table 5.10-1, are shown in Table 5.10-2, *Potential Student Generation Rates from Future Additional Housing in the CPU Area*. The generation rates are shown as a range. The low end of the range assumes that future additional housing units would generate students at a rate similar to current housing units. If future additional housing units are substantially different from the current units in terms of student generation, the number of students could be higher, as indicated by the high range.

<b>Table 5.10-2</b> <b>POTENTIAL STUDENT GENERATION RATES FROM FUTURE ADDITIONAL HOUSING IN THE CPU AREA</b>			
<b>Housing Type</b>	<b>Number of Additional Housing Units (2050)</b>	<b>Estimated Student Generation Rates</b>	<b>Number of Potential Students</b>
Single Family	None	N/A	N/A
Multi Family	+23,294	K-5: 0.069-0.138 6-8: 0.019-0.038 9-12: 0.027-0.054 <b>K-12: 0.115-0.230</b>	K-5: 1,607-3,214 6-8: 443-885 9-12: 629-1,258 <b>K-12: 2,679-5,357</b>

Source: SDUSD 2019

CPU = Community Plan Update; N/A = not applicable

The SDUSD demographers indicated that the potential increase of between 2,679 and 5,357 students from the future additional housing units under the proposed project would likely exceed the capacity of current district facilities. Therefore, new or expanded school facilities would likely be needed.

Government Code Section 65995 and Education Code Section 53080 authorize school districts to impose facility mitigation fees on new development to address any increased enrollment that may

result. SB 50, enacted on August 27, 1998, substantially revised developer fee and mitigation procedures for school facilities as set forth in Government Code Section 65996. The legislation holds that an acceptable method of offsetting a project's effect on the adequacy of school facilities is payment of a school impact fee prior to issuance of a building permit. Once paid, the school impact fees would serve as mitigation for any project-related impacts to school facilities. As such, the City is legally prohibited from imposing any additional mitigation related to school facilities, as payment of the school impact fees constitutes full and complete mitigation. The school district will be responsible for any potential expansion or development of new facilities. While SDUSD would collect fees from future development to fund school facilities, if needed, this impact would be potentially significant as impacts associated with the development of future school facilities are not known at this time.

#### **e. Libraries**

The Serra Mesa-Kearny Mesa Branch Library is the primary branch library that serves the CPU area. It encompasses 15,626 SF and meets the minimum library branch size of 15,000 SF as established in the General Plan. According to General Plan standards, library branches should serve a resident population of 30,000 within a two-mile radius. Most of the CPU area is within two miles of the Serra Mesa-Kearny Mesa Branch Library except for the very northern and northwestern portions. These portions, however, are within two miles of either the Balboa Branch, which is located within the Clairemont Mesa community to the west, or the Tierrasanta Branch, located within the Tierrasanta community to the east. Thus, these libraries would provide an adequate service area to meet the needs of existing and future residents within the CPU area.

Based on 2018 population estimates (SANDAG 2019b), the population of the CPU area is 10,968, and the projected population upon buildout of the proposed CPU based on the SANDAG population per household rate is estimated to be 58,883. In addition to serving the Kearny Mesa community, the Serra Mesa-Kearny Mesa Branch also serves the Serra Mesa community to the south. Thus, the Serra Mesa-Kearny Mesa Branch Library would not meet General Plan service population standards at full implementation of the project, which could result in the need for new or expanded library facilities. No new library facilities are identified in the proposed CPU.

The construction of new library facilities could result in environmental impacts, including water quality, air quality, and noise impacts. Compliance with existing regulations would serve to reduce potential environmental impacts associated with the construction of future library facilities. Additionally, any future construction of library facilities would be subject to a separate environmental review at the time design plans are available. Nevertheless, this impact would be potentially significant as impacts associated with the construction and operation of future library facilities are not known at this time.

### 5.10.4.2 Issue 2: Deterioration of Existing Neighborhood Parks and Recreational Facilities

*Would the proposed project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

The proposed project would increase the capacity for multi-family residential units and non-residential development in the CPU area. The growth associated with these future developments could result in an increase in the use of existing neighborhood and regional parks or other recreational facilities, potentially resulting in physical deterioration of such facilities. As discussed above in Section 5.10.4.1.c, the existing and projected deficit in population-based parks and recreation facilities would remain upon implementation of the proposed project. While there are potential future park and recreation facilities identified within the CPU area, the proposed CPU does not propose any specific facilities at this time. However, the proposed CPU provides a policy framework related to parks and recreation facilities intended to further decrease the parkland and recreation facilities deficit and provide recreational opportunities for residents and visitors of the CPU area. While the development of future park and recreational facilities with the CPU area could offset the potential increased use of existing recreational facilities and their associated physical deterioration, it is unknown to what extent these potential future facilities would be able to accommodate increases in demand for recreation facilities. Thus, as it cannot be ensured that impacts associated with the deterioration of neighborhood parks and recreational facilities would be mitigated to a less than significant level, impacts would be potentially significant.

### 5.10.4.3 Issue 3: Construction or Expansion of Recreational Facilities

*Would the proposed project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

As discussed in Section 5.10.4.1.c, a deficit of population-based recreation facilities would continue to occur within the CPU area upon implementation of the proposed project. While the proposed CPU contains policies to promote the development of future parks a, the proposed CPU does not propose any specific facilities at this time and the programming and design of future facilities within the CPU area would be subject to project-level analysis at the time such facilities are proposed. Environmental impacts resulting from construction of future new or expanded recreational facilities would be identified during the project-level analysis. Nevertheless, this impact would be potentially significant as impacts associated with the development of future recreational facilities are not known at this time.

## 5.10.5 Significance of Impacts

### 5.10.5.1 Public Facilities

#### a. Police Protection

Implementation of the proposed project would increase the population within the CPU area, which could result in the need for new police facilities to achieve and maintain service ratios. Changes to

police staffing or facilities, if any, would be dependent on division and citywide needs as determined by the SDPD. Construction of new police facilities in the future could result in environmental impacts. Compliance with existing regulations would serve to reduce potential environmental impacts related to construction, and any future construction would be subject to a separate environmental review at the time design plans are available. Nevertheless, this impact would remain significant and unavoidable as impacts associated with the construction and operation of future police facilities are not known at this time.

#### **b. Fire/Life Safety Protection**

Implementation of the proposed project would increase the overall population in the CPU area, which could change fire-rescue response times and result in a demand for new or expanded facilities. Construction of new fire/life safety protection facilities in the future could result in environmental impacts. Compliance with existing regulations would serve to reduce potential environmental impacts associated with construction and any future construction would be subject to a separate environmental review at the time design plans are available. Nevertheless, this impact would remain significant and unavoidable as impacts associated with the construction and operation of future facilities are not known at this time.

#### **c. Parks and Recreation**

While there is an existing and projected deficit in population-based parks and recreation facilities, the proposed CPU contains policies to promote future parks and flexible public spaces and to facilitate the development of linear park systems.

The provision of additional parkland to serve the community could result in a physical impact on the environment which could be significant. As new recreational facilities are sited, designed, and constructed, existing regulations would serve to reduce potential construction impacts. Additionally, the construction of new park facilities would be subject to separate environmental review at the time design plans are available. Nevertheless, this impact would remain significant and unavoidable as impacts associated with the construction and operation of future park facilities are not known at this time.

#### **d. Schools**

Buildout of the proposed project would likely generate students at a rate that would exceed the capacity of current school district facilities. Future residential development that occurs in accordance with the proposed project would be required to pay school fees as outlined in Government Code Section 65995, Education Code Section 53080, and SB 50 to mitigate potential impacts on district schools. The City is legally prohibited from imposing any additional mitigation related to school facilities pursuant to SB 50, and the school districts would be responsible for any potential expansion or development of new facilities. While the school district would collect fees from future development to fund as needed school facilities, this impact would remain significant and unavoidable as impacts associated with the construction and operation of future school facilities are not known at this time.

### **e. Libraries**

Implementation of the proposed project could result in the need for new or expanded library facilities. The construction of new library facilities would be subject to separate environmental review at the time such facilities are proposed and existing regulations would serve to reduce potential environmental impacts associated with construction. Nevertheless, this impact would remain significant and unavoidable as impacts associated with the construction and operation of future library facilities are not known at this time.

#### **5.10.5.2 Deterioration of Existing Neighborhood Parks and Recreational Facilities**

Implementation of the proposed project could result in an increase in the use of existing neighborhood and regional parks or other recreational facilities, which could lead to the physical deterioration of such facilities. While there are potential future park and recreation facilities identified within the CPU area, the proposed CPU does not propose any specific facilities at this time. The development of future park and recreational facilities within the CPU area could offset the potential increased use of existing recreational facilities and their associated physical deterioration, but it is unknown to what extent these potential future facilities would be able to accommodate increases in demand for recreation facilities. Thus, as it cannot be ensured that impacts associated with the deterioration of neighborhood parks and recreational facilities would be mitigated to a less than significant level, impacts would be significant and unavoidable.

#### **5.10.5.3 Construction or Expansion of Recreational Facilities**

A deficit of population-based recreation facilities would continue to occur within the CPU area upon implementation of the proposed project. While the proposed CPU contains policies to promote the development of future facilities, the proposed CPU does not propose any specific recreational facilities at this time and the programming and design of future facilities within the CPU area would be subject to project-level analysis at the time such facilities are proposed. Environmental impacts resulting from construction of future new or expanded recreational facilities would be identified during the project-level analysis. As it cannot be ensured that impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to less than significant, impacts would be significant and unavoidable.

### **5.10.6 Mitigation Framework**

Buildout of the proposed project could result in the need for new police protection facilities, fire/life safety protection facilities, parks and recreation facilities, schools, and libraries. The construction of new or altered public facilities that may be needed would be subject to environmental review at the time of facility design and approval. While existing regulations would serve to reduce potential environmental impacts associated with the development of future facilities, this impact would remain significant and unavoidable as impacts associated with the construction and operation of future public facilities are not known. In addition, the proposed project would increase the capacity for multi-family residential and non-residential development in the CPU area, which could result in an increase in the use of existing neighborhood and regional parks or other recreational facilities, potentially causing physical deterioration of such facilities. While the development of future park

and recreational facilities with the CPU area could offset the potential increased use of existing recreational facilities and their associated physical deterioration, it is unknown to what extent potential future facilities would be able to accommodate increases in demand for recreation facilities. Thus, as it cannot be ensured that impacts associated with the deterioration of neighborhood parks and recreational facilities would be mitigated to a less than significant level, impacts would be significant and unavoidable. No feasible mitigation measures are available at this time.

## 5.11 Public Utilities

This section addresses potential impacts to public utilities that could result from implementation of the proposed project. Public utilities addressed include those related to water supply, utility infrastructure (i.e., storm water, sewer, water distribution facilities, and communications systems), and solid waste management. The analysis in this section is based, in part, on the *Kearny Mesa Community Plan Update Programmatic Water and Wastewater Summary* (West Coast Civil 2019b) and the WSA prepared by the City's PUD (City PUD 2019). These reports are included in Appendix K and Appendix L, respectively, to this PEIR.

### 5.11.1 Existing Conditions

The existing environmental setting, which includes a discussion of existing public utilities within the CPU area is contained in Section 2.3.11 of this PEIR. Section 4.11 of this PEIR includes a summary of the regulatory framework relative to public utilities.

### 5.11.2 Methodology and Assumptions

Potential impacts to public utilities resulting from implementation of the proposed project were evaluated based on relevant regulations and development guidelines of the SDMC, existing conditions, data on existing facilities and projected capacity needs found in online documentation and the CalRecycle Solid Waste Information System Database (SWIS), the WSA prepared for the proposed project (see Appendix L), and the programmatic water and wastewater summary prepared for the proposed project (see Appendix K).

### 5.11.3 Significance Determination Thresholds

Based on the City's CEQA Significance Determination Thresholds (City 2016), which have been modified to guide a programmatic analysis for the proposed project, a significant impact to public utilities could occur if implementation of the proposed project would:

1. Use excessive amounts of water beyond projected available supplies;
2. Promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios or other performance objectives; or
3. Result in impacts to solid waste management, including the need for the construction of new solid waste infrastructure including organics management, materials recovery facilities, and/or landfills; or result in a land use plan that would not promote the achievement of a 75 percent waste diversion as targeted in AB 341 and the City's Climate Action Plan.

## 5.11.4 Impact Analysis

### 5.11.4.1 Issue 1: Water Supply

*Would the proposed project use excessive amounts of water beyond projected available supplies?*

A WSA was prepared for the proposed project (City PUD 2019) by the PUD in compliance with SB 610 to assess whether sufficient water supplies are, or will be, available to meet the projected water demands of the proposed project during a normal, single-dry year, and multiple-dry year period during a 20-year projection. The WSA identifies existing water supply entitlements, water rights, water service contracts or agreements relevant to the identified water supply for the proposed project, and quantities of water received in prior years pursuant to those entitlements, rights, contracts, and agreements.

The MWD and the Water Authority have developed water supply plans to improve reliability and reduce dependence upon existing imported supplies. MWD's RUWMP and IWRP, and the Water Authority's 2015 UWMP and annual water supply report include water infrastructure projects that meet long-term supply needs through securing water from the State Water Project, Colorado River, local water supply development, and recycled water.

As discussed in the WSA, the City's 2015 UWMP demonstrates that there will be sufficient water supplies available to meet demands for existing and planned future developments that are projected to occur by 2040. Based on a normal water supply year, the estimated water supply projected in five-year increments for a 20-year projection will meet the City's projected water demand of 200,984 AF in 2020; 242,038 AF in 2025; 264,840 AF in 2030; 273,748 AF in 2035; and 273,408 AF in 2040. Based on a single-dry year forecast, the estimated water supply will meet the projected water demand of 213,161 AF in 2020; 256,883 AF in 2025; 281,167 AF in 2030; 290,654 AF in 2035; and 290,292 AF in 2040. Based on a multiple-dry year, third year supply, the estimated water supply will meet the projected demands of 208,665 AF in 2020; 251,402 AF in 2025; 275,139 AF in 2030; 284,412 AF in 2035; and 284,058 AF in 2040.

As demonstrated in the WSA, there is sufficient water planned to supply the proposed project's estimated annual average usage. The estimated water demand for development is 8,744,448 gallons per day (gpd), or 9,795.04 AF per year. In the City's 2015 UWMP, the planned water demand for the CPU area is approximately 6,999,608 gpd (7,840.57 AF per year) in 2040. While the proposed project would result in an unanticipated demand of approximately 1,744,849 gpd (1,954.47 AF per day), the remaining portion of the estimated demand not planned for in the City's 2015 UWMP would be accounted for through the Accelerated Forecasted Growth demand increment of the Water Authority's 2015 UWMP.

The Water Authority's 2015 UWMP provides a comprehensive planning analysis at a regional level and includes water demand associated with accelerated forecasted residential development as part of its municipal and industrial sector demand projections. These housing units were identified by SANDAG's land use plan in the course of its regional housing needs assessment but are not yet included in existing general land use plans of local jurisdictions. The water demand associated with the accelerated forecasted residential development is intended to account for SANDAG's land use development currently projected to occur between 2040 and 2050 but has the likely potential to

occur on an accelerated schedule. SANDAG estimates that this accelerated forecasted residential development could occur within the planning horizon of the 2015 UWMP. These units are not yet included in local jurisdiction general plans, so their projected demands are incorporated at a regional level. When necessary, this additional demand increment, termed Accelerated Forecasted Growth, can be used by Water Authority's member agencies, including the City, to meet the demands of development projects not identified in the general land use plans.

The WSA concluded that the proposed project is consistent with the water demands assumptions included in the regional water resource planning documents of the City, Water Authority, and MWD. Current and future water supplies, as well as the actions necessary to develop these supplies, have been identified in the water resources planning documents of the PUD, Water Authority, and MWD to serve the projected demands of the CPU area, in addition to the existing and planned future water demands of the PUD. Impacts related to water supply would be less than significant.

#### 5.11.4.2 Issue 2: Utilities

*Would the proposed project promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives?*

The City's General Plan calls for future growth to be focused into mixed-use activity centers linked to the regional transit system. Implementation of the proposed project would result in infill development, redevelopment, and villages in an existing developed area. The City's existing built areas are currently served by storm water, sewer, and water infrastructure, as well as various communication systems; however, some of the City's built areas, including those within the CPU area, have existing infrastructure deficiencies that would require capacity improvements to serve the existing and projected population within the CPU area. The following is a program-level analysis of the significance of impacts for each applicable utility.

##### a. Storm Water

The CPU area is mostly developed with impervious surfaces associated with existing buildings, roadways, and parking areas. Future development in accordance with the proposed project may result in an increase in impervious surfaces and has the potential to change the volumes and rates of runoff. Future projects implemented within the CPU area would be required to adhere to NPDES requirements to control direct storm water discharges and to the City's Storm Water Standards Manual. The Storm Water Standards Manual contains requirements that dictate design elements in development and redevelopment projects. Requirements pertaining to storm water runoff include LID BMPs, such as bioretention basins, cisterns, and rain barrels, to retain storm water on-site and limit runoff. The Storm Water Standards Manual also contains HMP requirements which include design elements to limit storm water runoff discharge rates and durations. In addition, the proposed CPU contains goals and policies within the Urban Design and the Policies sections to improve drainage patterns and decrease surface runoff. CPU policies UD 5.35 and UD 5.36 encourage the incorporation of "green" infrastructure as part of future projects to increase pervious areas and improve the existing management of runoff for sites within the CPU area. These policies support the installation of infrastructure to capture and minimize storm water runoff.

Although no storm water facilities are proposed at this time, future development projects implemented within the CPU area may require the installation of new storm drain facilities, which would be determined on a project-specific basis. As individual development projects are initiated, required improvements to the storm drain system would be identified as part of the project design and review process. Future storm water facilities would be required to comply with the requirements of applicable City standards and design guidelines, and would be subject to a separate environmental review at the time design plans are available. As site-specific information regarding potentially new storm water facilities is unknown at this time, the physical impacts associated with the construction of future storm water facilities would be potentially significant.

#### **b. Sewer**

Three CIP projects related to wastewater (sewer) infrastructure are planned to occur within the CPU area and are currently in the design phase. These CIP projects consist of the rehabilitation/ replacement of existing sewer mains and laterals with only 0.5 mile of new sewer main anticipated. The project does not propose new sewer collection or wastewater treatment facilities; however, future development projects implemented within the CPU area may require the installation of new wastewater facilities, which would be determined on a project-specific basis. As individual development projects are initiated under the proposed project, site-specific studies would be required to address the condition and capacity of the existing sewer infrastructure, and to identify necessary sewer infrastructure upgrades. All future sewer facilities within the CPU area would be required to comply with the SDMC regulations regarding sewers and wastewater facilities and the City's Sewer Design Guidelines, and would be subject to a separate environmental review at the time design plans are available. As site-specific information regarding potentially new sewer facilities is unknown at this time, the physical impacts associated with the construction of future sewer facilities would be potentially significant.

#### **c. Water Facilities**

Future development implemented in accordance with the proposed project may result in an increased demand for water. No new water distribution or treatment facilities are proposed; however, future development projects implemented within the CPU area may require the installation of new water facilities, which would be determined on a project-specific basis. As individual development projects are initiated under the proposed project, focused site-specific studies would be required to address water service, including meeting fire flow requirements, and to identify any water infrastructure upgrades which may be needed. Future water facilities would be required to comply with the City's Water Facility Design Guidelines and would be subject to a separate environmental review at the time design plans are available. As site-specific information regarding potentially new water facilities is unknown at this time, the physical impacts associated with the construction of future water facilities would be potentially significant.

#### **d. Communication Systems**

Private utility companies currently provide communications systems within the CPU area. Future development implemented in accordance with the proposed project could result in an increased demand for new communication systems. Associated utility improvements to existing communication systems would be determined on a project-specific basis. As individual development

projects are initiated under the proposed project, coordination with communications utility providers would occur as part of the project design and review process.

Future siting of communications infrastructure would be in accordance with the SDMC Section 141.0420, which regulates wireless communications facilities, as well as the City's Wireless Communications Facilities Guidelines and General Plan policies which seek to minimize visual impacts, and would be subject to a separate environmental review at the time design plans are available. As site-specific information regarding potentially new communications systems is unknown at this time, the physical impacts associated with the construction of future communications systems would be potentially significant.

### 5.11.4.3 Issue 3: Solid Waste Management

*Would the proposed project result in impacts to solid waste management, including the need for the construction of new solid waste infrastructure including organics management, materials recovery facilities, and/or landfills; or result in a land use plan that would not promote the achievement of a 75 percent waste diversion as targeted in AB 341 and the City's Climate Action Plan?*

CalRecycle provides estimates of solid waste generation rates for different types of land uses. Waste generation rates include all materials discarded, regardless of whether they are later recycled or disposed of in a landfill, since under state law the total amount of waste "generated" is considered to be the sum of the waste "disposed of" plus the waste "diverted" from disposal. Waste generation rates can be used to estimate the impact of new development on the local solid waste infrastructure, although it should be noted that impacts to solid waste infrastructure are not necessarily based on the amount of waste but whether any increase would require the development of new facilities. Since the majority of waste is managed through waste diversion, solid waste facilities include those necessary to provide composting, recycling, and other collection, separation, and diversion services.

Implementation of the proposed project would increase the areas that would allow for multi-family residential development in village areas within the CPU area compared to the adopted Community Plan. While the overall square feet of some land use categories would decrease under the proposed CPU, increases in certain types of and the square footage of certain land uses would cause an overall net increase in solid waste generation, as shown in Table 5.11-1, *Estimated Change in Solid Waste Generation*.

**Table 5.11-1  
ESTIMATED CHANGE IN SOLID WASTE GENERATION**

<b>Land Use</b>	<b>Unit</b>	<b>Waste Generation Rate (lbs/unit/day)</b>	<b>Unit Change</b>	<b>Change in Waste Generation (lbs/unit/day)</b>
Single-family residential	Dwelling unit	10	0	0
Multi-family residential	Dwelling unit	4	20,269	81,076
Mobile home	Dwelling unit	10	-325	-3,250
Office Commercial	Square feet	0.006	7,176,665	43,060
Retail Commercial	Square feet	0.046	3,119,774	187,186
Visitor Commercial	Square feet	0.005	155,580	778
Industrial	Square feet	0.006	2,224,089	13,345
Institutional	Square feet	0.007	-1,230,559	-8,614
Educational	Square feet	0.002	1,060,589	2,121
Recreation	Square feet	0.0312	169,115	5,276
<b>TOTAL</b>				<b>320,978</b>

Source: CalRecycle 2019

lbs = pounds

Future development projects implemented within the CPU area would be required to comply with the City's solid waste regulations. In addition, future development projects that involve the construction, demolition, and/or renovation of 40,000 square feet or more of building space which could generate approximately 60 tons of waste or more are required to prepare and implement a WMP. The WMPs would include measures to provide sufficient interior and exterior storage space for refuse and recyclable materials, and measures to handle landscaping and green waste materials associated with the occupancy of the proposed development. In tandem with the WMP, all new development projects must comply with the City's Construction and Demolition Debris Diversion Deposit Program Ordinance (SDMC Section 66.0601 et seq.) and SDMC Section 142.0801 et seq. which outlines the requirements for refuse and recyclable materials storage. In addition, future development projects would be required to comply with the City's Recycling Ordinance (SDMC Section 66.0701 et seq.).

Buildout of the proposed project would increase density within the CPU area, but it would not induce regional population growth. The General Plan addresses waste management in Policies PF-I.1 through PF-I.5, focusing on waste recycling and the diversion of materials in PF-I.2. Regardless of implementation of the proposed CPU, any future projects that would occur in the CPU area would require compliance with existing City regulations, and thus, would not affect the City's overall ability to attain a 75-percent recycling target as required under AB 341. Implementation of the proposed project would not result in the need for the construction of new solid waste infrastructure, nor would it affect attainment of the City's 75 percent recycling target; therefore, impacts associated with solid waste management would be less than significant.

## 5.11.5 Significance of Impacts

### 5.11.5.1 Water Supply

Based on the findings of the WSA, there is sufficient water supply to serve the existing and projected demands associated with implementation of the proposed project, and future water demands

within the PUD's service area in normal, single dry year, and multiple dry year forecasts. Therefore, impacts on water supply would be less than significant.

### **5.11.5.2 Utilities**

#### **a. Storm Water**

Systematic improvements to storm water facilities throughout the CPU area are expected to be provided as gradual replacement of aging and substandard infrastructure is needed. Upgrades such as increasing the sizing and replacement of existing storm water pipelines and mains are an ongoing process. Upgrades to and maintenance of public storm water facilities or facilities granted and accepted via easement are administered by the City's Transportation and Storm Water Department (T&SW). Per City Council Policy 800-04, private land owners and developers are responsible for upgrading and maintaining storm water drainage facilities on private property. Future development projects proposed within the CPU area would be reviewed by the City to determine any significant adverse effects to the City's storm water system, as well as any significant environmental impacts associated with the installation of new storm water infrastructure. Nevertheless, given the lack of site-specific information regarding potential new storm water infrastructure, this impact would remain significant and unavoidable as impacts associated with the construction of future storm water facilities are not known at this time.

#### **b. Sewer**

As discussed above, systematic improvements to sewer facilities throughout the CPU area are expected to be provided as gradual replacement of aging and substandard infrastructure is needed. Upgrades such as increasing the sizing and replacement of existing sewer pipelines and mains are an ongoing process. Upgrades to sewer infrastructure are administered by the City's PUD and are handled on a project-by-project basis. Future development projects proposed within the CPU area would be reviewed by the City to determine any significant adverse effects to the City's sewer facilities, as well as any significant environmental impacts associated with the installation of new sewer facilities. Nevertheless, given the lack of site-specific information regarding potential new sewer facilities, this impact would remain significant and unavoidable as impacts associated with the construction of future sewer facilities are not known at this time.

#### **c. Water Facilities**

As discussed above, systematic improvements to water facilities throughout the CPU area are expected to be provided as gradual replacement of aging and substandard infrastructure is needed. Upgrades such as increasing the sizing and replacement of existing water pipelines and mains are an ongoing process. Upgrades to water infrastructure are administered by the City's PUD and are handled on a project-by-project basis. Future development projects proposed within the CPU area would be reviewed by the City to determine any significant adverse effects to the City's water distribution system, as well as any significant environmental impacts associated with the installation of new water infrastructure. Nevertheless, given the lack of site-specific information regarding potential new water facilities, this impact would remain significant and unavoidable as impacts associated with the construction of future water infrastructure are not known at this time.

#### **d. Communications Systems**

No specific communications systems improvements are proposed as part of the CPU. As individual development projects are initiated under the proposed project, coordination with communications utility providers would occur as part of project design and review process to identify any needed improvements to communication facilities. Future communications systems infrastructure would undergo a project-level review by the City to determine any significant environmental impacts associated with the installation of this infrastructure. Nevertheless, given the lack of site-specific information regarding potential new communications systems infrastructure, this impact would remain significant and unavoidable as impacts associated with the construction of future communications systems are not known at this time.

#### **5.11.5.3 Solid Waste Management**

It is anticipated that implementation of the proposed project would increase the solid waste management needs within the area. The proposed project would provide more concentrated land uses within portions of the CPU area. When land uses are more concentrated, per-unit environmental impacts associated with solid waste management, such as collection truck miles per ton collected, are reduced. Greater efficiencies and expanded opportunities for the recycling of marginally marketable items becomes more feasible. Future development projects implemented within the CPU area would be required to comply with the solid waste regulations of the SDMC. In addition, any future discretionary development exceeding the City's 60-ton solid waste threshold must prepare a WMP targeting a 75-percent waste reduction. Therefore, impacts to solid waste management from implementation of the proposed project would be less than significant.

#### **5.11.6 Mitigation Framework**

Impacts associated with water supply and solid waste management would be less than significant; therefore, no mitigation is required. Impacts associated with utilities would be significant and unavoidable and no mitigation measures are available at this time.

## 5.12 Transportation

This section of the PEIR addresses the potential impacts on the transportation system that would result from implementation of the proposed project. The analysis in this section is based, in part, on the *Kearny Mesa Community Plan Update Transportation Impact Study* (Chen Ryan and Associates 2020), which is included as Appendix M of this PEIR.

### 5.12.1 Existing Conditions

The existing environmental setting, which includes a general discussion of existing conditions related to transportation is contained in Section 2.3.12 of this PEIR. Section 4.12 of this PEIR includes a summary of the regulatory framework relative to transportation. More detailed information on the existing transportation system is provided below.

#### 5.12.1.1 Roadway and Freeway Network

This section provides a description of the existing roadway and freeway network within the study area. The study area encompasses the Kearny Mesa Community Planning Area (CPU area) plus one segment and intersection beyond, where not separated by freeways and natural barriers. Roadways described below are intended to reflect the areas within the study area and may not reflect the entirety of the facility.

##### a. East – West Roadways

*Copley Drive* is a two-lane roadway with a center left-turn lane between the end of the roadway and Hickman Field Drive. Between Hickman Field Drive and Convoy Terrace/Copley Park Place, the roadway widens to four lanes with an unstriped median. There is a posted speed limit of 35 miles per hour (mph). Parking is not permitted on either side of the roadway. Sidewalk is present along the north side of the roadway between Hickman Field Drive and Convoy Terrace/Copley Park Place and along the south side of the roadway between the end of the road and the REI driveway. Class II bike facilities are present.

*Chesapeake Drive* is a two-lane undivided roadway with a posted speed limit of 30 mph. Parallel parking is permitted along both sides of the road. Sidewalks are present along both sides of the roadway. There are no bicycle facilities present.

*Copley Park Place* is a four-lane roadway with a center left-turn lane and posted speed limit of 40 mph. On-street parking is not permitted. Sidewalks are present along the north side of the roadway. Class II bicycle facilities are present.

*Convoy Court* is a two-lane roadway with a center left turn lane between Hickman Field Drive and Convoy Street. East of Convoy Street, the roadway is undivided. The posted speed limit between Hickman Field Drive and Ruffner Street is 35 mph and increases to 40 mph between Ruffner Street and Convoy Street. East of Convoy Street, no posted speed limit is present. Parallel parking is permitted along the roadway. Sidewalks are only present between Hickman Field Drive and Shawline Street on the south side of the street, and in front of one business on the north side of the

roadway between Convoy Street and the roadway's eastern terminus. There are no bicycle facilities present.

*Clairemont Mesa Boulevard* is comprised of the following segments:

- Doliva Drive to Shawline Street: a five-lane roadway with three eastbound (EB) lanes and two westbound (WB) lanes, with the eastbound roadway narrowing to two lanes over I-805. A raised median is present between Doliva Drive and Shawline Street. There is a posted speed limit of 35 mph and parking is not permitted. Class II bicycle lanes are present on the east side of I-805.
- Shawline Street to Murphy Canyon Road: widens to six lanes with a striped median and channelized left turn lanes between Shawline Street and Mercury Street. Between Mercury Street and Kearny Mesa Road, there are alternating segments of striped median and raised median to Kearny Mesa Road. From Kearny Mesa Road to Murphy Canyon Road, the median is raised. There is a posted speed limit of 35 mph that increases to 40 mph east of Kearny Villa Road. Parking is permitted intermittently on either side of the street and sidewalks are present. Class II bicycle lanes present on the south side of the street between Ruffin Road and Murphy Canyon Road.
- Murphy Canyon Road to Antigua Boulevard: Between Murphy Canyon Road and the I-15 Southbound (SB) Ramps, the roadway narrows to an undivided five lane roadway, with two eastbound and three westbound lanes. Between the I-15 SB Ramps to Antigua Boulevard, the roadway narrows further to four lanes. A raised median is present between the I-15 Northbound (NB) Ramps and Antigua Boulevard. No posted speed limit is present between Murphy Canyon Road and the I-15 NB Ramps, after which the posted speed limit increases to 50 mph. Sidewalks are generally present along both sides of the roadway, except along the south side of the roadway over I-805, and between Kearny Mesa Road and the SR 163 SB Ramps. Class II bicycle lanes are present on both sides of the street between Chesapeake Drive (just west of Murphy Canyon Road) and Antigua Boulevard.

*Ronson Road* is a two-lane roadway. Between Shawline Street and Ruffner Street, a center left-turn lane is present, which transitions to become an undivided roadway east of Ruffner Street. A posted speed limit of 30 mph is present between Shawline Street and Ruffner Street, which increases to 35 mph between Ruffner Street and Convoy Street. No posted speed limit is present between Convoy Street and Mercury Street, after which the posted speed limit reduces to 30 mph between Mercury Street and Kearny Mesa Road. Parallel parking is permitted along both sides of the roadway. Sidewalks are present on both sides of the street, except between Mercury Street and Kearny Mesa road, where sidewalks are only present on the south side of the street. Class II bicycle facilities are present east of Ruffner Street, except between Convoy Street and Mercury Street, where they are only present on the north side of the street.

*Raytheon Road* is a two-lane roadway with a center left-turn lane with a posted speed limit of 35 mph. On-street parallel parking is permitted. Sidewalks are present along both sides of the roadway. There are no bicycle facilities present.

*Lightwave Avenue* is a four-lane roadway with a center left-turn lane. A posted speed limit of 45 mph is present between Kearny Villa Road and Overland Avenue. On-street parallel parking is

intermittently permitted along the south side of the road between Kearny Villa Road and Paramount Drive. Sidewalks are generally present, with a missing segment along the north side of the road between Kearny Villa Road and Paramount Drive. Class II bicycle facilities are present.

*Ruffin Court* is a two-lane roadway with a center left-turn lane and a posted speed limit of 30 mph. On-street parallel parking is permitted. Sidewalks are present along both sides of the roadway. There are no bicycle facilities present.

*Vickers Street* is a two-lane undivided roadway with a posted speed limit of 30 mph. On-street parallel parking is permitted. Sidewalks are present along both sides of the roadway. There are no bicycle facilities present.

*Spectrum Center Boulevard* is a four-lane roadway with a raised median between Kearny Villa Road and Sunroad Centrum Lane. Between Sunroad Centrum Lane and Paramount Drive, the roadway narrows to become a two-lane undivided roadway. East of Paramount Drive, the roadway widens to four lanes, with a raised median present. A posted speed limit of 30 mph is present. On-street parallel parking is permitted between Sunroad Centrum Lane and Paramount Drive. Sidewalks are present along both sides of the roadway. Class II bicycle facilities are generally present, with the exception of between Sunroad Centrum Lane and Paramount Drive.

*Engineer Road* is a two-lane roadway with a center left-turn lane between Cardin Street and Mercury Street. East of Mercury Street, the roadway transitions to become undivided. A posted speed limit of 30 mph is present. On-street parallel parking is permitted along both sides of the roadway. Sidewalks are present along both sides of the roadway. There are no bicycle facilities present.

*Tech Way* is a four-lane roadway with a center left-turn lane between Kearny Villa Roadway and 1,800 feet west of Overland Avenue. To the east of that point, the roadway narrows to two lanes, and maintains a center left-turn lane. A posted speed limit of 45 mph is present. On-street parking is not permitted. Sidewalks and Class II bicycle facilities are present along both sides of the roadway.

*Opportunity Road* is a two-lane undivided roadway between Cardin Street and Ruffner Street. East of Ruffner Street, it is a two-lane roadway with a center left-turn lane. There are no posted speed limits. On-street parallel parking and sidewalks are present along both sides of the roadway. There are no bicycle facilities present.

*Balboa Avenue* is a six-lane roadway with a raised or striped median between Charger Boulevard and Kearny Villa Road. The roadway narrows to four lanes with a raised median between Kearny Villa Road and Ruffin Road. Balboa Avenue widens to six lanes with a raised median between Ruffin Road and the I-15 SB Ramps, beyond which where the roadway changes nomenclature to Tierrasanta Boulevard. A posted speed limit of 45 mph is present approaching the I-805 SB On-ramps and is reduced 35 mph on the east side of the I-805 overpass, approaching the business district. The speed limit increases to 40 mph after crossing Kearny Villa Road. On-street parking is not permitted. Sidewalks are present along both sides of the roadway until Kearny Villa Road. Between Kearny Villa Road and Ruffin Road, sidewalks are only intermittently present in front of select properties or on one side of the roadway. There is no sidewalk on the south side of the roadway east of Viewridge Avenue. Class II bicycle lanes are generally present, with the exception of between Charger Boulevard and Ruffner Street, between Mercury Street and Kearny Villa Road, and between Ruffin Road and the I-15 SB Ramps.

*Tierrasanta Boulevard* is a four-lane roadway with a raised median between the I-15 Ramps, and widens to five lanes, with two eastbound lanes, three westbound lanes, and a raised median, between the I-15 NB Ramps and Santo Road. There is a posted speed limit of 40 mph between the I-15 NB Ramps and Santo Road. No on-street parking is permitted. Sidewalks are present along the north side of the roadway only. There are no bicycle facilities present.

*Armour Street* is comprised of two distinct, offset segments of roadway that is bisected by Convoy Street. Both segments are two-lane undivided roadways with a posted speed limit of 30 mph. On-street parallel parking is permitted along both sides of the street. Sidewalks are present on both sides of the street and there are no bicycle facilities present.

*Chesapeake Drive* is a two-lane undivided roadway with a posted speed limit of 30 mph. On-street parallel parking is permitted. Sidewalks are present along both sides of the roadway. Bicycle facilities are not present.

*Ridgehaven Court* is a two-lane undivided roadway with no posted speed limit. On-street parallel parking is permitted, and sidewalks are present along both sides of the roadway. There are no bicycle facilities present.

*Othello Avenue* is a two-lane undivided roadway with a posted speed limit of 35 mph. On-street parallel parking is permitted, and sidewalks are present along both sides of the roadway. There are no bicycle facilities present.

*Aero Drive* is comprised of the following segments:

- Linda Vista Road to Broadstone Driveway: four-lane roadway with a raised median.
- Broadstone Driveway to Sandrock Road: the roadway widens to five lanes, with three eastbound lanes, two westbound lanes, and a raised median.
- Sandrock Road to Ruffin Road/Daley Center Drive: The road narrows to four lanes, with a center left-turn lane between Sandrock Road and Ruffin Road and a raised median between Ruffin Road (south) and Ruffin Road (north)/Daley Center Drive.
- Ruffin Road (north)/Daley Center Drive to the I-15 SB Ramps: Widens to seven lanes, with four eastbound lanes, three westbound lanes, and a raised median between.
- East of the I-15 SB Ramps: Narrows to five lanes, with two east bound lanes, three westbound lanes, and a striped median, then transitions to a four-lane roadway with a striped median between the I-15 NB Ramps and Santo Road.

A posted speed limit of 40 mph is generally present along the western half of Aero Drive, with an increase to 45 mph east of Sandrock Road. No on-street parking is permitted. Sidewalks are generally present, with segments missing over the SR 163 freeway, along the north side of the roadway between Kearny Villa Road and Afton Road, and along the north side of the roadway between Sandrock Road and Ruffin Road (north)/Daley Center Drive. Class II bicycle lanes are present.

*Mesa College Drive* is a four-lane roadway with a raised median and a posted speed limit of 30 mph. On-street parking is not permitted. Sidewalks are present along the north side of the roadway, while segments are missing along the south side. Class II bicycle lanes are present.

*Stonecrest Boulevard* is a two-lane roadway with a raised median between West Canyon Avenue and Daley Center Drive, and an undivided roadway between Daley Center Drive and Murphy Canyon Road with no posted speed limit. On-street parking is not permitted. Sidewalks are present along both sides of the roadway. Class II bicycle lanes are present.

## **b. North – South Roadways**

*Hickman Field Drive* is a two-lane roadway with a center left-turn lane and a posted speed limit of 35 mph. No on-street parking is permitted. Sidewalks are present along both sides of the roadway. Class II bicycle lanes are present.

*Shawline Street* is a four-lane undivided roadway between Convoy Court and Clairemont Mesa Boulevard. South of Clairemont Mesa Boulevard, the roadway transitions from a four-lane roadway with a raised median to a two-lane roadway with a center left-turn lane. There is no posted speed limit and no on-street parking is permitted. Sidewalks are present along both sides of the roadway. No bicycle facilities are present.

*Cardin Street* is a two-lane undivided roadway with no posted speed limit. On-street parallel parking is permitted along both sides of the roadway. Sidewalks are present along both sides of the roadway. No bicycle facilities are present.

*Caledonia Drive* is a two-lane undivided roadway with no posted speed limit. On-street parallel parking is permitted along both sides of the roadway. Sidewalks are present along both sides of the roadway. No bicycle facilities are present.

*Ruffner Street* is a four-lane undivided roadway between Convoy Terrace/Copley Park Place and Convoy Court. The roadway narrows to two lanes with a center left-turn lane between Convoy Court and Balboa Avenue. South of Balboa Avenue, Ruffner Street transitions to become a two-lane undivided roadway. A posted speed limit of 30 mph is present between Clairemont Mesa Boulevard and Balboa Avenue. On-street parallel parking is generally permitted, except for the west side of the roadway between Convoy Terrace/Copley Park Place and Convoy Court. Sidewalks are present along both sides of the roadway. No bicycle facilities are present.

*Ostrow Street* is a two-lane undivided roadway with no posted speed limit. On-street parallel parking is permitted along both sides of the roadway. Sidewalks are present along both sides of the roadway. No bicycle facilities are present.

*Convoy Street* is a two-lane undivided roadway between the MCAS Miramar gate and the SR 52 WB Ramps. The roadway widens to three lanes over SR 52 to Copley Park Place, with one northbound and two southbound lanes and a striped median. The median transitions to a center left-turn lane and striped median between Copley Park Place and Balboa Avenue. The roadway is undivided between Balboa Avenue and Armour Street, transitioning to a center left-turn lane between Armour Street and Othello Avenue. South of Othello Avenue, the roadway has a raised median with a small segment of a center left turn lane near the Costco Business Center. Speed limits of 35 mph are

intermittently posted along the roadway. On-street parallel parking is permitted south Copley Park Place, although is only permitted along the east side of the roadway between Copley Park Place and Clairemont Mesa Boulevard and between Daggett Street and Balboa Avenue. Sidewalks are present along the east side of the roadway between Copley Park Place and Convoy Court, and along both sides of the roadway south of Convoy Court. No bicycle facilities are present.

*Linda Vista Road* is a four-lane roadway with a striped median and a posted speed limit of 40 mph. On-street parallel parking is not permitted. Sidewalks are present along the west side of the roadway. Class II bike lanes are present.

*Mercury Street* is comprised of the following segments:

- Northern terminus to Clairemont Mesa Boulevard: a two-lane undivided roadway with no posted speed limit, parallel parking on both sides of the street, and intermittent sidewalk on the east side of the street. No bicycle facilities are present.
- Clairemont Mesa Boulevard to Engineer Road: roadway becomes two lanes with a center left-turn lane. A posted speed limit of 35 mph is present. There is parallel parking on both sides of the street. There are sidewalks on both sides of the street in this segment, except between Clairemont Mesa Boulevard and Ronson Road where parking is only permitted on the west side of the street. No bicycle facilities are present.
- Engineer Road to Balboa Avenue: roadway widens to four lanes. There is a striped median between Engineer Road and the SR 163 SB Ramps and a striped and a small segment of raised median between SR 163 SB Ramps and Balboa Avenue. There is no posted speed limit. Parking is permitted on the west side of the street and sidewalks are present on both sides. No bicycle facilities are present.
- Balboa Avenue to Armour Street: roadway widens further to five lanes, with three northbound and two southbound lanes and a striped median. There is a posted speed limit of 40 mph. There is parallel parking and sidewalk on both sides of the street. No bicycle facilities are present. Between Armour Street and Convoy Street, the road nomenclature changes to Kearny Mesa Road, and is described below.

*Kearny Mesa Road* is comprised of the following segments:

- Northern terminus to Clairemont Mesa Boulevard: two-lane undivided roadway between the northern terminus and Clairemont Mesa Boulevard. Parallel parking is present on the west side of the roadway and this segment has a posted speed limit of 30 mph. Sidewalk is present on the west side of the roadway for approximately 1,200 feet north of Clairemont Mesa Boulevard.
- Clairemont Mesa Boulevard to south of Buckhorn Street: roadway briefly widens to accommodate traffic from Clairemont Mesa Boulevard and then narrows to two lanes with a center left-turn lane. South of Buckhorn Street, the roadway transitions to a two-lane undivided roadway and its nomenclature changes to Engineer Street. A posted speed limit of 35 mph is present. On-street parallel parking is permitted, with some sections of angled

parking present along the west side of the roadway. Sidewalks are generally present along the west side of the roadway.

- Armour Street to Convoy Street (a southern extension of Mercury Street): four-lane undivided roadway between Armour Street and Othello Avenue and becomes four lanes with a center left turn lane between Othello Avenue and Convoy Street. A posted speed limit of 40 mph is present between Othello Avenue and Convoy Street. On-street parallel parking is present, although no parking is permitted along the east side of the roadway between Othello Avenue and Convoy Street. Sidewalks are present along the west side of the roadway and in front of businesses at the north and south end of the segment.

No bicycle facilities are present on any segment of Kearny Mesa Road.

*Kearny Villa Road* is comprised of the following segments:

- SR 52 WB On-ramps to Waxie Way: roadway is four lanes with a center left-turn lane between approximately 260 feet north of the SR 52 WB Ramps and the SR 52 WB Ramps. The median transitions to a striped median along the SR 52 overpass, and briefly widens to five lanes, with three northbound lanes, two southbound lanes, and a raised median. Parking is not permitted. Class II bicycle lanes are present on both sides of the street. Sidewalk is present on the east side of the street between the SR 52 EB On-ramps and Waxie Way.
- Ruffin Road to Chesapeake Drive: at this location, Kearny Villa Road turns 90 degrees, so this segment runs in the east-west direction. Roadway is three lanes with two eastbound lanes, one westbound lane, and a center left-turn lane. The posted speed limit is 35 mph for westbound traffic and 40 mph for eastbound traffic. Parking is not permitted. Sidewalks are present along the south side of the roadway.
- Chesapeake Drive to Clairemont Mesa Boulevard: two lanes with a center left-turn lane. Parallel parking is permitted on both sides of the street. Sidewalks are present on the east side of the roadway, with select businesses having sidewalk in front of their property. The posted speed limit is 40 mph for northbound traffic.
- Clairemont Mesa Boulevard to Aero Drive: road widens to a four-lane undivided roadway with intermittent segments of striped median. Between Tech Way and the SR 163 Ramps, the roadway widens to a five-lane undivided roadway with three southbound lanes and two northbound lanes. Between the SR 163 Ramps and Balboa Avenue, the roadway becomes three northbound lanes and two southbound lanes. South of Balboa Avenue, it transitions back to a four-lane roadway with striped median. There is a posted speed limit of 40 mph, increasing to 45 mph briefly in the section adjacent to the airport south of the SR 163 NB Ramps, before reducing again to 40 mph near Aero Drive. Parking is not permitted, and sidewalk is not present.
- South of Aero Drive: continues as a four-lane roadway with a raised median. Over the I-805 interchange, the roadway's changes names to Mesa College Drive. Sidewalk is present on both sides of the street and parking is not permitted.

Class II bicycle lanes are present on all segments of Kearny Villa Road.

*Mesa College Drive* continues from the southern terminus of Kearny Villa Road and is a four-lane roadway with a raised median and no posted speed limit. On-street parking is not permitted. Sidewalks are present along the north side of the roadway. Class II bicycle lanes are present.

*Afton Road* is a two-lane undivided roadway with a posted speed limit of 25 mph. On-street parallel parking is permitted. Sidewalks are present along both sides of the roadway. Bicycle facilities are not present.

*Complex Drive/Kearny Villa Way* is a two-lane undivided roadway and no posted speed limit; Kearny Villa Way runs in the north-south direction and makes a 90-degree turn, where it becomes Complex Drive. At the bend, there is a small cul-de-sac that services several business parking lots. On-street parallel parking is permitted. Sidewalks are not present, except in front of select businesses at either end of the street on the north and west sides of Complex Drive. No bicycle facilities are present.

*Sandrock Road* is a two-lane roadway with a center left-turn lane and a posted speed limit of 35 mph. On-street parallel parking is permitted. Sidewalks are present along both sides of the roadway. Class II bicycle facilities are present.

*Overland Avenue* is a two-lane roadway with a center left-turn lane between its northern terminus and Farnham Street and a striped median between Farnham Street to Clairemont Mesa Boulevard. South of Clairemont Mesa Boulevard, the roadway widens to four lanes with a raised median to Spectrum Center Boulevard. South of Spectrum Center Boulevard, the roadway narrows to two lanes with a center left-turn lane. A posted speed limit of 35 mph is present between Clairemont Mesa Boulevard and Spectrum Center Boulevard. On-street parking is not permitted. Sidewalks are present on both sides of the street. Class II bicycle lanes are present south of Clairemont Mesa Boulevard.

*Ruffin Road (north of Aero Drive)* is a four-lane roadway with a center left-turn lane. There is a small segment of raised median between Clairemont Mesa Boulevard and Lightwave Avenue/Ruffin Court. Additionally, the roadway is undivided for a short segment between Farnham Way and Clairemont Mesa Boulevard. A posted speed limit of 45 mph is present. On-street parallel parking is generally permitted, except between Aero Drive and Ridgehaven Court, except in select locations near Sky Park Court. Sidewalks and Class II bicycle facilities are present.

*Ruffin Road (south of Aero Drive)* is a four-lane roadway with a center left-turn lane and a posted speed limit of 40 mph. On-street parallel parking is permitted. Sidewalks are present along both sides of the roadway. Bicycle facilities are not present.

*West Canyon Avenue* is a four-lane roadway with a raised median between Aero Drive and approximately 380 feet south of Aero Drive. The roadway narrows to two lanes south of Granite Ridge Drive and has both raised median and segments of undivided roadway to the roadway's southern terminus. On-street parallel parking is available along both sides of the street. Sidewalks are present and there is a posted speed limit of 40 mph. No bicycle facilities are present.

*Viewridge Court* is a two-lane undivided roadway and no posted speed limit. On-street parallel parking is permitted. Sidewalks are present along both sides of the roadway. Bicycle facilities are not present.

*Viewridge Avenue* is a two-lane roadway with a center left-turn lane between Viewridge Court and Balboa Avenue with a posted speed limit of 35 mph. South of Balboa Avenue, it becomes an undivided roadway with a reduced speed limit of 25 mph. On-street parallel parking is permitted. Sidewalks are present along both sides of the roadway north of Balboa Avenue only. Bicycle facilities are not present.

*Daley Center Drive* is a four-lane roadway with a raised median, which narrows to become a two-lane roadway with a raised and striped median south of Stonecrest Boulevard. A posted speed limit of 40 mph is present. No on-street parking is permitted. Sidewalks and Class II bicycle facilities are present.

*Murphy Canyon Road* is comprised of the following segments:

- Clairemont Mesa Boulevard to Balboa Avenue: a two-lane undivided roadway. There are sidewalks on both sides of the side and parallel parking is permitted to approximately 550 feet south of the Balboa Avenue overcrossing. No bicycle facilities are present.
- Balboa Avenue to Aero Drive: At a distance of approximately 550 feet south of the Balboa Avenue overcrossing, the roadway transitions to a two-lane road with a center left-turn lane. Just north of the former Chargers practice area driveway, the roadway widens to three lanes, with two northbound lanes, one southbound lane and a center left-turn. South of the practice facility, the roadway widens to a four-lane roadway with a center left turn lane with sections near Aero Drive having a raised median. The posted speed limit is 40 mph. On-street parking is not permitted, except in front of the Chargers practice facility. Sidewalk is present on both sides of the roadway, except between the former Chargers practice facility and Balboa Avenue, where it is present only on the west side of the roadway. Class II bicycle lanes are present south of the Chargers practice facility.
- South of Aero Drive: a four-lane roadway with a raised median that narrows to become a two-lane undivided roadway south of the Wal-Mart Driveway. A posted speed limit of 35 mph increases to 40 mph between Stonecrest Boulevard and the I-15 SB On-ramp. Parking is not permitted on the street. Sidewalk is present on the west side of the roadway until the Wal-Mart Drive, but no sidewalks are present south of the Wal-Mart Driveway. Class II bicycle lanes are present and become a Class III bicycle route at the entrance to the Stadium Golf Center and Batting Cages facility, before transitioning at the cul-de-sac to a Class I separated bicycle path.

### **c. Freeways**

Four freeways run adjacent to or traverse the study area that carry substantial traffic volumes and provide regional mobility. A description of each freeway is provided within the context of the study area.

SR 52 is an east-west facility splitting from I-5 near La Jolla and running to SR 67 in El Cajon, where the freeway terminates. The freeway is maintained and operated by Caltrans. In the study area, SR 52 has between four and six mixed-flow/general purpose lanes (two to four eastbound lanes, two to three westbound lanes) and zero to three auxiliary lanes (zero to two eastbound lanes, zero to one westbound lanes) within the study area. Within Kearny Mesa, SR 52 is accessible at the I-805 interchange, Convoy Street, the SR 163 interchange, Ruffin Road, and the I-15 interchange. In 2016, SR 52 carried between 89,000 and 107,000 ADT along segments adjacent to Kearny Mesa.

I-805 is a north-south facility splitting from I-5 in Sorrento Valley and running parallel to I-5 to just north of the US-Mexico International Border, where the freeways merge back together. The freeway is maintained and operated by Caltrans. In the Kearny Mesa community, I-805 has eight mixed-flow/general purpose lanes (four northbound lanes and four southbound lanes) and zero to two auxiliary lanes (zero to one southbound lane, zero to two northbound lanes) within the study area. Within Kearny Mesa, I-805 is accessible at the SR 163 interchange, Balboa Avenue, Clairemont Mesa Boulevard, and the SR 52 interchange. In 2016, I-805 carried between 176,000 and 204,000 ADT along segments adjacent to Kearny Mesa.

SR 163 is a north-south facility running from I-15, north of SR 52, to downtown San Diego. The freeway is maintained and operated by Caltrans. SR 163 has eight mixed-flow/general purpose lanes (four northbound lanes and four southbound lanes) and zero to three auxiliary lanes (zero to two northbound lanes, zero to one southbound lanes) within the study area. Access within Kearny Mesa is provided at the I-805 interchange, Balboa Avenue/Kearny Villa Road/Kearny Mesa Road, Clairemont Mesa Boulevard, Kearny Villa Road, and the SR 52 interchange. In 2016, SR 163 carried between 136,000 and 150,000 ADT along segments adjacent to Kearny Mesa.

I-15 is a north-south facility connecting San Diego County to Riverside County to the north and terminating in the Barrio Logan community near I-5 to the south. South of I-8, I-15 becomes SR 15. The freeway is maintained and operated by Caltrans. The freeway is comprised of seven to nine mixed-flow/general purpose lanes (four northbound lanes and three to five southbound lanes) and zero to three auxiliary lanes (zero to one northbound, zero to two southbound) within the study area. Access within Kearny Mesa is provided at Friars Road, Murphy Canyon Road, Aero Drive, Balboa Avenue/Tierrasanta Boulevard, Clairemont Mesa Boulevard, and the SR 52 interchange. In 2016, I-15 accommodated between 160,000 and 224,000 ADT along segments adjacent to Kearny Mesa.

### 5.12.1.2 Alternative Transportation Facilities

#### a. Existing Transit Facilities

Nearly all of the CPU area is located within designated Transit Priority Areas (TPAs), which include areas within one-half mile of an existing or planned major transit stop. A major transit stop is a site that contains a rail transit stations, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes, each having a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods.

Existing public transportation within the CPU area consists of bus service that is operated by MTS. Currently eight bus routes serve the community, including Routes 20, 25, 27, 44, 60, 120, 928, and Rapid Route 235. These bus routes operate along many of the community's major corridors and

most routes converge at the Kearny Mesa Transit Center (refer to Figure 2-13). Additional bus routes pass through the CPU area but do not have stops within Kearny Mesa, including Express Route 110 and Rapid Express Routes 280 and 290. These routes pass through the community along SR 163, offering connectivity to Downtown San Diego from points further north, such as Mira Mesa and Rancho Bernardo. A brief description of each bus route currently serving the CPU area is provided below.

*Route 20* runs north-south between the 10th Avenue/Broadway bus stop in Downtown San Diego and the Rancho Bernardo Transit Station in Rancho Bernardo. Within the CPU area, Route 20 runs along SR 163, Clairemont Mesa Boulevard, Complex Drive, Ruffin Road, and Kearny Villa Road.

*Route 25* runs north-south connecting the Old Town Transit Center with the Kearny Mesa Transit Center. Within the CPU area, Route 25 runs along Kearny Villa Road, Aero Drive, Daley Center Drive, Stonecrest Boulevard, Murphy Canyon Road, and Clairemont Mesa Boulevard.

*Route 27* runs east-west between the Pacific Beach community and the Kearny Mesa Transit Center. Route 27 runs along Balboa Avenue, Convoy Street, Clairemont Mesa Boulevard, and Complex Drive within the CPU area.

*Route 44* runs north-south between the Old Town Transit Center and the Clairemont. Within the CPU area, Route 44 runs along Kearny Mesa Road, Convoy Street, and Clairemont Mesa Boulevard.

*Route 60* runs north-south between the Euclid Avenue Transit Center and the UTC Transit Center. Within the CPU area, Route 60 runs along Balboa Avenue, Convoy Street, Clairemont Mesa Boulevard, and I-805. Route 60 currently only operates during peak periods in the peak commute direction on weekdays.

*Route 120* runs north-south between Downtown San Diego and the Kearny Mesa Transit Center. Within the CPU area, Route 120 runs along Kearny Villa Road, Aero Drive, Convoy Street, Kearny Mesa Road, Balboa Avenue, and Clairemont Mesa Boulevard.

*Route 928* runs north-south between Fashion Valley Transit Center and Kearny Mesa Transit Center. Within the CPU area, Route 928 runs along Ruffin Road, Aero Drive, Daley Center Drive, Stonecrest Boulevard, Murphy Canyon Road, and Clairemont Mesa Boulevard.

*Rapid Route 235* runs north-south between the America Plaza/Santa Fe Depot bus stop in Downtown San Diego and the Escondido Transit Center. Rapid 235 runs along I-15, Clairemont Mesa Boulevard, and SR 163 within the CPU area.

## **b. Existing Bicycle Facilities**

The existing bicycle network is fairly extensive throughout the community, providing for both inter- and intra-community travel with some fragmenting and lack of network coverage in the western portion of the community. The existing bicycle network within the CPU area is comprised of Class I multi-use paths, Class II bike lanes, and Class III bike routes. A description of each of these bicycle facility types is provided below.

*Class I* facilities, often referred to as bike paths or multi-use paths, provide a separated right-of-way designed for the exclusive use of bicycles and pedestrians. Multi-use paths can provide connections where roadways are non-existent or unable to support bicycle travel. A total of 0.7 mile of Class I facilities are currently present within the CPU area, including the Murphy Canyon multi-use path and the pedestrian overcrossing of I-805 near the Othello Avenue/Kirkaldy Drive intersection (refer to Figure 2-12).

*Class II* bike lanes provide a striped lane designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited. Bike lanes are one-way facilities located on either side of a roadway. Additional enhancements such as painted buffers and signage may be applied. A total of 17.4 miles of Class II facilities are currently present within the CPU area along many major roadways, including Balboa Avenue, Ruffin Road, Aero Drive, Clairemont Mesa Boulevard, Kearny Villa Road, and Murphy Canyon Road (refer to Figure 2-12).

*Class III* bike routes provide shared use of traffic lanes with cyclists and motor vehicles, identified by signage and/or street markings such as “sharrows.” Bike routes are best suited for low-speed, low-volume roadways with an outside lane of 14 feet or greater. Bike routes provide network continuity or designate preferred routes through corridors with high demand. A total of 1.8 miles of bike routes are currently present within the CPU area, including along Clairemont Mesa Boulevard, Kearny Villa Road, Kearny Mesa Road, Ruffin Road, and Murphy Canyon Road (refer to Figure 2-12).

Despite the extensiveness of the bicycle network, the prevailing high-speed and high-volume characteristics of the overall roadway network present significant limitations to the comfort and cycling experience of the bicycle network as a whole. Additionally, barriers, both natural and manmade, also discourage bicycle travel within the community. Although the community is relatively flat, Kearny Mesa is topographically surrounded by canyons to the south and east, and borders MCAS Miramar to the north, creating barriers to cycling and other transportation modes. The freeways also limit bicycle mobility. I-15, I-805, and SR 52, borders the CPU area and SR 163 bisects the CPU area. Thus, connections between Kearny Mesa and other surrounding communities are currently limited by the barriers posed by freeways, necessitating shared use of freeway overpasses with vehicular traffic. Some freeway overpasses, such as those over SR 163, do not currently have dedicated bicycle facilities.

### **c. Existing Pedestrian Facilities**

The existing built environment in the CPU area generally caters to the automobile. Super blocks, large surface parking lots, high vehicular volume local roadways, and multiple regional freeway facilities all contribute to a challenging pedestrian environment.

Issues with the CPU area’s pedestrian network include locations with multiple pedestrian collisions, sidewalk connectivity issues, high existing pedestrian activity where better quality pedestrian facilities are needed as identified by the updated City of San Diego Pedestrian Priority Model.

The portion of Kearny Mesa west of SR 163 exhibits the greatest concentration of pedestrian collisions within the CPU area. In particular, the intersection of Convoy Street and Clairemont Mesa Boulevard had three reported pedestrian collisions during the five-year study period (2011-2015), one of which was a fatality. Additionally, there are six intersections where two pedestrian collisions were reported during the study period, including:

- Mercury Street and Clairemont Mesa Boulevard;
- Mercury Street and Daggett Street;
- Mercury Street and Balboa Avenue;
- Convoy Street and Raytheon Road;
- Pepsi Drive and Armour Street; and
- Kearny Villa Road and Aero Drive.

Multiple roadways throughout the CPU area are missing sidewalks on one or both sides of the street, including sections of Convoy Court, Kearny Mesa Road, Kearny Villa Road, Balboa Avenue, Aero Drive, Murphy Canyon Road, as well as many smaller, business-serving roadways throughout the community. Sidewalks are also missing along roadways near the Kearny Mesa Transit Center, such as Complex Drive and Topaz Way. Some of these streets are served by bus routes, with sidewalk gaps inhibiting transit access.

## 5.12.2 Methodology and Assumptions

### 5.12.2.1 Transportation Modeling

Data and metrics utilized in the transportation analysis were obtained from the SANDAG's Series 13 Activity Based Model (ABM), which is a travel demand forecasting model that uses Base Year (2012) and projected demographics to simulate daily travel behaviors and forecasts daily traffic volumes on the regional transportation network. SANDAG's regional ABM was calibrated at the local level and customized for the proposed project. The SANDAG Series 13 Regional Model Base Year (2012) calibrated for Kearny Mesa established the existing baseline vehicle miles traveled (VMT) for the proposed project, which is referred to as the Base Year (2012) scenario. While the future community conditions were developed based on the project's land use and proposed mobility network superimposed on the SANDAG 2050 Series 13 Regional Travel Demand Model. The model then resulted in future roadway forecasts, including VMT utilized to identify potential traffic impacts associated with the proposed project.

Detailed modeling information and documentation can be found in Chapter 3 of the *Kearny Mesa Community Plan Update Transportation Impact Study* and Chapter 4 of the *Mobility Technical Report*.

## 5.12.3 Significance Determination Thresholds

Project-specific significance thresholds for the Kearny Mesa Community Plan Update have been developed to guide a programmatic analysis for the proposed project; a significant transportation impact could occur if the proposed project would:

1. Result in a conflict with an adopted program, plan, ordinance, or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities;
2. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or

3. Result in VMT exceeding thresholds for City of San Diego's compliance with SB 743 legislation, as identified in Table 5.12-1, *Significance Thresholds for Transportation VMT Impacts by Land Use Type*.

Table 5.12-1 SIGNIFICANCE THRESHOLDS FOR TRANSPORTATION VMT IMPACTS BY LAND USE TYPE <sup>1</sup>	
Land Use Type	Significance Threshold
Residential	15% below regional average <sup>2</sup> Resident VMT/Capita
Employment	15% below regional average <sup>2</sup> Employee VMT/Employee
Retail	Zero net increase in VMT generated by retail uses

Source: City of San Diego 2019

<sup>1</sup> The thresholds included in this table are for the pertinent land use types of the proposed project. Other land use thresholds (e.g., hotel, institutional, mixed-use, etc.) have been excluded as those thresholds are more land use specific and for project-level analyses.

<sup>2</sup> The regional average is determined using the Base Year (2012) of the current version of the SANDAG Regional Travel Demand Model (Series 13, version 13.3.2) that has been calibrated for Kearny Mesa.

VMT = vehicle miles traveled

These VMT thresholds provided in Table 5.12-1 were developed based on SB 743 legislation and the Governor's Office of Planning and Research's (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, which covers specific changes to the CEQA guidelines and contains OPR's technical recommendations related to the use of VMT, as the preferred CEQA transportation metric.

The following definitions describe how VMT is referred to, calculated, and accounted for in this CEQA impact analysis:

- Resident VMT/Capita includes, for all San Diego County residents, all vehicle-based resident travel grouped and summed to the home location of the individual. It includes *all* resident vehicle travel: home-based and non-home-based. The VMT for each individual is then summed for all individuals residing in a particular census tract and divided by the population of that census tract to arrive at Resident VMT/Capita.
- Employee VMT/Employee includes, for all San Diego County residents, all vehicle-based employee travel grouped and summed to the work location of the individual. This includes *all* employee travel, not just work-related trips. The VMT for each work location is then summed for all work locations in a particular census tract and divided by the number of employees of that census tract to arrive at Employee VMT/Employee. This does not include employees whose work location is specified as home.
- Kearny Mesa Total Retail VMT is the sum of all vehicle trips generated by retail uses in the community multiplied by their associated trip lengths.

## 5.12.4 Impact Analysis

### 5.12.4.1 Issue 1: Conflicts with Current Plans/Policies

*Would the proposed project conflict with an adopted program, plan, ordinance, or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities?*

Issue 1 focuses on whether the proposed project conflicts with an adopted program, plan, ordinance, or policy related to the transportation system. For the purposes of this analysis, a significant transportation impact could occur if the proposed project would conflict with the General Plan Mobility Element or other adopted transportation programs, plans, ordinances, or policies such as the City's Bicycle Master Plan.

The proposed project would be consistent with the Mobility Element of the General Plan and other adopted policies, plans, or programs supporting the transportation system, as it strives to improve mobility through a balanced, multi-modal transportation network with planned improvements to pedestrian, bicycle, transit, and roadway facilities. Additionally, the proposed project would provide policies that support such multi-modal improvements. Thus, the proposed project would not conflict with adopted policies, plans, or programs related to the transportation system as discussed below.

#### a. Pedestrian Facilities

The proposed project includes a network of planned pedestrian facilities to support the level of pedestrian traffic in the CPU area. The following pedestrian facilities are planned for the Kearny Mesa community as part of the proposed project.

##### Pedestrian Route Types

Pedestrian route types are used to categorize pedestrian facilities along roadways based on adjacent uses and characteristics of the walking environment. The City of San Diego Pedestrian Master Plan (City 2006) defines route types, each suggesting a level of treatments or features that best supports the specific area's walking environment. Connector, Corridor, and District route types are particularly suitable within the context of Kearny Mesa.

*Connector* route types run along roadways with lower pedestrian activity levels, thus requiring more basic treatments such as landscaped buffers between the sidewalk and roadway, and mandatory features like standard sidewalk widths, Americans with Disabilities (ADA)-compliant curb ramps, and marked crosswalks at signalized intersections with advance stop bars. Connectors also offer key circulation connections that feed more prominent Corridor and District roadways.

*Corridor* route types are present along roadways that support business and shopping districts with moderate pedestrian activity levels and consist of features of those identified under Connector route types with the addition of more enhanced treatments such as above minimum sidewalk widths (>5 feet), visual and audible pedestrian signal heads, lead pedestrian intervals, high visibility crosswalks, pedestrian lighting, and trees to shade walkways.

*District* route types support high pedestrian activity levels in mixed-use urban areas and major community thoroughfares, consisting of features designed to support higher volumes of

pedestrians in an environment where heavier vehicular traffic is also likely. Districts are intended to include improvements that provide premium comfort and priority for pedestrians. District features consist of those identified under Connector and Corridor route types with the addition of wider walkway widths for forming promenades/paseos/linear parks, decorative crosswalks and/or pavement materials, street furnishings, bulb outs/curb extensions, and median refuges and/or pedestrian actuated controls at crossings.

Refer to Figure 3-4, *Planned Pedestrian Routes*, which displays the proposed project's District, Corridor, and Connector pedestrian route types. Based on the defined pedestrian route types, improvements are included in the proposed project to help create a safer, connected, and accessible pedestrian environment that would make walking a more attractive transportation choice. Examples of proposed pedestrian treatments are described in the subsequent subsections. Overall, such pedestrian treatments will be implemented at the time of need and as Kearny Mesa revitalizes.

#### Intersection Pedestrian Enhancements

All crossing points at signalized intersections are planned to be upgraded to current City standards, to include the following:

- ADA-compliant pedestrian ramps;
- Advanced stop bar placement;
- High visibility continental crosswalks; and
- Pedestrian countdown signals.

For unsignalized intersections, features such as ADA-compliant curb ramps, advanced stop bar placement, and high visibility continental crosswalks are to be included along the intersection leg with the traffic control (i.e., stop sign).

#### Districts and Corridors Pedestrian Enhancements

Corridors and Districts include additional operational and physical treatments beyond the basic pedestrian amenities to support the heavier pedestrian activity levels that traverse along such roadways. As previously defined, the more enhanced and premium pedestrian improvements that can be implemented along the proposed project's Corridors and Districts include, but are not limited to, walkways greater than five feet, pedestrian actuated traffic control devices and signals, early pedestrian start at crossing signals (i.e., Lead Pedestrian Intervals [LPIs]), bulb outs, and pedestrian furnishings and lighting, where appropriate. Listed below are the proposed project's identified Corridors and Districts, where enhanced and/or premium pedestrian treatments will be implemented to strengthen the community's pedestrian network.

Corridor route types will be present along the following roadways under the proposed project:

- Clairemont Mesa Boulevard, from Shawline Street to Ruffner Street;
- Clairemont Mesa Boulevard, from Mercury Street to Kearny Mesa Road;
- Clairemont Mesa Boulevard, from Kearny Villa Road to Ruffin Road;
- Spectrum Center Boulevard, from Kearny Villa Road to Paramount Drive;
- Balboa Avenue, from Convoy Street to Mercury Street;
- Armour Street, from Convoy Street to Kearny Mesa Road;

- Aero Drive, from Kearny Villa Road to Sandrock Road;
- Aero Drive, from West Canyon Avenue to Murphy Canyon Road;
- Kearny Villa Road, from Clairemont Mesa Boulevard to Lightwave Avenue/Ruffin Court;
- Mercury Street, from Engineer Road to Armour Street; and
- Murphy Canyon Road, from Aero Drive to Wal-Mart Driveway.

Districts route types will be present along the following roadways under the proposed project:

- Clairemont Mesa Boulevard, from Ruffner Street to Mercury Street; and
- Convoy Street, from Convoy Court to Aero Drive.

#### *Lead Pedestrian Intervals*

LPIs are recommended by the proposed project to improve pedestrian safety and efficiency at signalized intersection locations along District and Corridor pedestrian route types and at signalized intersections with high existing pedestrian volume locations (defined as thirty or more pedestrians during AM and PM peak periods). LPIs are recommended at the following intersections and legs where pedestrian crossings are permitted:

- Convoy Street and Convoy Court (north, south, west, east legs);
- Shawline Street and Clairemont Mesa Boulevard (north, south, east legs);
- Ruffner Street and Clairemont Mesa Boulevard (north, south, west, east legs);
- Convoy Street and Clairemont Mesa Boulevard (north, south, west, east legs);
- Mercury Street and Clairemont Mesa Boulevard (north, south, west, east legs);
- Kearny Mesa Road and Clairemont Mesa Boulevard (north, south, west legs);
- Kearny Villa Road and Clairemont Mesa Boulevard (north, south, east legs);
- Complex Drive and Clairemont Mesa Boulevard (north, south, west, east legs);
- Overland Avenue and Clairemont Mesa Boulevard (north, south, west, east legs);
- Convoy Street and Ronson Road (north, south, west, east legs);
- Ruffin Road and Lightwave Avenue/Ruffin Court (north, south, west, east legs);
- Convoy Street and Engineer Road (north, south, west, east legs);
- Mercury Street and Engineer Road (north, south, west, east legs);
- Ruffner Street and Balboa Avenue (north, south, west, east legs);
- Convoy Street and Balboa Avenue (north, south, west, east legs);
- Mercury Street and Balboa Avenue (north, south, west, east legs);
- Convoy Street and Armour Street (north, south, west, east legs);
- Mercury Street and Armour Street (north, south, west, east legs);
- Convoy Street and Othello Avenue (north, south, west, east legs);
- Convoy Street and Ostrow St/Kearny Mesa Road (north, south, west, east legs);
- Aero Court and Aero Drive (north, south, east legs);
- Afton Road/Glenn H. Curtiss Road and Aero Drive (south, east legs);
- Broadstone Driveway and Aero Drive (south, east legs);
- Sandrock Road/John J. Montgomery Drive and Aero Drive (north, south, west, east legs);
- West Canyon Avenue and Aero Drive (south, east legs); and
- Murphy Canyon Road and Aero Drive (north, south, west legs).

### New Sidewalks

Sidewalk facilities would be implemented along new roadways as well as the following segments where missing sidewalks were identified through the existing conditions analysis. Note that certain segments may have parcel-specific sidewalks in place, but those segments listed below currently lack fully connective sidewalks.

- Convoy Street, from SR 52 EB Ramps to Copley Park Place (east side and portions of west side);
- Convoy Street, from Copley Park Place to approximately 150 feet south of Copley Park Place (east side);
- Convoy Street, from Aero Drive to southern community boundary (east side);
- Shawline Street, from Convoy Court to Clairemont Mesa Boulevard (east side);
- Raytheon Road, from approximately 240 feet east of Ruffner Street to 380 feet east of Ruffner Street (south side);
- Raytheon Road, from approximately 510 feet west of Convoy Street to 280 feet west of Convoy Street (south side);
- Clairemont Mesa Boulevard, from I-805 SB Ramps to I-805 NB Ramps (south side);
- Clairemont Mesa Boulevard, from Kearny Mesa Road to SR 163 SB Ramps (both sides);
- Ronson Road, from Mercury Street to approximately 300 feet west of Kearny Mesa Road (north side);
- Kearny Villa Road, from northern community boundary to Waxie Way (both sides);
- Kearny Villa Road, from Waxie Way to Topaz Way (west side);
- Kearny Villa Road, from Topaz Way to Clairemont Mesa Boulevard (west side);
- Kearny Villa Road, from Clairemont Mesa Boulevard to Lightwave Avenue (west side);
- Kearny Villa Road, from Lightwave Avenue to Century Park Court (west side);
- Kearny Villa Road, from Balboa Avenue to Aero Drive (both sides);
- Armour Street, approximately 790 feet east of Convoy Street to 1,040 feet east of Convoy Street;
- Kearny Mesa Road, from northern end to Clairemont Mesa Boulevard (both sides);
- Kearny Mesa Road, from Clairemont Mesa Boulevard to Engineer Road (east side);
- Kearny Mesa Road, from Othello Avenue to approximately 370 feet east of Convoy Street (east side);
- Mercury Street, from Mercury Court to Clairemont Mesa Boulevard (west side);
- Mercury Street, from approximately 375 feet north of Clairemont Mesa Boulevard to 220 feet north of Clairemont Mesa Boulevard (east side);
- Mercury Street, from Clairemont Mesa Boulevard to Raytheon Road (east side);
- Lightwave Avenue, from Kearny Villa Road to Paramount Drive (north side);

- Ponderosa Avenue, from Balboa Avenue to southern end (both sides);
- Viewridge Avenue, from Balboa Avenue to Ridgehaven Court (both sides);
- Complex Drive, from Topaz Way to Clairemont Mesa Boulevard (east side);
- Complex Drive, from Clairemont Mesa Boulevard to Kearny Villa Way (both sides);
- Balboa Avenue, from Kearny Villa Road to Ruffin Road (both sides);
- Balboa Avenue, from Viewridge Avenue to I-15 SB Off-ramps (south side);
- Aero Drive, from Convoy Street to Kearny Villa Road (south side);
- Aero Drive, from Kearny Villa Road to Afton Road/Glenn H. Curtiss Road (both sides);
- Aero Drive, from Sandrocks Road to West Canyon Avenue (north side);
- Aero Drive, from Murphy Canyon Road to eastern community boundary (south side);
- Ruffin Road, from Spectrum Center Boulevard to Balboa Avenue (east side);
- Ruffin Road, from Balboa Avenue to approximately 530 feet south of Balboa Avenue (west side);
- Ruffin Road, from approximately 170 feet south of Ridgehaven Court to 610 feet south of Ridgehaven Court (east side);
- Ruffin Road, from Calle Fortunada (north) to approximately 830 feet north of Aero Drive (east side);
- Murphy Canyon Road, from approximately 250 feet north of Balboa Avenue overcrossing to 1,480 feet south of Balboa Avenue overcrossing (east side);
- Murphy Canyon Road, from Aero Drive to south end (both sides); and
- Daley Center Drive, south end of cul-de-sac.

In addition to closing gaps in the sidewalk network, seeking additional right-of-way for wider, non-contiguous sidewalks and parkway area will also occur at the project-level to help upgrade the community's pedestrian network.

## **b. Bicycle Facilities**

The proposed project would support existing plans and policies relative to the bicycle network. The bicycle facility network in the proposed project is shown in Figure 3-3, *Planned Bicycle Network*, of this PEIR. Bicycle-focused policies in the proposed CPU include implementation of new separated and on-street bicycle facilities, installation of bicycle parking facilities, and increasing the level of bicycle comfort and safety for all levels of bicycle riders. Proposed CPU policies support coordination with SANDAG on the planning and implementation of regional bicycle facilities and support increased bicycle comfort and safety, repurposing right-of-way for bicycle facilities, and bike sharing. Thus, implementation of the proposed project would not conflict with adopted policies, plans, or programs supporting bicycle facilities.

A key focus of the San Diego Regional Bike Plan prepared by SANDAG is to develop an interconnected network of bicycle corridors to improve the connectivity and quality of bicycle facilities and their supporting facilities. Similarly, the City of San Diego Bicycle Master Plan

establishes guidance on achieving an ideal bicycle environment throughout the City and refines the Regional Bike Plan to include community-wide bicycle facilities. Together these facilities promote intra-community and inter-community bicycle trips to strengthen connections within the planning area and between adjacent communities.

The proposed project includes facilities that build on those identified in the Regional Bike Plan and City of San Diego Bicycle Master Plan, while also identifying new recommendations and improving upon existing facilities through an emphasis on protected facilities such as multi-use paths and cycle tracks. The proposed project recommends a variety of additional bicycle facilities on the local street network, including multi-use paths (Class I), bicycle lanes (Class II), bicycle routes (Class III), and cycle tracks (Class IV).

The following bicycle facilities are planned for the Kearny Mesa community as part of the proposed project, City's Bicycle Master Plan, and/or the San Diego Regional Bike Plan, Riding to 2050.

#### Class I Multi Use Paths

- SR 52 Bikeway (San Clemente Canyon);
- Convoy Court, from Hickman Field Drive to Mercury Street;
- Raytheon Road, from Ruffner Street to Mercury Street;
- Engineer Road, from Cardin Street to Kearny Mesa Road;
- Kearny Mesa Road, from Engineer Road to Clairemont Mesa Boulevard;
- New connector, from Ruffner Street terminus to Othello Avenue;
- Stonecrest Boulevard, from Daley Center Drive to Murphy Canyon Road;
- Ponderosa Avenue, from Balboa Avenue to Tech Way;
- New connector, from southern terminus of Daley Center Drive to Murphy Canyon Road; and
- Murphy Canyon Road, from Aero Drive to existing Class I multi-use path.

#### Class II Bike Lanes

- Chesapeake Drive, from Kearny Villa Road to Clairemont Mesa Boulevard;
- Ronson Road, from Shawline Street to Ruffner Street;
- Balboa Avenue, from Ruffin Road to eastern CPU area boundary;
- Othello Avenue, from western terminus to eastern terminus;
- Aero Drive, from Murphy Canyon Road to eastern CPU area boundary;
- Shawline Street, from Ronson Road to Convoy Court;
- Ostrow Street, from Othello Avenue to Convoy Street;
- Convoy Street, from Copley Park Place to Aero Drive;
- Mercury Street, from Convoy Court to Engineer Road;
- Ruffin Road, from Aero Drive to southern CPU area boundary; and
- Murphy Canyon Road, from Balboa Avenue to approximately 1,500 feet south of Balboa Avenue.

#### Class II Bike Lane (NB) and Class III Bike Route (SB)

- Murphy Canyon Road, from Clairemont Mesa Boulevard to Balboa Avenue

Class III Bike Routes

- Spectrum Center Boulevard, from Sunroad Centrum Lane to Paramount Drive; and
- Afton Road, from Aero Drive to southern CPU area boundary.

Class IV Cycle Tracks (One-Way Cycle Tracks provided in both directions)

- Copley Park Place, from Ruffner Street to Convoy Street
- Clairemont Mesa Boulevard, from western CPU area boundary to I-15 SB Ramps;
- Lightwave Avenue, from Kearny Villa Road to Ruffin Road;
- Tech Way, from Kearny Villa Road to Overland Avenue;
- Balboa Avenue, from western CPU area boundary to Ruffin Road
- Aero Drive, from West Canyon Avenue to Murphy Canyon Road;
- Aero Drive, from Convoy Street to Kearny Villa Road;
- Kearny Mesa Road, from Engineer Road to Convoy Street;
- Kearny Villa Road, from Ruffin Road to Balboa Avenue;
- Kearny Villa Road, from Aero Drive to southern CPU area boundary;
- Ruffin Road, from Kearny Villa Road to Aero Drive;
- Daley Center Drive, from Aero Drive to southern terminus of roadway; and
- Murphy Canyon Road, from approximately 1,500 feet south of Balboa Avenue to Aero Drive.

Class IV Cycle Track (Two-Way)

- Ruffner Street (east side), from Copley Park Place to approximately 200 feet south of Balboa Avenue

Class I Multi Use Paths and Class IV Cycle Tracks (One-Way)

- Kearny Villa Road (Class I on east side, Class IV on west side), from Balboa Avenue to Aero Drive, and
- Aero Drive (Class I on north side, Class IV on south side), from Kearny Villa Road to West Canyon Avenue.

Bicycle Signal Phasing

Bicycle signal phasing are recommended by the proposed project to improve cyclists' safety and efficiency at signalized intersection locations along Class IV Cycle Track facilities. Bicycle signal phasing modifications were based upon incorporating lead bike signals, which provide a three-second lead for bicyclists to enter the intersection before the start of the vehicular phase. In the case of intersections that also would include LPIs, the lead bike signal would occur at the same time as the pedestrian-only phase. These locations include:

- Ruffin Road and Kearny Villa Road/Waxie Way (all legs);
- Ruffin Road and Chesapeake Drive (north, south legs);
- Ruffin Road and Hazard Way (north, south legs);
- I-805 NB Off-ramp and Clairemont Mesa Boulevard (east, west legs);

- Shawline Street and Clairemont Mesa Boulevard (lead bike signals on all legs with LPIs on legs with crosswalks);
- Ruffner Street and Clairemont Mesa Boulevard (signal with LPI - all legs);
- Convoy Street and Clairemont Mesa Boulevard (signal with LPI - all legs);
- Mercury Street and Clairemont Mesa Boulevard (signal with LPI - all legs);
- Industrial Park Driveway and Clairemont Mesa Boulevard (east, west legs);
- Kearny Mesa Road and Clairemont Mesa Boulevard (lead bike signals on all legs with LPI on legs with crosswalks);
- SR 163 SB On-ramp/SR 163 SB Off-ramp and Clairemont Mesa Boulevard (east, west legs);
- SR 163 NB Off-ramp/SR 163 NB On-ramp and Clairemont Mesa Boulevard (east, west legs);
- Kearny Villa Road and Clairemont Mesa Boulevard (lead bike signals on all legs with LPI on legs with crosswalks);
- Complex Street and Clairemont Mesa Boulevard (signal with LPI - all legs);
- Overland Avenue and Clairemont Mesa Boulevard (signal with LPI - all legs);
- Ruffin Road and Farnham Street (north, south legs);
- Ruffin Road and Clairemont Mesa Boulevard (all legs);
- Murphy Canyon Road and Clairemont Mesa Boulevard (east, west legs);
- Clairemont Mesa Boulevard and SR 52 EB and I-15 SB Off-ramps (east, west legs);
- I-15 NB Ramps and Clairemont Mesa Boulevard (east, west legs);
- Kearny Villa Road and Lightwave Avenue (all legs);
- Overland Avenue and Lightwave Avenue (east, west legs);
- Ruffin Road and Lightwave Avenue/Ruffin Court (signal with LPI - all legs);
- Convoy Street and Engineer Road (signal with LPI - all legs);
- Kearny Villa Road and Spectrum Center Boulevard (north, south legs);
- Ruffin Road and Spectrum Center Boulevard (north, south legs);
- Mercury Street and Engineer Road (signal with LPI - all legs);
- Kearny Villa Road and Tech Way (all legs);
- Mercury Street and SR 163 SB Ramps (north, south legs);
- Kearny Villa Road and SR 163 NB Ramps/Century Park Court (north, south legs);
- Balboa Avenue and Ruffner Street (signal with LPI - all legs);
- Convoy Street and Balboa Avenue (signal with LPI - all legs);
- Mercury Street and Balboa Avenue (signal with LPI - all legs);
- Kearny Villa Road and Balboa Avenue (all legs);
- Balboa Avenue and Pennisi Driveway (east, west legs);

- Ponderosa Avenue and Balboa Avenue (east, west legs);
- Ruffin Road and Balboa Avenue (all legs);
- Mercury Street and Armour Street (signal with LPI - all legs);
- Kearny Villa Road and SR 163 Ramps (north, south legs);
- Ruffin Road and Ridgehaven Court (north, south legs);
- Ruffin Road and Sky Park Court (north, south legs);
- Convoy Street and Aero Drive (north, south, east legs);
- Kearny Villa Road and Aero Drive (all legs);
- Aero Court and Aero Drive (signal with LPI - all legs);
- Afton Road/Glenn H Curtiss Road and Aero Drive (lead bike signals on east and west legs with LPIs on legs with crosswalks);
- Broadstone Driveway and Aero Drive (lead bike signals on east and west legs with LPIs on legs with crosswalks);
- Sandrock Road/John J Montgomery Drive and Aero Drive (signal with LPI - all legs);
- Ruffin Road and Aero Drive (east, west legs);
- West Canyon Avenue and Aero Drive (lead bike signals on east and west legs with LPIs on legs with crosswalks);
- Daley Center Drive/Ruffin Road and Aero Drive (all legs);
- Murphy Canyon Road and Aero Drive (all legs);
- Daley Center Drive and Granite Ridge Drive (north, south legs)
- Mesa College Drive/Kearny Villa Road and Berger Avenue (east, west legs);
- I-805 NB Off-ramp and Kearny Villa Road (east, west legs); and
- Murphy Canyon Road and Stonecrest Boulevard (all legs).

### Protected Intersections

To facilitate cyclists safely maneuvering through a challenging intersection (i.e. intersection with high traffic volumes, wide cross-sections, unique lane configurations/signal timings, etc.), the following locations are identified in the proposed project as potential protected intersections.<sup>1</sup>

- Ruffin Road and Clairemont Mesa Boulevard;
- Kearny Villa Road and Balboa Avenue;
- Ruffin Road and Balboa Avenue;
- Kearny Villa Road and Aero Drive; and
- Ruffin Road and Aero Drive.

<sup>1</sup> Protected intersection includes at-grade physical separations to define the turning paths of motor vehicles, slow motor-vehicle turning speed, promote yielding to bicyclists, and offer comfort for bicyclists waiting at a red signal or traversing through the intersection.

### c. Transit Facilities

Planned transit routes within the CPU area identified in SANDAG's *San Diego Forward: The Regional Plan* (2015) include Rapid Bus, LRT, and transit facilities as shown in Figure 3-5, *Planned Transit Network*. The planned changes in existing transit operations to serve the Kearny Mesa community are as follows:

- *Local Bus Service* – Increase local bus service in key corridors (unidentified) to 10-minute headways. The Regional Plan currently targets approximately 2035 for this project.
- *Purple Line (Phase I)* – The initial Purple Line Trolley phase would extend from San Ysidro to Kearny Mesa via Chula Vista, National City, Southeast San Diego, Mid-City, and Kearny Mesa. Within Kearny Mesa, the alignment would run north-south, west of I-15. The Regional Plan currently targets approximately 2035 for operation of Phase I.
- *Purple Line (Phase II)* – The second Purple Line Trolley phase would extend from the anticipated endpoint of Phase I of the Purple Line, in Kearny Mesa, to Carmel Valley. The Regional Plan currently targets approximately 2050 for operation of Phase II.
- *Red Line* – The Red Line Trolley would run from Pacific Beach to the El Cajon Transit Center via Kearny Mesa. The Regional Plan currently targets approximately 2050 for operation of the Red Line.
- *BRT Route 653* – A future BRT service, that may carry a *RAPID* or different service designator, would run from Mid-City San Diego to Palomar Airport Road via Kearny Mesa, I-805, and I-5. The Regional Plan currently targets approximately 2035 for operation of this future bus route.
- *BRT Route 890* – A future BRT service, that may carry a *RAPID* or different service designator, would run from El Cajon to Sorrento Mesa via Kearny Mesa. The Regional Plan currently targets approximately 2035 for operation of this future bus route.
- *Rapid Bus Route 28* – A new Rapid bus route would run from Point Loma to Kearny Mesa via Old Town and Linda Vista. The Regional Plan currently targets approximately 2035 for operation of this future bus route.
- *Rapid Bus Route 41* – A new Rapid bus route would run from the Fashion Valley Transit Center to UTC/UC San Diego via Linda Vista and Clairemont. The Regional Plan currently targets approximately 2035 for operation of this future bus route.
- *Rapid Bus Route 120* – A new Rapid bus route would run from Kearny Mesa to Downtown via Kearny Mesa. The Regional Plan currently targets approximately 2035 for operation of this future bus route.
- *Rapid Bus Route SR 163 Direct Access Ramps (DARs)* – Kearny Mesa to Downtown via SR 163. Stations at Sharp/Children's Hospital, University Avenue and Fashion Valley Transit Center. The Regional Plan currently targets approximately 2035 for operation of this future bus route.

Note that in the proposed project, the Purple Line is displayed as part of the general illustration of “San Diego Forward Transit Corridors” and reflects the alignment indicated in the adopted 2015 *San Diego Forward: The Regional Plan*. According to the Regional Plan, transit corridors include Rapid Bus and Trolley services on key corridors such as I-15, SR 52, Balboa Avenue, Convoy Street, Clairemont Mesa Boulevard, Spectrum Center Boulevard, Kearny Villa Road, and Ruffin Road.

City staff has requested that SANDAG consider the preferred alignment of the Purple Line along Ruffin Road and Clairemont Mesa Boulevard, as prescribed in the 2017 *Final Purple Line Conceptual Planning Study*, in the 2021 Regional Plan. As the first major step in the 2021 Regional Plan process, SANDAG staff introduced the key strategies, known as *5 Big Moves*,<sup>2</sup> that will be used to identify transportation solutions for critical connections throughout the region. The Purple Line is identified as one of these critical connections.

Specific route alignments and stations are not included in the proposed project as future transit corridors from SANDAG are preliminary and subject to change. With the 2021 Regional Plan process underway, transit-focused policies in the proposed CPU includes to coordinate with SANDAG to plan and implement transit infrastructure and service enhancements in the upcoming Regional Plan, including light rail and/or bus rapid transit to serve areas of future residential and employment uses. This can include, but is not limited to, alignment of the planned Purple Line.

#### Transit Priority

As future Rapid Transit routes and community circulator routes are identified and established, additional transit priority measures will be considered in coordination with MTS and community circulator operators in an effort to maximize route efficiency and on-time performance. Transit signal priority, queue jump lanes, and transit only lanes, or shared transit/right-turn lanes are examples of measures that can be utilized to give transit priority at intersections and can be implemented as applicable at the project-level. The proposed project includes transit priority measures on the following corridors:

- *Clairemont Mesa Boulevard (SMART Corridor)* throughout the entire community planning area;
- *Balboa Avenue (SMART Corridor)* between I-805 NB and SR 163 SB Ramps;
- *Balboa Avenue* between SR 163 SB Ramps and I-15 NB Ramps;
- *Aero Drive* between Convoy Road and I-15 NB Ramps;
- *Convoy Street* between SR 52 WB Ramps and Aero Drive; and
- *Ruffin Road* between Chesapeake Drive and Aero Drive.

<sup>2</sup> The 2021 Regional Plan will synchronize the 5 Big Moves to deliver a fully integrated, world class transportation system for the San Diego region. The 5 Big Moves include Complete Corridors, Transit Leap, Mobility Hubs, Flexible Fleets, and the Next OS. Complete Corridors are the backbone of a complete transportation system that leverages technology, pricing, and connectivity to repurpose how both highways and local roads are used. Transit Leap includes a complete network of high-capacity, high-speed, and high-frequency transit services that incorporates new transit modes and improves existing services. Mobility Hubs are places of connectivity where a variety of travel options converge to deliver a seamless travel experience. Flexible Fleets include on-demand, shared, electric vehicles that connect to transit and travel between Mobility Hubs along the network of Complete Corridors. And lastly, Next OS is the “brain” of the transportation system that will make all of the strategies work together.

#### d. Roadway Facilities

A list of proposed project roadway, intersection, and freeway improvements are presented below. Planned bicycle facility improvements within the specified roadway extents are also identified; however, the full list of recommended bicycle facility improvements is provided in the previous sections. The roadway improvements are predominantly based on the future year traffic volumes and accommodating the planned multi-modal improvements.

The proposed project incorporates Sustainable Mobility for Adaptable and Reliable Transportation, “SMART Corridors,” to further SANDAG’s 5 Big Moves strategy. A SMART Corridor is a six-lane major arterial roadway that provides access to or between at least two freeways, whereby mobility improvements are planned for transit and other congestion reducing mobility forms through the repurposing of roadway space. This repurposing creates facilities with general purpose lanes plus flexible lanes, that may be used by a combination of non-single occupancy vehicles, connected/autonomous vehicles, or other emerging mobility concepts. SMART corridors would increase safety, capacity, and efficiency; provide dedicated space for efficient transit and other pooled services; manage demand in real-time; and maximize use of existing roadways. The lane configuration and type of use is contingent upon time of need. The roadway facility network in the proposed project is shown in Figure 3-2, *Planned Roadway Network Classifications*, of this PEIR.

#### Roadway Modifications

The following roadway modifications are identified in the proposed project:

- *Balboa Avenue, from I-805 NB On-ramp to SR 163 SB On-ramp* – Reclassify this segment from a 6-Lane Major Arterial with raised median and intermittent on-street parking to a SMART Corridor, with two general purpose travel lanes, one flexible lane, and a one-way Class IV Cycle Track provided in each direction in lieu of on-street parking.
- *Clairemont Mesa Boulevard, from I-805 NB On-ramp to I-15 SB On-ramp* – Reclassify this segment from a 6-Lane Major Arterial with raised median and intermittent on-street parking to a SMART Corridor, with two general purpose travel lanes, one flexible lane, and a one-way Class IV Cycle Track provided in each direction in lieu of on-street parking.
- *Copley Park Place, from Copley Drive to Convoy Street* – Reclassify this segment from a 4-Lane Collector with two-way left-turn lane (TWLTL) to a 2-Lane Collector with TWLTL, repurposing the additional width as one-way Class IV Cycle Track provided in each direction.
- *Daley Center Drive, from Aero Drive to Stonecrest Boulevard* – Reclassify this segment from a 4-Lane Major with raised median to a 2-Lane Collector without TWLTL, repurposing the additional width as one-way Class IV Cycle Track provided in each direction.
- *Kearny Mesa Road, from Armour Street to Convoy Street* – Reclassify this segment from a 4-Lane Collector with striped median or two-way left-turn lane to a 3-Lane collector (2 southbound and 1 northbound) with a TWLTL, repurposing the additional width as one-way Class IV Cycle Track provided in each direction. Two southbound lanes are needed to serve the higher vehicle volumes, whereas one northbound lane is sufficient to serve the lower vehicle volumes. Intermittent parking loss may be required to accommodate the cycle tracks.

- *Kearny Villa Road, from Ruffin Road to Chesapeake Drive* – Reclassify this segment from a 3-Lane Collector with TWLTL (two eastbound lanes and one westbound lane) to a 4-Lane Collector without TWLTL, with one-way Class IV Cycle Track provided in each direction.
- *Kearny Villa Road, from Chesapeake Drive to Clairemont Mesa Boulevard* – Reclassify this segment from a 2-Lane Collector with TWLTL with on-street parking to a 4-Lane Major Arterial, repurposing existing Class II Bike Lanes, on-street parking, TWLTL for additional lanes, and one-way Class IV Cycle Track provided in each direction.
- *Tech Way, from Kearny Villa Road to Overland Avenue* – Reclassify this segment from a 4-Lane Collector with TWLTL to a 2-Lane Collector with TWLTL, repurposing the additional width as one-way Class IV Cycle Track provided in each direction.
- *Murphy Canyon Road, from 1,300 feet south of Balboa Avenue Overcrossing to 1,600 feet north of Aero Drive* – Reclassify this segment from a 3-Lane Collector with TWLTL (two northbound lanes and one southbound lane) to a 3-Lane Collector with no median (two northbound lanes and one southbound lane) to accommodate Class IV Cycle Tracks.
- *Ronson Road, from Shawline Street to Ruffner Street* – Reclassify this segment from a 2-Lane Collector with TWLTL to 2-Lane Collector without TWLTL, to accommodate Class II Bike Lanes.
- *Ruffner Street, south of Balboa Avenue* – Remove this segment by truncating the 2-Lane Collector of Ruffner Street segment south of Balboa Avenue at the existing driveway and create a Class I multi-use path.

### Intersection Modifications

Several intersections are proposed to be modified to accommodate buildout of the roadway segment and bicycle classifications, as well as to support the pedestrian treatments associated with the pedestrian route typologies. Improvements are aimed at enhancing operation and safety for all travel modes. These intersection improvements can include, but are not limited to, restriping, lane reconfiguration, new intersection legs, signal modifications, new signals, and other modifications to accommodate the proposed project's active transportation facilities, transit corridors, and the SMART corridors. In addition to the listings of intersections recommended for LPIs and bicycle signal phasing in the previous sections, Table 5.12-2, *List of Intersections with Planned Modifications within the CPU Area*, lists intersections with other proposed improvements to accommodate buildout of the roadway segment classifications. Details of those improvements are provided in Chapter 3 of the *Mobility Technical Report*.

**Table 5.12-2**  
**LIST OF INTERSECTIONS WITH PLANNED MODIFICATIONS WITHIN THE CPU AREA**

<b>Intersection</b>	<b>Geometry Modification<sup>1</sup></b>	<b>Signal Modification<sup>2</sup></b>	<b>New Signal</b>
Kearny Villa Road and SR 52 WB Ramps		✓	
Ruffin Road and Chesapeake Drive	✓	✓	
Convoy Street and Convoy Court	✓	✓	
Shawline Street and Clairemont Mesa Boulevard	✓	✓	
Ruffner Street and Clairemont Mesa Boulevard	✓	✓	
Convoy Street and Clairemont Mesa Boulevard	✓	✓	
Mercury Street and Clairemont Mesa Boulevard	✓	✓	
Industrial Park Driveway and Clairemont Mesa Boulevard	✓	✓	
Kearny Mesa Road and Clairemont Mesa Boulevard	✓	✓	
SR 163 SB On-ramp/SR 163 SB Off-ramp and Clairemont Mesa Boulevard	✓	✓	
SR 163 NB Off-ramp/SR 163 NB On-ramp and Clairemont Mesa Boulevard	✓	✓	
Kearny Villa Road and Clairemont Mesa Boulevard	✓	✓	
Complex Drive and Clairemont Mesa Boulevard	✓	✓	
Overland Avenue and Clairemont Mesa Boulevard	✓	✓	
Ruffin Road and Farnham Street	✓	✓	
Ruffin Road and Clairemont Mesa Boulevard	✓	✓	
Murphy Canyon Road and Clairemont Mesa Boulevard	✓	✓	
Mercury Street and Engineer Road		✓	
Ruffner Street and Balboa Avenue	✓		✓
Convoy Street and Balboa Avenue	✓	✓	
Mercury Street and Balboa Avenue	✓	✓	
Kearny Villa Road and Balboa Avenue	✓	✓	
Ruffin Road and Balboa Avenue	✓	✓	
Viewridge Avenue and Balboa Avenue	✓	✓	
Mercury Street/Kearny Mesa Road and Armour Street/SR 163 SB Ramps	✓	✓	
Ruffin Road and Ridgehaven Court	✓	✓	
Kearny Villa Road and Aero Drive	✓	✓	
Sandrock Road/John J Montgomery Drive and Aero Drive		✓	
Daley Center Drive/Ruffin Road and Aero Drive	✓	✓	
Daley Center Drive and Granite Ridge Drive	✓	✓	

Source: City of San Diego and Chen Ryan Associates 2020

<sup>1</sup> Geometry modifications are changes to the intersection configuration and examples include: restriping, lane addition or removal, new intersection legs, new turn pockets, and channelization of turning movements. It is assumed that implementation of the proposed project's protected intersections will include intersection reconfiguration.

<sup>2</sup> Signal modifications are changes to the phasing and key timings and examples include: change in left-turn phasing (i.e., protected phasing, permissive phasing) and addition or removal of a right-turn overlap. It is assumed that intersections along the proposed SMART corridors will have signal modifications associated with the mobility concept. Additionally, this listing of intersections does not include locations with only recommended LPIs and/or bicycle signal phasing and focus more on signal modifications related to vehicular movement and associated with accommodating buildout of the proposed project's roadway classifications.

### Freeway Improvements

Freeway improvements within the Kearny Mesa study area are identified below. The improvements were derived from the Revenue Constrained scenario of SANDAG's *San Diego Forward: The Regional Plan* (2015), the currently adopted regional transportation plan, and are anticipated to be implemented by 2050.

*SR 52, from I-805 to SR 125:* Two reversible managed lanes will be added to this segment of SR 52. This segment will consist of six general purpose lanes and two managed lanes. Further, two general purpose lanes will be added to this segment between SR 125 and Mast Boulevard to provide six general purpose lanes throughout the entirety of the segment. The additional general-purpose lanes are anticipated to be implemented by 2035, with managed lanes implemented by 2050.

*I-15, from I-8 to SR 163:* Two managed lanes will be added to this segment of I-15, one in each direction. This segment will consist of eight freeway lanes and two managed lanes. This improvement is anticipated to be implemented by 2035.

*I-805, from SR 15 to SR 163:* Four managed lanes will be added to this segment of I-805, two in each direction. This segment will consist of eight/ten freeway lanes and four managed lanes. This improvement is anticipated to be implemented by 2050.

### **e. Conclusion**

As discussed above, the proposed project would be consistent with the Mobility Element of the General Plan and other adopted policies, plans, or programs supporting the transportation system, including pedestrian, bicycle, transit, and roadway facilities. Policies contained in the proposed CPU would support improvements to pedestrian, bicycle, transit, and roadway facilities. It should be noted that implementation of some of these transportation infrastructure improvements, such as multi-use paths and higher quality bicycle facilities, may necessitate on-street parking removal, additional right-of-way, and/or require the redevelopment of adjacent properties. All transportation facilities would be designed in accordance to applicable City standards. Thus, the proposed project would not conflict with adopted policies, plans, or programs related to the transportation system. Impacts would be less than significant.

### **5.12.4.2 Issue 2: Hazardous Design Features**

*Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Issue 2 relates to whether transportation infrastructure meets design standards as identified in the City's Street Design Manual or other transportation infrastructure-related codes and regulations enforced by the City Engineer.

The proposed project proposes repurposing the roadways to accommodate all modes of transportation, which would alter the existing street geometry of some roadways in the CPU area. The design of roadways in the CPU area, however, would be required to conform with applicable federal, State, and City of San Diego's design criteria which contain provisions to minimize roadway hazards. Compliance with these standards and designed to the satisfaction of the City of San Diego's

City Engineer would avoid impacts related to roadway hazards due to a design feature or incompatible uses. Furthermore, the proposed project would improve existing transportation deficiencies by providing higher quality bicycle facilities and improving pedestrian connectivity with the closure of facility gaps. These multi-modal enhancements are intended to improve safety for bicycle and pedestrians on the roadway. Therefore, impacts related to hazardous design features would be less than significant.

### 5.12.4.3 Issue 3: Vehicle Miles Traveled – SB 743 Analysis

*Would the proposed project result in vehicle miles traveled (VMT) exceeding thresholds for City of San Diego's compliance with SB 743 legislation?*

Issue 3 focuses on whether the proposed project would have a significant impact if proposed new residential, office, or retail land uses would in aggregate exceed the respective VMT by land use thresholds in Table 5.12-1.

SB 743 requires VMT to be used as the metric for transportation impacts in lieu of auto delay and level of service (LOS). VMT does not directly measure traffic operations, but instead, is a measure of network use or efficiency, especially if expressed as a function of population or employment (i.e., VMT per capita). The California Governor's OPR updated and released the *Technical Advisory on Evaluating Transportation Impacts in CEQA* in December 2018, which provides recommendations on how to evaluate transportation impacts under SB 743. The SANDAG 2050 Series 13 Regional Travel Demand Model was used to calculate the proposed project's VMT.

Table 5.12-3, *Kearny Mesa Base Year VMT Efficiency Metrics*, presents the Kearny Mesa resident and employee VMT efficiency metrics for Base Year conditions. For Kearny Mesa, under Base Year conditions, the community is above the 85-percent threshold (i.e., exceeding 15 percent below the Base Year average) for both efficiency metrics at 89 percent and 107.1 percent of the Base Year regional averages for both average Resident VMT per Capita and average Employee VMT per Employee, respectively.

<b>Table 5.12-3 KEARNY MESA BASE YEAR VMT EFFICIENCY METRICS</b>			
<b>VMT Metric<sup>1</sup></b>	<b>Base Year (2012)</b>		<b>% of Regional Base Year</b>
	<b>Region</b>	<b>Kearny Mesa</b>	<b>Kearny Mesa</b>
Resident VMT/Capita	17.3	15.4	89.0%
Employee VMT/Employee	25.4	27.2	107.1%

Source: SANDAG and Chen Ryan Associates 2020

<sup>1</sup> Kearny Mesa Base Year VMT efficiency metrics were obtained from the SANDAG's Vehicle Miles of Travel Report specific to the Kearny Mesa modeling scenarios. Data is provided in Appendix B of the *Kearny Mesa Community Plan Update Transportation Impact Study*, which is included as Appendix M of this PEIR.

VMT = vehicle miles traveled

By 2050 with the implementation of the proposed project, the VMT efficiency of Kearny Mesa substantially improves. Table 5.12-4, *Proposed Project VMT Metrics for Residential and Employment Uses*, presents the Kearny Mesa average resident and employee VMT for the proposed project. Kearny Mesa is projected to have an average Resident VMT per Capita at 9.2 and an average Employee VMT per Employee at 20.5, which are 53.2 percent and 80.7 percent, respectively, of the

Base Year regional averages for these efficiency metrics. VMT associated with residential and employment land uses would not exceed the 85 percent thresholds at buildout of the proposed project. Therefore, impacts related to VMT for residential and employment land uses would be less than significant.

<b>Table 5.12-4 PROPOSED PROJECT VMT METRICS FOR RESIDENTIAL AND EMPLOYMENT USES</b>					
<b>VMT Metric<sup>1</sup></b>	<b>Base Year (2012)</b>	<b>Proposed Project (2050)</b>		<b>% of Regional Base Year</b>	<b>Significant Impact?</b>
	<b>Region</b>	<b>Region</b>	<b>Kearny Mesa</b>	<b>Kearny Mesa</b>	<b>Kearny Mesa</b>
Resident VMT/ Capita	17.3	14.6	9.2	53.2%	No
Employee VMT/ Employee	25.4	21.5	20.5	80.7%	No

Source: SANDAG and Chen Ryan Associates 2020

<sup>1</sup> Kearny Mesa Base Year and proposed project VMT efficiency metrics were obtained from the SANDAG's Vehicle Miles of Travel Report specific to the Kearny Mesa modeling scenario. Data is provided in Appendix B of the *Kearny Mesa Community Plan Update Transportation Impact Study*, which is included as Appendix M of this PEIR.

VMT = vehicle miles traveled

Between the Base Year to buildout of the proposed project, Kearny Mesa's commercial retail square footage would in aggregate increase by 66 percent (7,815,123 sf to 12,953,174 sf). With this significant increase in commercial retail square footage and where some of these uses could have regionally-drawing characteristics, the Kearny Mesa Total VMT generated by retail uses is expected to increase under the proposed project, which would exceed the applicable significance threshold for retail uses. Therefore, impacts related to VMT for retail land uses would be significant.

## 5.12.5 Significance of Impacts

### 5.12.5.1 Conflicts with Current Plans/Policies

#### a. Pedestrian Facilities

The proposed project would be consistent with and would implement the General Plan's safety and accessibility, connectivity, and walkability policies. Pedestrian-focused policies contained in the proposed project include enhancements to pedestrian travel within the CPU area, such as implementing the multi-use urban pathway system, constructing sidewalk and intersection improvements, and installing missing sidewalks and curb ramps.<sup>3</sup> Implementation of the proposed project would not restrict or impede pedestrian connectivity and would not conflict with any adopted policies or plans addressing pedestrian facilities. Thus, impacts would be less than significant.

#### b. Bicycle Facilities

The proposed project includes facilities that build on those identified in the Regional Bike Plan and City of San Diego Bicycle Master Plan, while also identifying new recommendations and improving

<sup>3</sup> See Policies for Mobility MO 4.6 through MO 4-11, MO 4-12, MO 4.15, MO 4.18, and MO 4.20.

upon existing facilities through an emphasis on protected facilities such as multi-use paths and cycle tracks. Bicycle-focused policies contained in the proposed CPU are consistent with current Regional and City plans that include providing and supporting a continuous network of safe, convenient, and attractive bicycle facilities throughout the community, and enhancing safety, comfort, and accessibility for all levels of bicycle riders.<sup>4</sup> The proposed project supports improvements such as wayfinding marking, bicycle signals, buffered bicycle lanes, and protected bicycle facilities. Implementation of the proposed project would not restrict or impede bicycle connectivity and would not conflict with any adopted policies or plans addressing bicycle facilities. Thus, impacts would be less than significant.

### **c. Transit Facilities**

The General Plan includes policies for supporting the provision of higher-frequency transit services and implementing transit priority measures to help bypass congested areas. Transit-focused policies contained in the proposed CPU support implementation of the transit improvements identified in the Regional Plan by prioritizing the transit system and improving efficiency of transit services.<sup>5</sup> The proposed project includes implementation of transit priority signals on key transit corridors and roadway right-of-way specifically for high-quality transit facilities. In addition, the proposed project provides for a complete bicycle and pedestrian network connecting with and improving access to transit. Thus, implementation of the proposed project would not interfere with implementation of planned transit improvements and would provide policy support for their implementation. Impacts related to conflicts with plans or policies addressing existing or planned transit facilities. Thus, impacts would be less than significant.

### **d. Roadway Facilities**

The proposed project would support goals and policies included in the General Plan, which is to provide a balanced, multi-modal transportation network where each travel mode can contribute to an efficient network of services meeting varied user needs. The General Plan advocates for interconnected street networks within and between community, and the proposed project would support this effort by creating a walkable and bicycle-friendly environment, and supporting transit as a primary mode of travel for many users. Roadway improvements includes, but not limited to, repurposing vehicle travel lanes to provide protected bicycle facilities and flexible lanes for SMART corridors, signal operational improvements for corridor management, reserving right-of-way to implement multi-use paths, and providing bicycle and pedestrian signal enhancements to improve safety. Implementation of the proposed project would not conflict with any adopted policies or plans addressing roadway facilities. Thus, impacts would be less than significant.

## **5.12.5.2 Hazardous Design Features**

The design of roadways in the CPU area would be required to conform with applicable federal, State and City of San Diego's design criteria which contain provisions to minimize roadway hazards.

<sup>4</sup> See Policies for Mobility MO 4.6, and MO 4-12 through MO 4-20.

<sup>5</sup> See Policies for Mobility MO 4-1 through MO 4-5, and MO 4.23.

Compliance with these standards and designed to the satisfaction of the City of San Diego's City Engineer would avoid roadway hazards. Impacts would be less than significant.

### **5.12.5.3 Vehicle Miles Traveled – SB 743 Analysis**

#### **a. Residential Land Uses**

As described in Section 5.12.4.3, with the proposed project, Kearny Mesa's Resident VMT per Capita is 53.2 percent of the Base Year regional average and under the 85 percent threshold (i.e., 15 percent below the Base Year regional average) for this efficiency metric. Therefore, the transportation impacts related to residential uses are considered less than significant.

#### **b. Employment Land Uses**

As described in Section 5.12.4.3, with the proposed project, Kearny Mesa's Employee VMT per Employee is 80.7 percent of the Base Year regional average and under the 85 percent threshold (i.e., 15 percent below the Base Year regional average) for this efficiency metric. Therefore, the transportation impacts related to employment uses are considered less than significant.

Overall, Kearny Mesa CPU's lower residential and employment related VMT compared to the Base Year is largely because the proposed project was designed to self-mitigate by increasing the transportation efficiency in the community guided by the General Plan and Climate Action Plan which also align with Statewide goals. The proposed project is also consistent with the City of San Diego's Complete Communities initiative, which includes planning strategies that work together to create incentives to build homes near transit, provide more mobility choices, enhance opportunities for places to walk, bike, relax and play, and quickly bring neighborhood benefits where needed the most.<sup>6</sup> As a result, the proposed project improves not only the community's VMT efficiencies, but also the citywide VMT efficiencies for the Resident VMT per Capita and the Employee VMT per Employee.

#### **c. Retail Land Uses**

According to OPR's recommendations, a retail impact is considered significant when there is a net increase in total area (i.e. Kearny Mesa) VMT related to the new retail and commercial uses that could be developed with the adoption of the proposed CPU. Kearny Mesa Total Retail VMT is anticipated to increase with the buildout of the proposed project when compared to the present condition due to all the retail growth anticipated to occur in the future throughout the community. While some of the proposed project's retail uses would be intended to be locally serving, much of Kearny Mesa's existing commercial uses, such as uses on Convoy Street, Clairemont Mesa Boulevard, or Balboa Avenue, have more regional drawing characteristics due to the uniqueness of those uses (e.g. car dealerships, specialty grocery markets, restaurants, etc.). With the proposed project, it is anticipated that further redevelopment would maintain and possibly expand these unique retail and commercial destinations. This potential increase in VMT related to the regionally serving retail and commercial uses would be a significant transportation impact under the VMT thresholds.

<sup>6</sup> City of San Diego's Complete Communities Initiative (<https://www.completecommunitiesd.org/>).

## 5.12.6 Mitigation Framework

VTM is positively correlated with growth and as the region is expected to grow, VMT is also expected to increase. However, where the growth occurs plays a significant role in determining how much VMT will increase. Growth in areas with access to high-quality transit such as TPAs,<sup>7</sup> a complete active transportation network, and complementary land uses mixes are more VMT efficient.

Guided by the City's General Plan and Climate Action Plan, SANDAG's Regional Plan, as well as state of the practice urban planning principles (i.e., such as Transit Oriented Development and Complete Streets), the proposed project land uses focus growth in transit corridors and providing a complementary mix of uses. With a fully connected active transportation network, this mix of uses in the locations proposed are planned for the purpose of eliminating and reducing vehicular trips, thereby results in reduced VMT. The key theme behind the proposed project is the *connected community*.<sup>8</sup> The proposed project envisions this community as a sub-regional employment center adaptable to future employment trends and technologies that would bring in a diversified workforce. New development would be focused in mixed-use villages, that would introduce new residential, retail and employment opportunities consolidated around transit corridors with a supportive and balanced mobility system to serve the needs of all current and future users. This system would provide an active transportation network that would be a viable and enjoyable option for traveling within the community in addition to providing connections to transit to get to and from destinations around the region. By bringing in varied and complementary uses in transit corridors and a mobility network that supports and encourages alternative mode choice, the proposed project plans a more VMT efficient and sustainable future for the community.

### Residential Land Uses

As shown in Table 5.12-4, the proposed project's impact for its proposed residential land uses would be less than significant; therefore, no mitigation measures are required.

### Employment Land Uses

As shown in Table 5.12-4, the proposed project's impact for its proposed employment land uses would be less than significant; therefore, no mitigation measures are required.

### Retail Land Uses

For the proposed project's retail land uses, there is a potentially significant impact due to existing and planned retail and commercial uses that would be regionally serving, as well as locally serving. Overall, the proposed CPU is a planning document intended to guide future development throughout Kearny Mesa. It provides detailed policies and implementation guidance that would be applicable to many specific details of future development as applications are filed and future implementing actions are considered. Due to the programmatic nature of the proposed CPU, it does not propose any specific development projects, and thus, cannot adequately anticipate specific

<sup>7</sup> Transit Priority Areas, within the context of Kearny Mesa, include areas within one-half mile of existing or planned trolley stations or the intersection of two or more major bus routes, each having a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods.

<sup>8</sup> Mentioned in Section 5: Urban Design of the *Kearny Mesa Community Plan*, March 2020 version.

project-level requirements at this time. To mitigate the potential impact to less than significant, future development under this proposed CPU would need to be mitigated on a project basis. This could be accomplished through a citywide VMT reduction ordinance that would require development projects to reduce their VMT to the extent feasible by providing on-site VMT reducing infrastructure such as those found in CAPCOA,<sup>9</sup> the SANDAG Mobility Management Toolbox,<sup>10</sup> or other sources that have been vetted through peer-review research; or pay a fee that would fund active transportation infrastructure and transit improvements to reduce citywide VMT.

**Mitigation Measure TR 5.12-1:** Adopt and implement a VMT reduction ordinance that would require future development projects within the City to provide on-site VMT reducing infrastructure or pay a fee that would fund active transportation infrastructure and transit improvements intended to reduce vehicle miles traveled resulting from retail uses. However, because this action by a decision-making body cannot be ensured to occur, and analysis of the implementation of such an ordinance has not been included in this PEIR, this mitigation while potentially feasible, is not implementable at this time. This VMT impact is significant and unavoidable.

### 5.12.7 Significance of Impacts after Mitigation

Should mitigation measure TR 5.12-1 be adopted by City Council, and implemented, VMT would be reduced by individual projects that maybe permitted and constructed under the proposed CPU. A citywide VMT reduction ordinance could reduce community and citywide VMT for projects both ministerial and discretionary, thereby mitigating the potential impact identified in the previous section. The effectiveness of the VMT reducing infrastructure included in such an ordinance would need to be context sensitive and would vary depending on the individual project site such as the location, access to transit, etc. For this reason, and because it is uncertain if, or when such regulations would become effective, mitigation measure TR 5.12-1 would not fully mitigate the VMT impact for retail land uses. However, through continued updates to community plans in transit priority areas, further reductions in citywide VMT would potentially occur. Thus, transportation impacts due to the proposed project's retail land uses would remain significant and unavoidable.

<sup>9</sup> "Quantifying Greenhouse Gas Mitigation Measures." August 2010. (<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>)

<sup>10</sup> The SANDAG Mobility Management Toolbox was released as a local public resource in July 2019. It is currently housed on their iCommute website. (<https://www.icommutesd.com/planners/TDM-local-governments>)

This page intentionally left blank

## **5.13 Visual Effects and Neighborhood Character**

This section of the PEIR discusses potential impacts to visual effects and the existing neighborhood character of the CPU area resulting from implementation of the proposed project.

### **5.13.1 Existing Conditions**

The existing environmental setting, which includes a detailed discussion and description of existing visual resources within the CPU area is contained in Section 2.3.13 of this PEIR. Section 4.13 of this PEIR includes a summary of the regulatory framework relative to visual resources, which describes applicable urban design guidelines, ordinances, and regulations.

### **5.13.2 Methodology and Assumptions**

Potential visual effects and neighborhood character impacts resulting from implementation of the proposed project were evaluated using information from existing conditions assessments of urban design, recreation, and conservation in the CPU area. The assessment was made using data from observations, a spatial analysis, and a photographic inventory.

### **5.13.3 Significance Determination Thresholds**

Based on the City's CEQA Significance Determination Thresholds (City 2016), which have been modified to guide a programmatic analysis for the proposed project, impacts related to visual effects and neighborhood character could be significant if the proposed project would:

1. Result in a substantial obstruction of a vista or scenic view from a public viewing area as identified in the Kearny Mesa Community Plan;
2. Result in a substantial adverse alteration (e.g., bulk, scale, materials or style) to the existing or planned (adopted) character of the area;
3. Result in a substantial change in the existing landform;
4. Create substantial light or glare which would adversely affect daytime and nighttime views in the area; or
5. Result in the loss of any distinctive or landmark tree(s), or stand of mature trees as identified in the Kearny Mesa Community Plan.

## 5.13.4 Impact Analysis

### 5.13.4.1 Issue 1: Scenic Vistas or Views

*Would the proposed project result in a substantial obstruction of a vista or scenic view from a public viewing area as identified in the Kearny Mesa Community Plan?*

Due to its relatively flat topography, the CPU area does not have prominent view corridors. Although the CPU area sits atop a mesa, it does not contain any scenic vistas as designated in the Kearny Mesa Community Plan. No prominent or iconic visual landmarks occur in the community, and no designated scenic highways occur within or adjacent to the CPU area. Furthermore, the possibilities for vistas and scenic views from public viewing areas within the CPU area are largely constrained by the location of the CPU area, its topography and the topography of adjacent communities, and the physical and visual barriers formed by the freeways that frame and/or bisect the CPU area (i.e., I-805, SR 52, I-15, and SR 163).

Given the developed nature of the CPU area and lack of designated scenic vistas and views within the CPU area, future development projects implemented under the proposed project would not result in a substantial alteration or obstruction of public views from view corridors, designated open space areas, public roads, or public parks. Future development implemented within the CPU area would occur within the constraints of the existing urban framework and development pattern. Thus, future development would not impact designated view corridors or viewsheds as viewed from identified public vantage points, and impacts would be less than significant.

### 5.13.4.2 Issue 2: Neighborhood Character

*Would the proposed project result in a substantial alteration (e.g., bulk, scale, materials or style) to the existing or planned (adopted) character of the area?*

Kearny Mesa is a developed, urbanized community, and the CPU area is predominantly developed with industrial and commercial uses and, to a lesser extent, with other types of land uses such as residential, educational, and institutional. Future development projects implemented within the CPU area would be undertaken in accordance with the SDMC. The proposed CPU includes Urban Design policies (UD 5.1-5.10, 5.15, 5.18, and 5.25) intended to direct future development in a manner that improves the community's sense of place by transforming it into a pedestrian-friendly community with unique districts and villages. Additionally, the proposed CPU planned land uses and urban villages, generally located along Clairemont Mesa Boulevard, the Convoy Street corridor, and Aero Drive, and mobility improvements support a pedestrian-oriented area with connections to transit and employment areas.

Redevelopment within the CPU area would occur in infill sites. Infill development can stimulate visual improvements that contribute to revitalizing neighborhoods and restoring unique neighborhood qualities. Accommodating growth through infill and redevelopment compliments the City's strategy for protecting canyons and open spaces. Therefore, new policies in the proposed CPU emphasize combining housing, retail, employment uses, and other uses, at different scales, in village centers.

The Urban Design section of the proposed CPU provides requirements and recommendations for achieving high-quality design of the built environment and the proposed community connections. The proposed CPU includes policies related to the public realm, urban design for buildings, and streetscape improvements to create distinct neighborhoods, villages, corridors, and a sense of place. Proposed urban design features also include the creation of new open spaces and paseos that provide visible and physical connections between streets, sidewalks, and buildings. The proposed CPU identifies streetscape enhancements, improved pedestrian crossings, and reconfigured blocks to support a pedestrian-oriented pattern and scale of development. As new development occurs in Kearny Mesa in accordance with the proposed project, the implementation of urban design policies would increase landscaping and green infrastructure including trees. Trees contribute to the spatial definition of a street, providing both a comfortable sense of scale and enclosure to the public realm. They also add shade, which contributes to pedestrian comfort, and color, texture, and pattern that contribute to the street's visual quality.

Implementation of the proposed CPU policies would occur at the project level for future development within the CPU area and would provide for cohesive design themes, visual elements, and development patterns on a communitywide basis as the CPU area is built out. However, the aggregate shift in character from a predominantly lower density, commercial and industrial employment center to a higher density, mixed-use urban village and employment hub would substantially alter the existing neighborhood character of the CPU area.

This change in neighborhood character would largely be attributable to the modification in building forms and overall development patterns associated with the introduction of urban villages, an increase in residential densities and FARs, and a more intensive employment hub. The proposed village areas along Clairemont Mesa Boulevard, Convoy Street, and Aero Drive would generally consist of integrated commercial and residential uses in a pedestrian-oriented environment with convenient access and connections to transit facilities, mobility hubs, and goods/services (e.g., restaurants and shops). The proposed CPU envisions the Clairemont Mesa Boulevard village as a high-density corridor that would transform the existing "super block" configuration (i.e., large blocks and parcels with limited pedestrian amenities and mobility options) to a more compact and vertically integrated development pattern that would accommodate mixed uses and multi-modal connections. The proposed Convoy Corridor village would expand commercial uses and introduce mixed-use residential development and connected public spaces. As with the Clairemont Mesa Boulevard village, longer blocks would be redeveloped with more compact developments and associated building forms. The proposed Aero Drive village is envisioned as a mixed-use neighborhood with additional residential blocks on the south side of the street that would be connected to restaurants and services on the north side of the street. Like the other proposed urban villages, development patterns and building forms would change, and densities within this area would increase compared to existing conditions.

Given the proposed increases in density particularly within these urban village areas, as well as in the areas with a proposed increase in lot coverage in commercial and industrial zones, the overall development intensity of the built environment within the CPU area would increase. The urban villages would include two new mixed use land use designations to the CPU area, Urban Employment Village – Medium, which would allow residential densities up to 74 dwelling units per acre (du/ac), and Urban Employment Village – High, which would allow residential densities as high as 109 du/ac. Areas that would be designated community commercial with allowable residential

would also contain varying residential densities, ranging from a maximum of 29, 44, 74 or 109 du/ac. Additionally, the FAR for sites within areas with proposed industrial and commercial designations could also increase above what is currently allowed, which could result in higher development intensities within the CPU area. The proposed CPU identifies an employment hub in the center of the CPU area along Balboa Avenue and Ruffin Road that would reinforce Kearny Mesa as a regional employment area. The resulting increase in development intensities from buildout of the proposed project would contribute to a substantial change to the neighborhood character of the CPU area.

Building forms associated with redevelopment and new development as the CPU area is built out could modify the urban fabric of the existing neighborhood character. Predominant building forms currently within the CPU area largely consist of one- to two-story industrial and commercial buildings set within a single-use site. With the proposed urban villages and increased FARs, building forms associated with future development within the CPU area would depart from existing forms and character. Future buildings, particularly in the village areas and outside of airport overlays, would likely be much taller in height than existing buildings and would integrate multiple uses. Building design would also be considerably different as many new buildings would not serve single-use utilitarian functions, but would accommodate commercial and residential uses with an active street level. Commercial building forms could also be notably different in that they could be larger in size and site design that considered connections to transit (i.e., transit-oriented development [TOD]), which could increase the overall scale of development. The proposed land use and zone changes could result in different setback requirements than what is currently required. Additionally, the focus on TOD in specific areas could result in different site designs that would incorporate connections to nearby transit facilities compared to the current site designs. The resulting development pattern due to the progressive shift in building forms as the CPU area builds out would create a more urbanized, higher density character within the CPU area, which would represent a substantial alteration to the existing neighborhood character. Thus, impacts related to a substantial alteration to the existing or planned character of the area would be significant at the program level.

### 5.13.4.3 Issue 3: Landform Alteration

*Would the proposed project result in a substantial change in the existing landform?*

It is anticipated that future development in accordance with the proposed project would not result in substantial landform alteration. The community is largely developed with existing urban land uses. While the proposed CPU would intensify some uses, the development pursuant to the proposed project would occur in the future over an extended time period, and specific grading quantities associated with future development are currently unknown. However, no mass grading is anticipated since the CPU area is relatively flat and already nearly fully developed with urban uses. As future development projects within the CPU area are proposed, they would be reviewed to determine whether grading plans demonstrate compliance with the City's SDMC regarding grading and if a permit is required. Impacts related to landform alteration would be less than significant.

#### 5.13.4.4 Issue 4: Light and Glare

*Would the proposed project create substantial light or glare which would adversely affect daytime or nighttime views in the area?*

The CPU area is a developed urban community and sources of light currently include those typical of an urban community, such as building lighting for residential and non-residential land uses, parking lot lighting, roadway infrastructure lighting, and signage. Future development implemented in accordance with the proposed project would necessitate the use of additional light fixtures and may contribute to existing conditions of light and glare. New light sources may include residential and non-residential interior and exterior lighting, parking lot lighting, commercial signage lighting, and lamps for streetscape and public recreational areas.

The purpose of the City's outdoor lighting regulations (SDMC Section 142.0740) is to minimize negative impacts from light pollution including light trespass, glare, and urban sky glow in order to preserve enjoyment of the night sky and minimize conflict caused by unnecessary illumination. Regulation of outdoor lighting is also intended to promote lighting design that provides for public safety and conserves electrical energy. New outdoor lighting fixtures must minimize light trespass in accordance with the Green Building Regulations, where applicable, or otherwise direct, shield, and control light to keep it from falling onto surrounding properties. The City's regulations prohibit direct-beam illumination from leaving the premises and requires that most outdoor lighting be turned off between 11:00 p.m. and 6:00 a.m. with some exceptions (such as lighting provided for commercial and industrial uses that continue to be fully operational after 11:00 p.m. for public safety).

SDMC Section 142.0730 regulates glare and mandates that no greater than 50 percent of the exterior of a building be composed of reflective material that has a light reflectivity factor greater than 30 percent. Additionally, pursuant to SDMC Section 142.0730(b), reflective building materials are not permitted where the City Manager determines that their use would contribute to potential traffic hazards, diminished quality of riparian habitat, or reduced enjoyment of public open space. Lighting impacts to MHPA areas that occur adjacent to the CPU area (along the SR 52 corridor, near the Montgomery-Gibbs Executive Airport, and along Murphy Canyon in the eastern portion of the CPU area) would be regulated through compliance with the MHPA Land Use Adjacency Guidelines, which requires lighting of all developed areas adjacent to the MHPA to be directed away from the MHPA.

Lighting and glare restrictions are also contained on the Montgomery-Gibbs Executive Airport ALUCP and MCAS Miramar ALUCP. Section 2.6.2(a)(2)(iii) of the Montgomery-Gibbs Executive Airport ALUCP requires ALUC review of projects within Review Area 2 that would have the potential to create electrical or visual hazards to aircraft in flight, including: electrical interference with radio communications or navigational signals; lighting which could be mistaken for airport lighting; glare or bright lights (including laser lights) in the eyes of pilots or aircraft using the airport; certain colors of neon lights (especially red and white) that can interfere with night vision goggles; and impaired visibility near the airport. Similarly, Section 2.6.2(a)(2)(iii) of the MCAS Miramar ALUCP requires the same ALUC review of projects within Review Area 2. Additionally, Section 3.5.6 (a)(1) of the Montgomery-Gibbs Executive Airport ALUCP regulates potential sources of glare (such as from

mirrored or other highly reflective buildings or building features) or bright lights (including search lights and laser light displays).

Through compliance with existing development standards and regulations pertaining to lighting and glare contained in the SDMC, MHPA Land Use Adjacency Guidelines, and the Montgomery-Gibbs Executive Airport and MCAS Miramar ALUCPs, impacts related to light and glare would be less than significant.

#### **5.13.4.5 Issue 5: Loss of Distinctive or Landmark Trees**

*Would the proposed project result in the loss of any distinctive or landmark tree(s), or stand of mature trees as identified in the Kearny Mesa Community Plan?*

No designated distinctive or landmark trees or mature stands of trees occur within the CPU area. Street trees are present along many of the major roadway corridors within the CPU area, and future development within the CPU area would be subject to City Council Policy 900-19, Public Tree Protection, which provides for the protection of street trees. Additionally, the proposed CPU includes policies within the Urban Design and Parks, Recreation, and Open Space sections that promote the planting of new trees along streets and in public spaces (UD 5.18, 5.28-30 and PR 6.29). The Urban Design section of the proposed CPU calls for installation of an integrated street tree planting program along CPU area roadway corridors (i.e., Clairemont Mesa Boulevard, Convoy Street, Convoy Court, Aero Drive, Balboa Avenue, Kearny Villa Road, and Ruffner Street) to provide visual unity within the CPU area. Impacts related to the loss of distinctive or landmark trees would be less than significant.

### **5.13.5 Significance of Impacts**

#### **5.13.5.1 Scenic Vistas or Views**

The CPU area does not have prominent view corridors and does not contain any designated scenic vistas or iconic visual landmarks. No designated scenic highways occur within or adjacent to the CPU area. Implementation of the proposed project would not result in a substantial obstruction of a designated vista or scenic view from a public viewing area. Therefore, impacts related to scenic vistas or views would be less than significant.

#### **5.13.5.2 Neighborhood Character**

The proposed CPU includes policies intended to direct future development in a manner that improves the community's sense of place by transforming it into a pedestrian-friendly community with unique districts and villages. However, the aggregate shift in development patterns and building scale from a predominantly lower density, commercial and industrial employment center to a higher density, mixed-use urban village and employment hub would substantially alter the existing neighborhood character of the CPU area. Thus, impacts related to substantial alteration to the existing or planned character of the area would be significant and unavoidable at the program level.

### **5.13.5.3 Landform Alteration**

It is anticipated that future development in accordance with the proposed project would not result in substantial landform alteration because the CPU area is largely developed with existing urban land uses concentrated on the relatively flat mesa top that characterizes most of the CPU area. While the proposed CPU would intensify some uses, the proposed CPU contains policies to ensure that redevelopment takes into account existing landform. As future development projects within the CPU area are proposed, they would be reviewed to determine whether grading plans demonstrate compliance with the City's SDMC regarding grading and if a permit is required. Thus, impacts related to landform alteration would be less than significant.

### **5.13.5.4 Light and Glare**

With adherence to the City's outdoor lighting and glare regulations, the MHPA Land Use Adjacency Guidelines and Montgomery-Gibbs Executive Airport and MCAS Miramar ALUCPs lighting and glare regulations, impacts associated with lighting and glare would be less than significant.

### **5.13.5.5 Loss of Distinctive or Landmark Trees**

No designated distinctive or landmark trees or mature stands of trees occur within the CPU area. The proposed CPU includes policies that promote the planting of new trees, and future development within the CPU area would be subject to City Council Policy 900-19 which provides for the protection of street trees. Therefore, impacts related to the loss of distinctive or landmark trees would be less than significant.

## **5.13.6 Mitigation Framework**

Potential impacts associated with scenic vistas or views, landform alteration, light and glare, and the loss of distinctive or landmark trees resulting from implementation of the proposed project would be less than significant; therefore, no mitigation measures are required.

Impacts to neighborhood character would be significant and unavoidable at the program level. No feasible mitigation measures are available at this time.

This page intentionally left blank

## 6.0 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” These individual effects may entail changes resulting from a single project or from a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other past, present and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects occurring over a period of time.

Section 15130 of the CEQA Guidelines requires that an EIR discuss the cumulative impacts of a project when the project’s incremental effect would potentially be cumulatively considerable. Cumulatively considerable, as defined in Section 15065(a)(3), means that the incremental effects of the individual project are considerable when viewed in connection with the effects of past projects, other current projects and the effects of probable future projects. Where a lead agency determines the project’s incremental effect would not be cumulatively considerable, a brief description of the basis for such a conclusion must be included. In addition, the CEQA Guidelines allow for a project’s contribution to be rendered less than cumulatively considerable with implementation of appropriate mitigation.

According to Section 15130(b) of the CEQA Guidelines, the discussion of cumulative impacts “...need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness.” Additionally, one of the following two possible approaches is required for considering cumulative effects:

- A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated region- or area-wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

Pursuant to CEQA Guidelines Section 15130(d), cumulative impact discussions may rely on previously approved land use documents such as general plans, specific plans, and local coastal plans, and may be incorporated by reference. In addition, no further cumulative impact analysis is required when a project is consistent with such plans, and the lead agency determines that the regional or area-wide cumulative impacts of the project have already been adequately addressed in a certified EIR for that plan.

CEQA Guidelines Section 15130(e) also states that “If a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact, as provided in Section 15183(j).”

The cumulative impacts assessment in this section primarily relies on the cumulative impact determinations in the City's General Plan PEIR. The following issues were identified as cumulatively significant in the General Plan PEIR: agricultural resources, air quality, biological resources, geological conditions, health and safety, historical resources, hydrology, land use, mineral resources, noise, paleontological resources, population and housing, public services and facilities, public utilities, transportation/traffic/circulation/parking, visual effects and neighborhood character, water quality, and GHGs. Consistent with CEQA Guidelines Section 15130(e), where the significance of cumulative impacts was previously identified for the General Plan PEIR, and the proposed project is consistent, those impacts do not need to be analyzed further. The proposed project would add incremental effects to several of the issues identified above; however, the effects associated with the proposed project would also be cumulatively significant. Based on the noted considerations, the following issue areas identified as cumulatively significant in the General Plan PEIR are assessed below: Air Quality; Biological Resources; Geology and Soils; Greenhouse Gas Emissions; Human Health, Public Safety, and Hazardous Materials; Historical, Archaeological, and Tribal Cultural Resources; Hydrology and Water Quality; Land Use; Noise; Public Services and Facilities; Public Utilities; Transportation and Circulation; and Visual Effects and Neighborhood Character.

## 6.1 Air Quality

The cumulative study area for regional air quality analysis is the SDAB. The SDAB is designated as a nonattainment area for ozone,  $PM_{10}$ , and  $PM_{2.5}$  under state standards and a nonattainment area for ozone under federal standards. The RAQS and the SIP are the most appropriate documents for evaluating the proposed project's cumulative effects because the RAQS and applicable portions of the SIP evaluated air quality emissions for the whole of the SDAB using a future development scenario. As analyzed in Section 5.1.4.1 of this PEIR, the proposed project would conflict with implementation of the RAQS and SIP. Furthermore, as discussed in Section 5.1.4.2, the proposed project's operational regional VOC (ozone precursor), as well as  $PM_{10}$  and  $PM_{2.5}$  emissions would be greater than buildout of the adopted Community Plan. Therefore, VOC emissions generated by implementation of the proposed project could contribute to existing violations of the state and federal ozone standards. The  $PM_{10}$  and  $PM_{2.5}$  emissions generated by implementation of the proposed project could also contribute to existing violations of their respective standards. Because it cannot be demonstrated at the programmatic level that future development would not exceed applicable air quality standards, cumulative impacts resulting from implementation of the proposed project are considered significant and cumulatively considerable.

The proposed CPU is intended to further express General Plan policies in the CPU area through the provision of site-specific recommendations that implement citywide goals and policies, address community needs, and guide zoning. The two documents work together to establish the framework for growth and development in the CPU area. The proposed CPU contains sections relevant to the CPU area with community-specific goals and recommendations. These goals and recommendations 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. Mitigation Measures AQ 5.1-2 through AQ 5.1-4 would reduce criteria pollutant emissions but the contribution of air pollutants to the SDAB would result in a significant and unavoidable cumulative impact on air quality within the SDAB.

## 6.2 Biological Resources

Preservation of the region's biological resources has been addressed through the implementation of regional HCPs. Impacts to biological resources in the City are managed through the City's MSCP Subarea Plan, which is incorporated by reference in the General Plan, and the City's VPHCP.

The CPU area currently supports sensitive biological resources, including wetlands, scrub habitats, chaparral, and grasslands, as well as sensitive plants and wildlife. While much of the CPU area is developed and does not contain sensitive biological resources, sensitive vegetation occurs along the northern and eastern edges of the CPU area boundary, as well as within the Montgomery-Gibbs Executive Airport property. The entire CPU area is within the City's MSCP and VPHCP areas and MHPA lands occur in the areas listed above. Resources within the CPU area and in adjacent communities are protected through Open Space designations and/or their location within the MHPA in addition to protections provided by the City's ESL Regulations. The proposed CPU also includes policies related to the protection of biological resources. Future development projects within the CPU area would be subject to these regulatory controls, MSCP and VPHCP policies, and CPU policies to protect biological resources.

Cumulative development that would occur within the CPU area and in the surrounding communities would result in less than significant cumulative impacts to biological resources due to the developed nature of these communities combined with the existing regulatory framework that would ensure that impacts to sensitive biological resources are avoided. Although individual future projects could contribute to incremental biological resource impacts, compliance with proposed CPU policies, the MSCP SAP, VPHCP, ESL Regulations, and the Biology Guidelines would ensure that cumulative impacts from future development would be less than significant. The proposed project's contribution would not be cumulatively considerable.

## 6.3 Geology and Soils

Cumulative impacts related to geologic hazards within the CPU area and surrounding communities would be less than significant with implementation of recommendations included in site-specific geotechnical investigations required under the CBC and SDMC, as well as compliance with applicable regulatory/industry standard and codes, including the CBC and SDMC. As discussed in Section 5.3, *Geology and Soils*, geologic hazards occur from mapped faulting and site-specific soil or geologic conditions.

Development of the proposed project in combination with development in surrounding communities would not compound or worsen potential geologic hazards. Geologic hazard conditions are site-specific and do not compound or increase in combination with projected development elsewhere in the county. Thus, as individual future development projects would be required to comply with remedial measures identified in a site-specific geotechnical investigation and applicable regulatory/industry standard and codes, as required by the SDMC and CBC, cumulative impacts related to geologic hazards would be less than significant and the proposed project's contribution would not be cumulatively considerable.

## 6.4 Greenhouse Gas Emissions

The impact analysis discussed under Issue 1 in Section 5.4, *Greenhouse Gas Emissions*, is a cumulative analysis by its nature because GHG emissions are a cumulative issue caused by global GHG emissions and not by an individual project. Cumulatively, there exists a significant impact related to GHG emissions at the global level. However, as discussed under Issue 1 in Section 5.4, the proposed project's contribution to the cumulative impact from GHG emissions would be less than cumulatively considerable because implementation of the proposed project would be consistent with the goals and strategy of the CAP and City of Villages strategy. As discussed under Issue 2 in Section 5.4, City policies, plans, and codes will be evaluated as needed to ensure that CAP GHG emissions reduction targets are met. If implementation of the proposed project, cumulatively with other planning efforts, would be inconsistent with the CAP or other plans/policies for the reduction of GHGs, the City could amend those land use plans to include more aggressive strategies for GHG reduction and to ensure consistency with the adopted CAP. Thus, cumulative impacts related to conflicts with GHG plans and policies would be less than significant and the proposed project's contribution would not be cumulatively considerable.

## 6.5 Historical, Archaeological, and Tribal Cultural Resources

As stated in Section 5.5, *Historical, Archaeological, and Tribal Cultural Resources*, while the proposed project could result in direct impacts to historical resources, the goals, policies, and recommendations enacted by the City, combined with federal, state, and local regulations, provide a framework for developing project-level historical resources mitigation measures for future discretionary projects. Future discretionary projects proposed within the CPU area would be subject to site-specific review in accordance with the City's Historical Resources Regulations and Historical Resources Guidelines and would be required to comply with the Historical Resources Regulations. The City's process for evaluating discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan. As individual future projects may contribute to incremental historical resource impacts, and the degree of future impacts and the applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis, the cumulative impact on historical resources would be considered significant.

The General Plan PEIR states that the continued pressure to develop or redevelop areas in the county would result in incremental impacts to the historic record in the San Diego region, which was determined to be a cumulatively significant impact. Regardless of the efforts taken to avoid impacts to cultural resources, the more land that is converted to developed uses, the greater the potential for impacts to cultural resources. While individual projects can avoid or mitigate the direct loss of a specific resource, the effects would be cumulatively considerable, and therefore could result in a significant cumulative impact.

As stated in Section 5.5, impacts to archaeological resources, sacred sites, human remains, and tribal cultural resources would be considered significant with the implementation of the proposed project. While federal, state, and local regulations, as well as goals and policies developed by the City

would reduce impacts to these resources, future development in the CPU area could still result in significant impacts. Impacts to archaeological and tribal cultural resources from future development projects, in conjunction with impacts from development in surrounding communities, could result in a significant cumulative impact to these resources. Implementation of the mitigation measures identified in Section 5.5 could minimize the impacts of development under the proposed project, but cumulative impacts to archaeological resources, sacred sites, human remains, and tribal cultural resources would remain significant and unavoidable.

## **6.6 Human Health, Public Safety, and Hazardous Materials**

As discussed in Section 5.6, *Human Health, Public Safety, and Hazardous Materials*, compliance with federal, state, regional, and local health and safety laws and regulations would address potential health and safety impacts. Potential health and safety impacts associated with wildfires, hazardous substances, emergency response and evacuation plans, and aircraft hazards would not combine to create cumulative impacts when viewed together with the potential growth that could occur within the CPU area and surrounding communities (Tierrasanta, Clairemont Mesa, Serra Mesa, and Linda Vista). Wildfire impacts on the urbanized CPU area would be limited because future projects implemented in accordance with the proposed project would be subject to the City's Brush Management regulations and the City's Fire Code requirements. Similarly, potential hazards associated with hazardous material sites are site specific and would not combine with hazards in other communities to create a cumulative impact. Future development projects within the CPU area as well as in surrounding communities that lie within the AIAs of Montgomery-Gibbs Executive Airport and MCAS Miramar would also be subject to the requirements of the respective ALUCPs, including safety compatibility and airspace protection criteria, as well as applicable sections of the SDMC. Therefore, implementation of the proposed project would not result in significant cumulative impacts related to human health and safety issues and the proposed project's contribution would not be cumulatively considerable.

## **6.7 Hydrology and Water Quality**

Future projects within the CPU area and surrounding areas could have a cumulative impact on hydrology and water quality, including downstream problems with flooding, sizing of drainage facilities, erosion, and sedimentation. However, all future development within the CPU area and surrounding communities would be required to comply with applicable NPDES permit requirements, including the development of a SWPPP if the disturbed area covers one acre or more, or a Water Quality Control Plan if the disturbed area is less than one acre. Future projects would also be required to follow the City's Drainage Design Manual for drainage design and BMPs for treatment. Portions of the CPU area contain mapped floodplains, including SFHAs. Future development within mapped floodplains would be subject to applicable City (SDMC Sections 143.0145 and 143.0146) and FEMA requirements to ensure that development would not impede or redirect flood flows and to avoid flood hazards. Thus, cumulative water quality, runoff, and flooding impacts would be less than significant and the proposed project's contribution would not be cumulatively considerable.

## 6.8 Land Use

As discussed in Section 5.8, *Land Use*, the proposed CPU contains goals and policies that are consistent with citywide zone classifications, development design guidelines, mobility guidelines, and programs in accordance with the goals of the General Plan and the regulations in the SDMC. The proposed project would accommodate existing development as well as encourage development consistent with General Plan City of Villages Strategy and the CAP.

The proposed project is consistent with and also implements the environmental goals and objectives of SANDAG's Regional Plan. The proposed CPU's land use framework is consistent with the City's MSCP Subarea Plan, MHPA Land Use Adjacency Guidelines, and VPHCP and would accommodate the development proposed in the CPU area's Specific Plans. Development implemented in accordance with the proposed project would not result in conflicts with the City's ESL Regulations, as the proposed CPU contains policies supporting the goals of these regulations. Any development within the CPU area that would encroach into environmentally sensitive lands would be subject to review in accordance with the ESL Regulations (LDC Section 143.0101 et seq.). Future development in accordance with the proposed project would also be required to comply with the City's Historical Resources Regulations, which protect designated and eligible historical resources throughout the City. Future development projects within the AIAs for Montgomery-Gibbs Executive Airport or MCAS Miramar would be submitted to the San Diego County Regional Airport Authority, acting as the ALUC, to ensure the consistency of future development with the ALUCP for the relevant airport, until the ALUC determines that the updated community plan and development regulations are consistent with the ALUCP or the City Council takes action to overrule the ALUC. Based on the compatibility of the proposed project with the General Plan policy framework and other applicable land use plans and regulations, cumulative land use impacts associated would be less than significant and the proposed project's contribution would not be cumulatively considerable.

## 6.9 Noise

The analysis provided for noise in Section 5.9, *Noise*, is cumulative in nature because the analysis considers noise and vibration impacts associated with buildout of the entire CPU area, and the traffic assumptions used in the analysis includes cumulative traffic associated with buildout of neighboring communities. Noise impacts associated with growth in neighboring communities would be localized in nature. For example, future construction activities in Clairemont Mesa would not affect residences in Kearny Mesa with the exception of development that may occur at the boundary of the CPU area. However, the land uses within the CPU area would be subject to the same General Plan policies, noise ordinance requirements, and Title 24 standards discussed in this PEIR. Thus, cumulative noise impacts associated with stationary noise would be less than significant, and the project's contribution would not be cumulatively considerable. However, the proposed CPU's contribution to cumulative noise impacts associated with ambient noise increases, noise - land use compatibility, airport noise, construction noise, and vibration would be cumulatively considerable and associated cumulative impacts would be significant and unavoidable, as discussed in Section 5.9.

## **6.10 Public Services and Facilities**

Population growth in the CPU area and surrounding communities would result in increased demand for public services and facilities. Therefore, it is anticipated that new or improved public services and facilities infrastructure would be required to meet the needs of the City's future growth occurring through infill and redevelopment as well as remaining on vacant and developable lands. However, implementation of the proposed project does not include construction of any specific public facilities or services. The proposed CPU includes policies that would support improvements to public facilities.

The specific public services and facilities improvements that would be constructed in the cumulative area of the CPU area and adjacent communities and the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known at this program level of analysis. Therefore, the proposed project's contribution to cumulative impacts related to public services would be cumulatively considerable and associated cumulative impacts are considered significant and unavoidable.

## **6.11 Public Utilities**

### **6.11.1 Water Supply**

The WSA prepared for the proposed project concluded that the proposed project would be consistent with the water demand assumptions included in the regional water resource planning documents of the SDCWA and the MWD. Furthermore, current and future water supplies, as well as the actions necessary to develop these supplies, have been identified in the water resources planning documents of the PUD, the SDCWA, and MWD to serve the projected demands of the CPU area, in addition to existing and planned future water demand of the City. Thus, cumulative impacts related to water supply would be less than significant and the proposed project's contribution would not be cumulatively considerable.

### **6.11.2 Utilities**

Some of the City's built areas have existing infrastructure deficiencies that would require capacity improvements to serve additional population. The specific utilities improvements that would be constructed in the cumulative area of the CPU area and adjacent communities, the degree of future impacts, and applicability, feasibility, and success of future mitigation measures cannot be adequately known at this program level of analysis. Therefore, the proposed project's contribution to cumulative impacts related to utilities would be cumulatively considerable and associated cumulative impacts are considered significant and unavoidable.

### **6.11.3 Solid Waste Management**

The proposed project combined with future development of adjacent communities would generate solid waste through demolition/ construction activities. The proposed project would increase density within the CPU area, but it would not induce growth regionally. The increase in density within the CPU area would reduce trip distances and other related impacts associated with managing waste by

focusing development within designated village areas. Therefore, cumulative solid waste management impacts would be less than significant and the proposed project's contribution would not be cumulatively considerable.

## **6.12 Transportation**

Due to the long-range planning nature of the proposed project being an update to the adopted Community Plan with no specific development project being proposed at this time, the transportation analysis provided in Section 5.12 of this PEIR is considered cumulative in nature. Thus, as discussed in Section 5.12, cumulative transportation impacts related to VMT for retail land uses upon buildout of the proposed project would be significant and unavoidable.

## **6.13 Visual Effects and Neighborhood Character**

Changes in visual effects and neighborhood character resulting from individual development projects under the proposed project could contribute incrementally to cumulative impacts with regard to aesthetics. Future growth within the CPU area has the potential to cumulatively impact the visual environment due to the overall intensification of development associated with buildout of the CPU area and would result in change to existing development patterns and neighborhood character.

As discussed in Section 5.13, *Visual Effects and Neighborhood Character*, the aggregate shift in character from a predominantly lower density, commercial and industrial employment center to also include higher density, mixed-use urban village and employment hub would substantially alter the existing neighborhood character of the CPU area as it is built out under the proposed project. Since buildout of the CPU area represents cumulative conditions, cumulative impacts to neighborhood character resulting from implementation of the proposed project would be significant. Future development patterns and intensities in surrounding communities, including Clairemont Mesa, Linda Vista, Mission Valley, Serra Mesa, and Tierrasanta, are anticipated to undergo change as the respective community plans are implemented. Pursuant to the implementation of the General Plan's City of Villages Strategy and general shift to infill development, it is anticipated that existing urbanized communities would intensify as they are built out. While the degree of change in neighborhood character would vary per community (as envisioned in the respective community plan), the proposed project's contribution to the overall change in this area of the City at buildout of all of these communities would be cumulatively considerable given the substantial change in neighborhood character that would occur within the CPU area. Therefore, cumulative neighborhood character impacts would be significant and unavoidable.

Future development associated with the proposed project would not contribute to a significant cumulative impact to scenic views and vistas because the CPU area does not have prominent view corridors and does not contain any designated scenic vistas or iconic visual landmarks. No designated scenic highways occur within or adjacent to the CPU area either. Therefore, cumulative impacts related to scenic vistas or views would be less than significant and not cumulatively considerable.

As potential impacts related to landform alteration would be localized to a specific project site and its immediate viewshed, cumulative impacts related to landform alteration are not anticipated. Furthermore, the proposed CPU contains policies to ensure that redevelopment takes into account

existing landform. As future development projects within the CPU area are proposed, they would be reviewed to determine whether grading plans demonstrate compliance with the City's SDMC regarding grading and if a permit is required. Thus, cumulative impacts related to landform alteration would be less than significant and not cumulatively considerable.

With adherence to the City's outdoor lighting and glare regulations, the MHPA Land Use Adjacency Guidelines, and Montgomery-Gibbs Executive Airport and MCAS Miramar ALUCPs lighting and glare regulations, cumulative impacts associated with lighting and glare would be less than significant and the project's contribution would not be cumulatively considerable.

No designated distinctive or landmark trees or mature stands of trees occur within the CPU area. The proposed CPU includes policies that promote the planting of new trees, and future development within the CPU area would be subject to City Council Policy 900-19 which provides for the protection of street trees. Therefore, cumulative impacts related to the loss of distinctive or landmark trees would be less than significant and not cumulatively considerable.

This page intentionally left blank

## 7.0 OTHER MANDATORY DISCUSSION AREAS

This section presents a summary of growth-inducing impacts, effects found not to be significant, significant and unavoidable impacts, and significant irreversible environmental changes. These findings are based in part on the analysis provided in Chapter 5, *Environmental Analysis*.

### 7.1 Growth Inducement

CEQA Guidelines Section 15126.2(e) requires that EIRs include an evaluation of potential growth inducement impacts to “Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” This can include projects which remove obstacles to population growth, such as through the provision of expanded public utility capacity that may allow additional construction in the associated service area (e.g., the major expansion of a wastewater treatment plant). The referenced CEQA Guidelines section also notes that “It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

The City’s CEQA Significance Determination Thresholds (City 2016) provide additional direction on this issue, noting that growth inducement:

...is usually associated with those projects that foster economic or population growth, or the construction of additional housing, either directly or indirectly which may result in the construction of major and new infrastructure facilities. Also, a change in land use policy or projects that provide economic stimulus, such as industrial or commercial uses, may induce growth. Accelerated growth may further strain existing community facilities or encourage activities that could significantly affect the surrounding environment.

The City’s Significance Determination Thresholds (City 2016) also state that “the analysis must avoid speculation and focus on probable growth patterns or projects.”

The General Plan PEIR (City 2007) notes that the “population in San Diego will grow whether or not the Draft General Plan is adopted...” and a number of the General Plan policies are in place to “...encourage business, education, employment and workforce development...preserve and protect valuable employment land, especially prime industrial land, from conversion to other uses...and facilitate expansion and new growth of high quality employment opportunities in the City.” The General Plan incorporates the City of Villages Strategy, which notes that a “village” is a place where residential, commercial, employment, and civic uses are present and integrated, and are characterized by compact mixed-use areas that are pedestrian-friendly and linked to the regional transit system (City 2008a). Based on Government Code Section 65300, the General Plan serves as a comprehensive, long-term plan for physical development of the City and, by definition, is intended to manage and address future growth in the City. Implementation of the City of Villages Strategy relies on the future designation and development of village sites through comprehensive community plan updates.

The proposed CPU serves as a comprehensive long-term plan for the physical development of the CPU area and is intended to manage and address future growth of the community.

The proposed CPU would be consistent with and implement the General Plan's City of Villages Strategy as it would place an emphasis on directing population growth into mixed-use urban villages that are pedestrian-friendly and linked to an improved regional transit system. Multiple policies in the proposed CPU promote mixed uses and walkability along corridors by requiring or encouraging additional shade features and landscaping; incorporating paseos, plazas, and pedestrian connections; and by detailing street-level design elements that activate ground floor spaces and create an attractive public realm.

The proposed CPU is intended to provide guidance on orderly growth and redevelopment in accordance with smart growth principles. Through the placement of higher density residential development in areas in and around transit and commercial corridors, the proposed CPU would foster a mixed-use urban environment that supports transit and pedestrian activity. The proposed CPU would designate land uses to accommodate residential and non-residential growth, although additional housing units and non-residential space would not be built without demand. Other potential environmental impacts associated with population growth in the CPU area (e.g., transportation/traffic, air quality, noise, GHG emissions) are addressed in the relevant sections of this PEIR.

The proposed CPU promotes infill residential, commercial, and office development in proximity to transit services. Additional proposed policies are intended to maintain the CPU area as a major employment area by providing for additional industrial sector and commercial employment opportunities. These policies would serve to facilitate expansion and new growth of high-quality employment opportunities with bicycle or pedestrian access to transit. Therefore, the proposed CPU would provide comprehensive planning for the management of population growth, necessary economic expansion to support development efforts, and allow an appropriate balance of managed population, housing, and economic growth to accommodate community development while maintaining related community and environmental standards.

## **7.2 Effects Found Not to be Significant**

CEQA Guidelines Section 15128 requires that an EIR contain a brief statement disclosing the reasons why various possible significant effects of a project were found not to be significant and therefore were not discussed in detail in the EIR. The impacts associated with the following environmental issue areas were found to not be significant as a result of the proposed project: Agriculture and Forestry Resources, Energy, Mineral Resources, Paleontological Resources, and Population and Housing.

### **7.2.1 Agriculture and Forestry Resources**

#### **7.2.1.1 Farmland Mapping and Monitoring Program**

Based on farmland mapping prepared by the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (CDC 2016), the CPU area is not identified as containing Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Most of the CPU area is classified as Urban and Built-up Land. A few areas within the CPU boundary (within Montgomery-Gibbs Executive Airport and open space along the eastern CPU area boundary) are mapped as Other Land, which applies to vacant and non-agricultural land surrounded on all sides by urban

development that is greater than 40 acres in size. Therefore, there would be no impact to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

#### **7.2.1.2 Agricultural Zoning/Williamson Act**

The CPU area is not zoned for agriculture and there are no lands under a Williamson Act contract. Therefore, no impact is identified for this issue area.

#### **7.2.1.3 Forest, Timberland, Timberland Production Zone**

The CPU area is located within an urbanized area. There are no existing forestlands, timberlands, or timberlands zoned Timberland Production either within the CPU area or in the immediate vicinity that would conflict with existing zoning or the proposed rezoning. Therefore, no impact is identified for this issue area.

#### **7.2.1.4 Loss of Forest Land**

The CPU area is located within an urbanized area. There are no existing forestlands either within the CPU area or in the immediate vicinity. Implementation of the proposed project would not result in the loss of forestland or conversion of forestland to non-forest use. Therefore, no impact is identified for this issue area.

#### **7.2.1.5 Conversion of Farmland or Forest**

The CPU area is located within an urbanized area; there are no existing forestland uses either within the CPU area or the immediate vicinity. Implementation of the proposed project would not involve any other changes that could result in the conversion of farmland to non-agricultural use or the conversion of forestland to non-forest use. Therefore, no impact is identified for this issue area.

### **7.2.2 Energy**

#### **7.2.2.1 Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources**

Because the proposed project is the adoption of a community plan and does not specifically address any specific development project(s), impacts to energy resources are addressed generally, based on projected buildout of the proposed project. Implementation of the proposed project has the potential to result in impacts to energy supply due to development that is anticipated to occur in response to projected population growth. Depending on the types of future uses, impacts would need to be addressed in detail at the time specific projects are proposed. At a minimum, future projects implemented in accordance with the proposed project would be required to meet the mandatory energy standards of the current California Energy Code (Title 24 Building Energy Standards of the California Public Resources Code).

Energy resources would be consumed during construction of future development under the proposed project, and would also be consumed to provide operational lighting, heating, cooling, and transportation for future development.

### **a. Construction-related Energy Use**

Grading and construction activities consume energy through the operation of heavy off-road equipment, trucks, and worker traffic. At the program level, it is too speculative to quantify the construction-related energy consumption of future development, either in total or by fuel type. Although the exact details of the projects that could be implemented in accordance with the proposed project are not known at this time, there are no known conditions in the CPU area that would require non-standard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, development implemented in accordance with the proposed project would not result in the use of wasteful amounts of fuel or other forms of energy during the construction of future projects. Impacts would be less than significant.

### **b. Long-term Operation-related Energy Use**

#### Transportation-related Energy Use

Transportation energy use associated with the proposed project would be attributed to trips by individuals traveling to and from the CPU area using passenger vehicles or public transit. Passenger vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Public transit would be powered by diesel or natural gas and could potentially be fueled by electricity.

At buildout, the proposed project would generate approximately 3,698,527 VMT. In the existing condition, the CPU area generates approximately 2,477,173 VMT and buildout of the adopted land uses associated with the adopted Community Plan would generate approximately 2,809,408 VMT (Chen Ryan 2019). Thus, the proposed land use changes would result in increased VMT compared to buildout of the adopted land uses. However, the majority of the CPU area is within a designated TPA. Kearny Mesa is currently served by nine local bus routes. Additionally, the CPU area will be served by the planned MTS Trolley Purple Line that would provide a new transit connection through the CPU area generally parallel to I-15. The proposed CPU policies support General Plan concepts such as increased walkability, enhanced pedestrian and bicycle networks, and improved connections to transit. The increased development potential within the CPU area would be focused around the existing and planned transit stations and is intended to support increased use of these transit stations and reduced overall VMT. Access to the existing and planned bus lines and future trolley stations as well as the proximity of homes to services, combined with the mobility and transit improvements, would support a more energy-efficient transportation system and increase opportunities for non-single occupancy vehicle travel. Long-term buildout of the proposed project, therefore, would not create a land use pattern that would result in a wasteful, inefficient, or unnecessary use of transportation-related energy. Impacts would be less than significant.

#### Building-related Energy use

As future development within the CPU area is implemented, new or renovated buildings would use electricity and natural gas to run various appliances and equipment, including space and water heaters, air conditioners, ventilation equipment, lights, and numerous other devices. Generally, electricity use is higher in the warmer months due to increased air conditioning needs, and natural gas use is highest when the weather is colder as a result of high heating demand. Residential uses would likely see the most energy use in the evening as people return from work, while most

non-residential facilities would have high energy use during normal business hours and lower levels at other times.

CalEEMod was used to estimate residential and non-residential energy uses, basing consumption on the number of residential units and non-residential square footage expected with buildout of the proposed CPU land uses. Table 7-1, *Estimated Energy Consumption in the CPU Area*, shows the total estimated energy consumption in terms of natural gas and electricity for the proposed project at buildout compared to existing conditions and the adopted Community Plan.

<b>Table 7-1</b> <b>ESTIMATED ENERGY CONSUMPTION IN THE CPU AREA</b>		
<b>Condition</b>	<b>Natural Gas (annual kBTU)</b>	<b>Electricity (annual kWh)</b>
Existing (Baseline)	$7.38 \times 10^8$	$5.36 \times 10^8$
Adopted Community Plan	$8.58 \times 10^8$	$6.14 \times 10^8$
Proposed CPU	$1.25 \times 10^9$	$9.16 \times 10^8$

Source: HELIX 2019b

kBTU = thousand British thermal unit; kWh = kilowatt hour

Buildout of the proposed project would result in an increase of natural gas and electricity usage when compared to both the existing conditions and buildout of the adopted Community Plan, as the proposed project would allow for increased development intensity within certain areas. Future development implemented under the proposed project would be required to meet the mandatory energy standards of CALGreen and the California Energy Code (Title 24, Part 6 of the CCR) in effect at the time of development and would benefit from the efficiencies associated with these regulations as they relate to building heating, ventilating, and air conditioning mechanical systems, water heating systems, and lighting. Additionally, rebate and incentive programs that promote the installation and use of energy-efficient plug-in appliances and lighting may be available as incentives for future development.

In addition to the energy efficiencies that would be realized from compliance with CALGreen and Title 24 standards in new developments, the proposed CPU includes sustainable design goals and policies that support energy-efficient and renewable energy sources and systems in future development, as well as installation of energy-efficient lighting and electrical vehicle charging stations within village areas (Policies PF 7.15 through PF 7.18; Urban Design section Goal 5-3; and Public Facilities, Services, and Safety section Goal 7-2). There are no features of the proposed project that would support the use of excessive amounts of energy or would create unnecessary energy waste. Impacts would be less than significant.

### 7.2.2.2 Conflicts with Adopted Plans

The proposed project would develop compact, walkable communities close to transit connections and consistent with smart growth principles. The proposed project supports the multi-modal strategy of the SANDAG Regional Plan through improvements to increase bicycle, pedestrian, and transit access. CPU Policies MO 4.1 through MO 4.20 would serve to promote bus transit use as well as other forms of mobility, including walking and bicycling. The proposed CPU includes goals and policies that support the General Plan and CAP policies aimed at reducing energy consumption.

Furthermore, energy efficiencies associated with future development within the CPU area would be realized from compliance with CALGreen and Title 24 standards. The proposed CPU also includes sustainable design goals policies that support energy-efficient and renewable energy sources and systems in future development, as well as installation of energy-efficient lighting and electrical vehicle charging stations within village areas (Policies PF 7.15 through PF 7.18; Urban Design section Goal 5-3; and Public Facilities, Services, and Safety section Goal 7-2). Impacts would be less than significant.

### 7.2.3 Mineral Resources

According to the California Geological Survey (CGS) Special Report 240 (CGS 2017), areas classified as Mineral Resource Zone 1, 2, 3, and 4 (MRZ-1 through MRZ-4) have been mapped for the City of San Diego. These categories are described as follows:

- **MRZ-1:** Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.
- **MRZ-2:** Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. This zone shall be applied to known mineral deposits or areas where well-developed lines of reasoning, based upon economic-geologic principles and adequate data, demonstrate that the likelihood for occurrence of significant mineral deposits is high.
- **MRZ-3:** Areas containing mineral occurrences of undetermined mineral resource significance.
- **MRZ-4:** Areas where available information is inadequate for assignment to any other MRZ category.

Most of the CPU area is classified as MRZ-3, but areas along the eastern CPU boundary are mapped MRZ-2 and MRZ-1 (CGS 2017). The CPU area is located within a developed urban area and no mineral extraction/production uses exist within the CPU boundaries. Land within the CPU area with an MRZ-2 classification is either already developed (with commercial, residential, and industrial uses) or open space. These existing developed areas and open space would remain under the proposed project. Implementation of the proposed project would not affect or result in the loss of identified mineral resources, nor would it result in the loss of availability of a locally important mineral resource recovery site delineated on any local or general plan. Therefore, no impact to mineral resources would occur.

### 7.2.4 Paleontological Resources

A Paleontological Resource Assessment (San Diego Natural History Museum 2018) was conducted for the proposed project to identify and summarize existing paleontological resource data in the vicinity of the CPU area, classify and discuss the significance of identified resources, and make recommendations for the evaluation of resources for future project-specific development in accordance with the proposed project. This report is included as Appendix N of this PEIR.

The potential for fossil remains at a location can be predicted through previous correlations that have been established between the fossil occurrence and the geologic formations within which they are buried. For this reason, knowledge of the geology of a particular area and the paleontological resource sensitivity of particular formations make it possible to predict where fossils will or will not be encountered. This analysis is based on a review of the Geologic Map of the San Diego Quadrangle (Kennedy and Tan 2008) and the City's CEQA Significance Determination Thresholds (City 2016).

Underlying geologic formations within the CPU area include the Lindavista Formation, Mission Valley Formation, Stadium Conglomerate, Friars Formation, young alluvial flood plain deposits, old alluvial flood plain deposits, and artificial fill. The Mission Valley Formation, Stadium Conglomerate, and Friars Formation are characterized with a high paleontological resource sensitivity rating, and the Lindavista Formation and old alluvial flood plain deposits are characterized with a moderate paleontological resource sensitivity rating. The young alluvial flood plain deposits have a low paleontological resources sensitivity rating. Artificial fill is considered to have no potential for paleontological resources.

There are 52 known fossil collection localities that occur within the boundaries of the CPU area, and an additional 32 known localities that occur within a one-mile radius of the CPU area. These 84 localities are from the Pleistocene-age Lindavista Formation and the Eocene-age Mission Valley Formation, Stadium Conglomerate, and Friars Formation. Most of the fossil localities occur within the eastern portion of the CPU area along the Murphy Canyon corridor.

Future development implemented in accordance with the proposed project that requires grading or excavation into underlying geologic formations with moderate to high paleontological potential could expose fossil remains. Thus, paleontological resources may be impacted by earthwork that would disturb deposits of the Lindavista Formation, the Mission Valley Formation, the Stadium Conglomerate, the Friars Formation, or old (Pleistocene-age) alluvial flood plain deposits. Earthwork within artificial fill or young alluvial flood plain deposits would not be expected to impact paleontological resources. Refer to Figure 7-1, *Paleontological Resource Sensitivity*.

Since most of the CPU area is underlain by paleontologically sensitive strata, future development projects implemented under the proposed project could destroy paleontological resources if the fossil remains are not recovered and salvaged. In addition, future projects proposing shallow grading where formations are exposed and where fossil localities have already been identified could also impact paleontological resources. Grading activities associated with future projects implemented under the proposed project could potentially result in earthwork greater than 1,000 cubic yards in quantity, extending to a depth of 10 feet or greater into high sensitivity paleontological geological units, such as the Mission Valley Formation, Stadium Conglomerate, and Friars Formation; earthwork greater than 2,000 cubic yards in quantity within moderate sensitivity paleontological geological units, such as the Lindavista Formation and old alluvial flood plain deposits; or grading on a fossil recovery site or within 100 feet of the mapped location of a fossil recovery site.

Pursuant to SDMC Section 142.0151, all future development is required to screen for grading quantities and geologic formation sensitivity and apply the appropriate requirements for paleontological monitoring. Paleontological monitoring is required for grading that extends 10 feet or greater in depth and involves 1,000 cubic yards or more within high sensitivity paleontological geological units and/or 2,000 cubic yards or more within moderate sensitivity paleontological

geological units, grading on a fossil recovery site, or grading within 100 feet of the mapped location of a fossil recovery site. Implementation of the General Grading Guidelines for Paleontological Resources, as required by SDMC Section 142.0151, would ensure that impacts to paleontological resources would be less than significant.

## **7.2.5 Population and Housing**

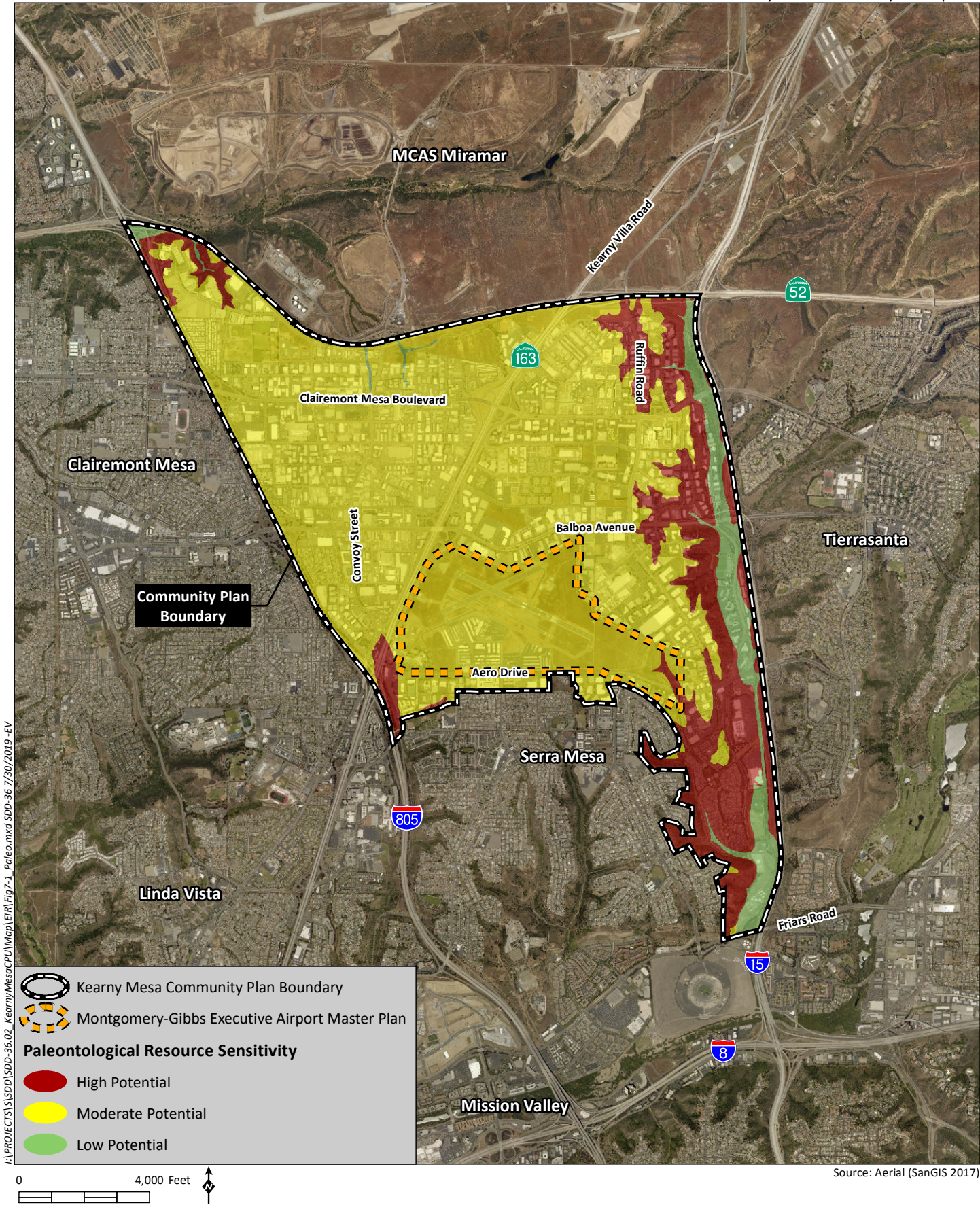
While population projections for the CPU area indicate that the population will increase over time under the proposed project, this population growth would not be substantial and unplanned. The proposed CPU serves as a comprehensive, long-term plan for the physical development of the Kearny Mesa community and is intended to manage and address future growth in the community to support transit use and multi-modal mobility. The proposed project would not displace people or existing housing, as it would designate planned land uses and zoning that would accommodate future development within the CPU area. Therefore, no impact to population and housing would occur.

## **7.3 Unavoidable Significant Environmental Impacts**

In accordance with CEQA Guidelines Section 15126.2(c), an EIR must discuss any significant unavoidable impacts of a project, including those impacts that can be mitigated, but not reduced to below a level of significance. Chapter 5 identifies significant unavoidable impacts related to the following:

- Air Quality (consistency with air quality plans and standards, sensitive receptors);
- Historical, Archaeological, and Tribal Cultural Resources (historic structures, objects, or sites; prehistoric and historic archaeological resources, sacred sites, and human remains; and tribal cultural resources);
- Noise (ambient noise, noise – land use compatibility, airport noise, construction noise, and vibration);
- Public Services and Facilities (public facilities);
- Public Utilities (utilities);
- Transportation; and
- Visual Effects and Neighborhood Character (neighborhood character)

All other potentially significant impacts identified in Chapter 5 can be reduced to below a level of significance with implementation of the mitigation framework identified, as well as through compliance with General Plan and proposed CPU policies and applicable federal, state, and/or local regulations.



Paleontological Resource Sensitivity

Figure 7-1

## 7.4 Significant Irreversible Environmental Changes

CEQA Guidelines Section 15126.2(d) requires an evaluation of significant irreversible environmental changes which could occur should the project be implemented. Irreversible changes typically fall into three categories:

- Primary impacts such as the use of non-renewable resources (i.e., biological habitat, agricultural land, mineral deposits, water bodies, energy resources and cultural resources);
- Secondary impacts such as highway improvements which provide access to previously inaccessible areas; and
- Environmental accidents potentially associated with future development under the project.

### 7.4.1 Primary Impacts Related to Nonrenewable Resources

Section 15126.2(d) of the CEQA Guidelines states that irretrievable commitments of resources should be evaluated to assure that current consumption of such resources is justified.

Implementation of the proposed project would not result in significant irreversible impacts to biological habitat, agricultural land, forestry resources, mineral deposits, water bodies, and energy resources. Although sensitive biological resources are identified within the CPU area, direct and indirect impacts would be offset through compliance with CPU policies and regulatory and plan compliance with the City's MSCP Subarea Plan, VPHPC, and ESL Regulations of the LDC. As discussed in Section 7.2, implementation of the proposed project would not impact agricultural, forestry, or mineral resources. Water bodies in the CPU area include Murphy Canyon Creek, adjacent to the eastern CPU area boundary, and San Clemente Creek in the northern portion of the CPU area. Implementation of the proposed project would not directly impact these water bodies and, as discussed in Section 5.7, *Hydrology and Water Quality*, future development in the CPU area would be required to demonstrate how pollutants would be treated to prevent discharge into receiving waters.

Construction activities in accordance with the proposed project would require the irreversible consumption of natural resources and energy. Natural resource consumption would include lumber and other forest products, sand and gravel, asphalt, steel, copper, other metals, and water. Building materials, while perhaps recyclable in part at some long-term future date, would for practical purposes be considered permanently consumed. Energy derived from nonrenewable sources, such as fossil fuels, would be consumed during construction and as a result of operational lighting, heating, cooling, and equipment and transportation uses. The proposed CPU includes policies aimed at improving energy efficiency, reducing water use, minimizing impacts on other natural resources, and encouraging renewable energy generation. For example, the mixed-use villages concept would reduce dependence on fossil fuel energy sources by integrating housing units in close proximity to supportive non-residential land uses and transit corridors. These policies would serve to reduce irreversible water, energy, and building materials consumption associated with construction, occupation, and operation. Energy consumption is discussed in greater detail in Section 7.2.5.

Future development within the CPU area could impact important historical, tribal cultural, or archaeological resources given the presence of known and potential historical, archaeological, and tribal cultural resources within the CPU area. Potential impacts to historical, tribal cultural, or archaeological resources would be mitigated through adherence to proposed CPU policies, regulatory compliance (i.e. the Historical Resource Regulations of the LDC), and implementation of the mitigation framework further detailed in Section 5.5 of this PEIR. Impacts to historical, tribal cultural, and archaeological resources would, however, remain significant and unavoidable.

#### **7.4.2 Secondary Impacts Related to Access to Previously Inaccessible Areas**

The CPU area is almost completely built out and is accessible via regional transportation facilities (e.g., I-15, SR 163, I-805, and SR 52). No new freeways or roadways are proposed that would provide access to currently inaccessible areas. The proposed pedestrian and bicycle facilities would increase accessibility and connectivity, but such facilities would not connect areas that are not currently inaccessible. Therefore, implementation of the proposed project would not result in a significant irreversible impact with regard to access to previously inaccessible areas.

#### **7.4.3 Impacts Related to Environmental Accidents**

With respect to environmental accidents, and as further discussed in Section 5.6 of this PEIR, potential impacts related to hazardous materials and associated health hazards from implementation of the proposed project would be avoided or reduced to below a level of significance through mandatory conformance with applicable regulatory/industry standards and codes. The CPU area is urbanized with a generally low potential for wildfire hazards, with the exception of areas along the eastern edge of the CPU area associated with Murphy Canyon, as well as the northern edge adjacent to SR 52, both of which are mapped Very High Fire Hazard Severity Zones (City 2009). However, future development would be subject to applicable State and City regulations related to fire hazards and prevention and brush management. Accidents related to flood hazards would be less than significant because all development would be subject to the drainage and floodplain regulations in the SDMC and would be required to adhere to the City's Drainage Design Manual and Storm Water Standards Manual.

## 8.0 ALTERNATIVES

CEQA Guidelines Section 15126.6 requires that an EIR compare the effects of a “reasonable range of alternatives” to the effects of a project. The CEQA Guidelines further specify that the alternatives evaluated should attain most of the basic project objectives and avoid or substantially lessen any significant effects of the project. The “range of alternatives” is governed by the “rule of reason,” which requires the EIR to set forth only those alternatives necessary to permit an informed and reasoned choice by the lead agency, and to foster meaningful public participation (CEQA Guidelines Section 15126.6[f]). The impacts of the alternatives may be discussed “in less detail than the significant effects of the project as proposed” but must provide sufficient information to allow meaningful evaluation, analysis, and comparison of each alternative. The discussion must also include an evaluation of the No Project Alternative to allow decision makers to compare the impacts of approving the proposed project against the impacts of not approving it. The CEQA Guidelines also require the identification of the environmentally superior alternative among the alternatives analyzed.

### 8.1 Development and Identification of Alternatives

The alternatives addressed in this PEIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative would feasibly accomplish most or all of the objectives of the proposed project, including:
  - Sustain and enhance employment areas, including industrial and commercial office uses to support the City’s economy;
  - Provide for a vibrant employment and residential community by establishing mixed-use villages along major corridors with a range of housing types and employment uses within a distinctive, pedestrian-oriented setting;
  - Provide housing and commercial uses in proximity to transit;
  - Enhance community connectivity by creating urban pathways, linear parks, paseos, complete streets, and mobility hubs to link land uses and activity centers throughout the community;
  - Enhance community identity and the pedestrian environment through land use, urban design, and linear parks to create an inviting destination for residents, businesses, and visitors;
  - Encourage the development of the Convoy Corridor in a manner that reflects its Pan-Asian culture and aligns with the design guidelines in the Community Plan.
  - Provide parks, plazas, and promenades that promote a healthy, active community and provide multiple benefits as areas for recreation, community events, and connections;

- Create a robust mobility system of high-quality facilities and connections that promotes more transportation choices for pedestrians, bicyclists, and transit users within the community;
  - Locate housing in select areas near employment centers to improve sustainability in support of the City's Climate Action Plan; and
  - Preserve open space areas and important natural resources, including vernal pools, drainages, sensitive habitat, and steep slopes.
- The extent to which the alternative would avoid or substantially lessen any of the identified significant environmental impacts of the proposed project, including:
  - Air Quality (conflicts with or obstructs regional air quality plans, air quality standards, and sensitive receptors);
  - Historical, Archaeological, and Tribal Cultural Resources;
  - Noise (ambient noise, noise – land use compatibility, airport noise, temporary construction noise, and vibration);
  - Public Services and Facilities;
  - Public Utilities (utilities);
  - Transportation; and
  - Visual Effects and Neighborhood Character (neighborhood character)
- The feasibility of the alternative, taking into account site suitability, economic viability, availability of infrastructure, General Plan consistency, and consistency with other applicable plans and regulatory limitations;
- The appropriateness of the alternative in contributing to a “reasonable range” of alternatives necessary to permit a reasoned choice; and
- The requirement of the CEQA Guidelines to consider a “no project” alternative; and to identify an “environmentally superior” alternative in addition to the no project alternative (Section 15126.6[e]).

Based on the criteria described above, this PEIR considers the following alternatives:

- No Project Alternative (Adopted Community Plan);
- Alternative 1 (Reduced Density Alternative);
- Alternative 2 (Reduced Height Alternative);
- Alternative 3 (Reduced Industrial Employment Alternative); and
- Alternative 4 (Residential Options Alternative).

General descriptions of the characteristics of each of these alternatives, along with a discussion of their ability to reduce the significant environmental impacts associated with the proposed project, are provided in the following subsections. Table 8-1, *Summary of Impacts for the Proposed Project and Alternatives*, provides a side-by-side summary comparison of the potential impacts of the alternatives to the impacts of the proposed project.

As part of the outreach for the proposed project, draft land use scenarios addressed potential options for the location of land use changes, intensity, and infill development. A draft land use map was developed based on a hybrid of the scenarios focused on transforming Kearny Mesa into an urbanized center with employment areas and village neighborhoods. The draft land use map recommended for further study by the Kearny Mesa Community Planning Group included two areas to be considered as options with and without residential. Both of these areas are analyzed in more than one alternative.

The first area is located along Convoy Street between Ronson Road and Dagget Street. The proposed project and Alternative 4, Residential Options Alternative, propose Community Commercial with residential permitted. Alternative 1, Reduced Density Alternative, considers the option for Community Commercial with no residential permitted along this portion of Convoy Street.

The second area is located on the north side of Clairemont Mesa Boulevard east of Complex Street. The proposed project and Alternative 1, Reduced Density Alternative, consider the option for Community Commercial with no residential permitted sites on the north side of Clairemont Mesa Boulevard in this location. Alternative 3, Reduced Industrial Employment Alternative, and Alternative 4, Residential Options Alternative, propose Community Commercial with residential permitted.

The proposed project includes actions to amend the SDMC to apply citywide development regulations related to maximum floor area ratio (FAR) for commercial zones and Industrial – Park (IP) and Industrial – Small Lot (IS) zones. The proposed project also includes an amendment to the SDMC for by-right development to increase the maximum FAR from 0.05 FAR to 1.0 for Industrial – Light zones (IL). The adopted Kearny Mesa Community Plan and regulations provide for more development intensity on sites on a case-by-case basis, through a discretionary process or rezoning of the property. Alternative 3, Reduced Industrial Employment, is presented as an alternative to the proposed project to consider a scenario for sites zoned IL. Alternative 3, therefore, would allow development by right up to 2.0 FAR within all industrial zones.

Regardless of alternative land uses and density considerations, the Airport Influence Areas (AIA) of both the Montgomery-Gibbs Executive Airport and MCAS Miramar ALUCPs also extend into Kearny Mesa. The ALUCPs outline additional land use and development restrictions, such as density and height that would apply under all alternatives. The Federal Aviation Administration (FAA) regulates airspace to protect the approach, departure, and circling airspace near airports. Therefore, proposed development on sites within the AIA are reviewed by the FAA and in some cases would be subject to limitations due to proximity to airports.

**Table 8-1**  
**SUMMARY OF IMPACTS FOR THE PROPOSED PROJECT AND ALTERNATIVES**

<b>Impact</b>	<b>Proposed Project</b>	<b>No Project</b>	<b>Alternative 1</b>	<b>Alternative 2</b>	<b>Alternative 3</b>	<b>Alternative 4</b>
<i>Air Quality</i>						
Conflicts with or Obstructs Regional Air Quality Plans	SU	LS	SU=	SU=	SU=	SU=
Air Quality Standards	SU	LS	SU=	SU=	SU=	SU=
Sensitive Receptors	SU	LS	SU=	SU=	SU=	SU=
Odors	LS	LS=	LS=	LS=	LS=	LS=
<i>Biological Resources</i>						
Sensitive Species	LS	LS=	LS=	LS=	LS=	LS=
Sensitive Habitats	LS	LS=	LS=	LS=	LS=	LS=
Wetlands	LS	LS=	LS=	LS=	LS=	LS=
Wildlife Movement	LS	LS=	LS=	LS=	LS=	LS=
Conservation Planning	LS	LS=	LS=	LS=	LS=	LS=
<i>Geology and Soils</i>						
Seismic Hazards	LS	LS=	LS=	LS=	LS=	LS=
Erosion and Sedimentation	LS	LS=	LS=	LS=	LS=	LS=
Geologic Instability	LS	LS=	LS=	LS=	LS=	LS=
<i>Greenhouse Gas Emissions</i>						
Greenhouse Gas Emissions	LS	LS>	LS>	LS>	LS=	LS=
Conflicts with Plans or Policies	LS	LS>	LS>	LS>	LS=	LS=
<i>Historical, Archaeological, and Tribal Cultural Resources</i>						
Historic Structures, Objects, or Sites	SU	SU=	SU=	SU=	SU=	SU=
Prehistoric or Historic Archaeological Resources, Sacred Sites, and Human Remains	SU	SU=	SU=	SU=	SU=	SU=
Tribal Cultural Resources	SU	SU=	SU=	SU=	SU=	SU=
<i>Human Health, Public Safety, and Hazardous Materials</i>						
Wildland Fire Risk	LS	LS=	LS=	LS=	LS=	LS=
Hazardous Emissions and Materials	LS	LS=	LS=	LS=	LS=	LS=
Emergency Plan Consistency	LS	LS=	LS=	LS=	LS=	LS=
Hazardous Materials Sites	LS	LS=	LS=	LS=	LS=	LS=
Aircraft Hazards	LS	LS=	LS=	LS=	LS>	LS>

**Table 8-1 (cont.)**  
**SUMMARY OF IMPACTS FOR THE PROPOSED PROJECT AND ALTERNATIVES**

<b>Impact</b>	<b>Proposed Project</b>	<b>No Project</b>	<b>Alternative 1</b>	<b>Alternative 2</b>	<b>Alternative 3</b>	<b>Alternative 4</b>
<i>Hydrology and Water Quality</i>						
Flooding and Drainage Patterns	LS	LS=	LS=	LS=	LS=	LS=
Flood Hazard Areas	LS	LS=	LS=	LS=	LS=	LS=
Water Quality	LS	LS=	LS=	LS=	LS=	LS=
Groundwater	LS	LS=	LS=	LS=	LS=	LS=
<i>Land Use</i>						
Conflicts with Environmental Policies of Adopted Land Use Plans	LS	LS>	LS>	LS>	LS=	LS>
Consistency with MSCP and VPHCP	LS	LS=	LS=	LS=	LS=	LS=
Consistency with Adopted ALUCPs	LS	LS=	LS=	LS=	LS=	LS>
Community Division	LS	LS>	LS=	LS=	LS=	LS=
<i>Noise</i>						
Ambient Noise	SU	LS	SU<	SU<	SU>	SU=
Noise - Land Use Compatibility	SU	SU=	SU=	SU=	SU=	SU=
Airport Noise	SU	SU=	SU=	SU=	SU=	SU=
Noise Ordinance Compliance	LS	LS=	LS=	LS=	LS=	LS=
Temporary Construction Noise	SU	SU=	SU=	SU=	SU=	SU=
Vibration	SU	SU=	SU=	SU=	SU=	SU=
<i>Public Services and Facilities</i>						
Police Protection	SU	SU<	SU<	SU<	SU=	SU=
Fire/Life safety Protection	SU	SU<	SU<	SU<	SU=	SU=
Parks and Recreation	SU	SU<	SU<	SU<	SU=	SU=
Schools	SU	SU<	SU<	SU<	SU=	SU=
Libraries	SU	SU<	SU<	SU<	SU=	SU=
<i>Public Utilities</i>						
Water Supply	LS	LS<	LS<	LS<	LS=	LS=
Utilities	SU	SU=	SU=	SU=	SU=	SU=
Solid Waste Management	LS	LS=	LS<	LS<	LS=	LS=

**Table 8-1 (cont.)**  
**SUMMARY OF IMPACTS FOR THE PROPOSED PROJECT AND ALTERNATIVES**

Impact	Proposed Project	No Project	Alternative 1	Alternative 2	Alternative 3	Alternative 4
<i>Transportation</i>						
Conflicts with Current Plans/Policies	LS	LS>	LS=	LS=	LS=	LS=
Hazardous Design Features	LS	LS=	LS=	LS=	LS=	LS=
Residential VMT (Per Capita)	LS	LS>	LS>	LS=	LS<	LS>
Employment VMT (Per Employee)	LS	SU	LS>	LS=	LS>	LS=
Total VMT Generated by Retail	SU	SU<	SU<	SU=	SU>	SU>
<i>Visual Effects and Neighborhood Character</i>						
Scenic Vistas or Views	LS	LS<	LS=	LS=	LS=	LS=
Neighborhood Character	SU	LS	SU<	SU<	SU>	SU=
Landform Alteration	LS	LS=	LS=	LS=	LS=	LS=
Light and Glare	LS	LS=	LS=	LS=	LS=	LS=
Loss of Distinctive or Landmark Trees	LS	LS=	LS=	LS=	LS=	LS=

## Notes:

LS = Less than significant

&gt; = impacts greater than proposed project

SU = Significant and unavoidable

&lt; = impacts less than proposed project

= = impacts the same/similar to proposed project

## 8.2 No Project Alternative (Adopted Community Plan)

### 8.2.1 Description

Under the No Project Alternative, the adopted Kearny Mesa Community Plan would continue to guide development. The adopted Community Plan identifies the major issues relevant to Kearny Mesa and provides a framework to guide the future growth and development of the community. The adopted Community Plan includes goals and policies to:

- Ensure the continued development of Kearny Mesa as a regional employment center, containing a mix of industrial, office, retail and compatible housing land uses;
- Encourage the provision of a multi-modal transportation system that provides access to the entire community as efficiently as possible; and
- Create a sense of community identity by encouraging the provision of high-quality urban design, complementary mixed uses and the provision of focal points that advertise Kearny Mesa as a regional employment center, consumer destination and a mix of other complementary uses that support these primary uses.

The purpose of evaluating the No Project Alternative is to allow decision makers to compare the potential impacts of approving the proposed project with the potential impacts of not approving the proposed project. The No Project Alternative represents what would reasonably be expected to occur in the foreseeable future if the proposed project were not approved. The No Project Alternative would consist of the adopted Community Plan land use designations as they apply today, including all amendments to the Community Plan from its original adoption in 1992 to the most recent amendment in 2018. The majority of Kearny Mesa is designated for industrial uses. Adopted Community Plan land use designations are intended to retain the mix of industrial, business park, scientific and research, and heavy commercial land uses. The No Project Alternative land use map is shown in Figure 2-10.

Buildout under the No Project Alternative compared to the base year and proposed project is shown in Table 8-2, Buildout Summary. As shown, the No Project Alternative would be expected to result in substantially fewer residential units than the proposed project. Both the adopted Community Plan and proposed CPU call for an increase in multi-family dwelling units; however, the proposed CPU calls for a greater number of multi-family units and the addition of mixed-use residential units (i.e., residential units integrated within the same building as office and/or retail uses) as part of higher density mixed-use developments within village areas. The No Project Alternative would not result in increased capacity for new residential units in the planning area, and would allow approximately 19,944 fewer dwelling units compared to the proposed project. Based on the smaller number of residential units, the total projected population under the No Project Alternative would also be less than under the proposed project.

The adopted Community Plan also calls for an increase in commercial and industrial uses, but to a lesser extent than the proposed CPU. A component of the adopted Community Plan is the limitation on development intensity by controlling the floor area ratio (FAR) for ministerial projects. The adopted Community Plan addresses development intensity controls using FAR in the Plan Summary,

Industrial Element, and Commercial Element. The Community Plan requires a discretionary review for projects that exceed 0.35 FAR in commercial zones and 0.5 FAR in IP, IL, and IS industrial zones. Projects that propose additional lot coverage are considered under a discretionary review process or a rezone to the IH-2-1 zone.

The plan also provides a roadway network with improvements, including street widenings, restriping and signalization improvements for motorists, transit facilities for bus and future light rail, as well as a bikeway system. In addition to intersection improvements, the plan calls for roads such as Balboa Avenue, Kearny Villa Road, and Aero Drive to be widened to six lanes. The plan describes the current development pattern as automobile-oriented; however, the plan also encourages pedestrian amenities such as transit shelters, benches, shade trees, and pedestrian street crossings to improve other modes of travel and establish a sense of character for the commercial district.

**Table 8-2  
BUILDOUT SUMMARY<sup>1</sup>**

Table 8-2 BUILDOUT SUMMARY¹						
Land Use	Base Year (2012)	Proposed Project		No Project Alternative		Net Proposed Project Change from No Project Alternative
		Buildout (2050)	Net Increase from Base Year	Buildout (2050)	Net Increase from Base Year	
Residential (units)						
Single-family	144	144	0	144	0	0
Multi-family	2,388	5,422	3,034	4,102	1,714	1,302
Mobile home	325	0	(325)	325	0	(325)
Mixed-use units¹	0	20,260	20,260	1,311	1,311	18,949
Total Housing Units	2,857	25,826	22,969	5,882	1,660	19,944
Total Household Population	5,644	58,883	53,239	11,668	6,024	47,215
Institutional and Education (square feet)						
Institutional	3,335,516	3,341,613	6,097	4,572,172	1,236,656	(1,230,559)
Education	248,339	1,296,814	1,048,475	236,225	(12,114)	
Commercial (square feet)						
Office	11,654,234	20,713,682	9,059,448	13,537,017	1,882,783	7,176,665
Retail	7,244,096	12,097,039	4,852,943	8,977,265	1,733,169	3,119,774
Visitor	571,027	856,135	285,108	700,555	129,528	155,580
Industrial (square feet)	11,865,171	19,089,750	7,224,579	16,865,661	5,000,490	2,224,089
Parks (acres)	44	46	2	46	2	0
Recreational (square feet)	146,193	277,767	131,574	108,652	(37,541)	169,115
Open Space (acres)	305	366	61	344	39	22
Transportation/Utilities (acres)	602	554	(48)	570	(32)	(16)
Vacant (acres)	37	0	(37)	0	(37)	0
Total Employment	84,448	133,436	48,898	109,452	25,004	23,984

Source: City 2019h

<sup>1</sup> Mixed-use residential units integrated with commercial office and retail uses.

<sup>1</sup> Numbers are approximate.

## **8.2.2 Analysis of No Project Alternative**

### **8.2.2.1 Air Quality**

The No Project Alternative would retain the existing adopted Community Plan land uses throughout the CPU area and therefore would not conflict with or obstruct implementation of the adopted RAQS or SIP. It would also not result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation because the land uses under the existing community plan would be consistent with the adopted RAQS. As discussed in Section 5.1, *Air Quality*, the proposed project would result in significant and unavoidable impacts associated with conflicts with air quality plans and air quality standards. Thus, impacts related to conflicts with an applicable air quality plan or violation of an air quality standard associated with the No Project Alternative would be less compared to the proposed project. Additionally, because buildout under the No Project Alternative would be less dense than under the proposed project, impacts associated with the exposure of sensitive receptors to pollutants would be less than the anticipated impacts of the proposed project. Odor impacts would be the same under both the No Project Alternative and the proposed project. The No Project Alternative would result in less than significant impacts associated with air quality plan conflicts, air quality standards, sensitive receptors, and odors and would avoid the significant and unavoidable impacts of the proposed project associated with air quality plan conflicts, air quality standards, and sensitive receptors.

### **8.2.2.2 Biological Resources**

Under the No Project Alternative, no changes to the existing land use designations throughout the CPU area would occur. Areas designated for growth and development are generally already developed and do not support significant biological resources. Development under both the proposed project and No Project Alternative would be subject to applicable federal, state, and local regulations regarding the protection of biological resources, ensuring that biological resources are protected, preserved, or mitigated at appropriate ratios to maintain viable ecological communities. Thus, impacts to biological resources under the No Project Alternative would result in less than significant impacts related to sensitive species, sensitive habitats, wetlands, wildlife movement, and the City's MSCP and VPHCP, the same as the proposed project.

### **8.2.2.3 Geology and Soils**

While seismic hazards are present in the CPU area, compliance with state and local safety codes and ordinances would reduce the risk of loss, injury, or death from these hazards under the No Project Alternative to less than significant, similar to the proposed project. As with the proposed project, adherence to City-mandated grading requirements would ensure that impacts from the No Project Alternative related to the erosion of soil associated with future development would be less than significant, similar to the proposed project. Therefore, development under the No Project Alternative would have a less than significant impact related to landslides, lateral spreading, liquefaction, subsidence, collapse, or expansive soils, and impacts would be the same as under the proposed project.

#### **8.2.2.4 Greenhouse Gas Emissions**

The No Project Alternative would result in approximately 628,265 MT CO<sub>2</sub>e GHG emissions at buildout, which would be less than the estimated 897,995 MT CO<sub>2</sub>e GHG emissions anticipated with buildout of the proposed project (refer to Table 5.4-1). Additionally, the No Project Alternative would result in less overall GHG emissions compared to existing conditions, and emissions attributable to vehicle emissions would be less than existing conditions as well. Future vehicle emissions under the No Project Alternative would be less than the existing condition due to increased regulations and cleaner technologies that reduce mobile source emissions. While the No Project Alternative includes additional development, including some around transit corridors, it would not implement the CAP and City of Villages strategies to the extent of the proposed project. Therefore, while impacts under the No Project Alternative would be less than significant, its overall GHG emissions would be greater compared to the proposed project. Additionally, like the proposed project, the No Project Alternative would result in less than significant impacts related to conflicts with plans and policies addressing GHGs; however, the No Project Alternative would not achieve the level of consistency with the CAP that the proposed project would achieve. Thus, although less than significant, impacts related to conflicts with plans or policies would be greater under the No Project Alternative compared to the proposed project.

#### **8.2.2.5 Historical, Archaeological, and Tribal Cultural Resources**

Future development and redevelopment allowed under the No Project Alternative could result in direct or indirect impacts on historical, archaeological, or tribal cultural resources. As with the proposed project, future development under this alternative would be required to comply with applicable City, federal, state, and local regulations regarding the protection of such resources. However, the SDMC does not include regulations that ensure the successful preservation of all historic built environment resources in the CPU area. Therefore, impacts to historical resources are considered significant and unavoidable.

For archeological resources, human remains, and tribal cultural resource impacts, current regulations and policies, including the City's Historical Resources Regulations and Historical Resources Guidelines, would not guarantee the successful preservation of all resources particularly those discovered over the course of future development. Therefore, potential impacts to archaeological and tribal cultural resources are considered significant and unavoidable. Impacts would generally be similar to those under the proposed project.

#### **8.2.2.6 Human Health, Public Safety, and Hazardous Materials**

The CPU area is urbanized with a generally low potential for wildfire hazards, with the exception of areas along the eastern edge of the CPU area associated with Murphy Canyon, as well as the northern edge adjacent to SR 52, both of which are mapped Very High Fire Hazard Severity Zones (City 2009). As with the proposed project, compliance with General Plan policies and state and local regulations intended to reduce wildfires risks would serve to reduce wildfire-related impacts under the No Project Alternative to less than significant. Through the implementation of existing regulations and adherence to General Plan policies related to hazardous materials and waste sites, impacts from hazardous materials, substances, or waste would also be less than significant. The No Project Alternative would neither impair implementation of nor interfere with San Diego County's

Emergency Operations Plan and would have a less than significant impact. Compliance with existing regulations, including design standards related to emergency vehicle access in the SDMC, would ensure that development under the No Project Alternative would have a less than significant impact on emergency evacuation or response plans. Adherence to federal and state regulations and General Plan policies would reduce impacts related to hazardous materials sites to less than significant.

Future development projects within the CPU area would be subject to the requirements of the Montgomery-Gibbs Executive Airport and the MCAS Miramar ALUCPs, including safety compatibility and airspace protection criteria, as well as applicable sections of the SDMC. Through compliance with these requirements, potential hazards from airport operations would not expose people or structures to a significant risk of loss, injury, or death, from off-airport aircraft operational accidents. Similar to the proposed project, associated aircraft hazards impacts would be less than significant. Impacts associated with human health, public safety, and hazardous materials under the No Project Alternative would be similar to those under the proposed project.

#### **8.2.2.7 Hydrology and Water Quality**

Future development under the No Project Alternative would be less likely to result in the redevelopment of existing, developed commercial and industrial sites when compared to the proposed project. Additionally, development intensities under this alternative would be less than those allowed under the proposed project. Although this alternative would not include CPU policies that encourage the incorporation of sustainable design elements into public rights-of-way areas for storm water capture and infiltration to reduce storm water runoff, peak flows, and flooding, future development under the No Project Alternative would be required to comply with existing federal, state, and local regulations relative to runoff and water quality at the project level. Thus, hydrology and water quality impacts of the No Project Alternative would be less than significant and similar to the proposed project.

#### **8.2.2.8 Land Use**

The No Project Alternative would retain the land use designations of the adopted Kearny Mesa Community Plan and would be subject to the City's General Plan policies and SDMC regulations. The land use framework of this alternative would accommodate the development proposed in the New Century Center Master Plan. As with the proposed project, this alternative would not conflict with the environmental goals, objectives, or guidelines of applicable land use plans and therefore would have a less than significant impact on the environment. Compared to the proposed project, this alternative would be less successful in implementing the General Plan City of Villages strategy and supporting the mobility goals of the applicable land use plans as it would not include proposed CPU policies aimed at increasing density and improving multi-modal connectivity and accessibility. Thus, while land use impacts related to conflicts with the environmental policies of adopted land use plans would be less than significant under the No Project Alternative, they would be slightly greater than the proposed project.

The No Project Alternative would not conflict with the provisions of the City's MSCP Subarea Plan, or VPHCP, nor would it conflict with the implementation of applicable requirements of the City's Environmentally Sensitive Lands (ESL) Regulations, or Biology Guidelines regarding the preservation,

mitigation, acquisition, restoration, management, and monitoring of biological resources. Impacts related to conflicts with the City's MSCP Subarea Plan or other habitat conservation plans would be less than significant, similar to the proposed project. Development under the No Project Alternative within the CPU area would be subject to the requirements of the ALUCPs for Montgomery-Gibbs Executive Airport and MCAS Miramar, as well as associated FAA and City requirements and therefore impacts related to conflicts with an adopted ALUCP would be less than significant, similar to the proposed project.

There are no features or policies in the adopted Community Plan that would physically divide the community. However, the No Project Alternative would not include the policies and provisions for an improved multi-modal network to encourage pedestrian, bicycle, and transit use that would result in improved community connectivity. Thus, while land use impacts related to community division would be less than significant under the No Project Alternative, they would be slightly greater than the proposed project.

### **8.2.2.9 Noise**

Implementation of the No Project Alternative would result in a lower residential and employee population than estimated at buildout of the proposed project; therefore, this alternative would be expected to have fewer noise-related impacts than the proposed project. As discussed in Section 5.9.4.1, the proposed project would not create a significant increase in the existing ambient noise levels except for at one location due to future traffic noise. Noise levels along the segment of Ruffin Road between Clairemont Mesa Boulevard and Lightwave Avenue would increase by 3.1 dBA (a 3-dBA increase is the threshold) and would exceed applicable noise regulations for a hospital use, which occurs along this roadway segment. Because this alternative would have substantially less development than the proposed project, the associated noise increase along this segment under the No Project Alternative would not exceed the 3-dBA increase near the hospital. Thus, the No Project Alternative would avoid the significant noise impact related to an increase in existing ambient noise levels along the segment of Ruffin Road between Clairemont Mesa Boulevard and Lightwave Avenue where the existing hospital is located.

Similar to the proposed project, the No Project Alternative would potentially expose new development to noise levels that exceed the City's Land Use – Noise Compatibility Guidelines. Traffic associated with buildout under the adopted Community Plan would increase noise levels along a number of roadway segments throughout the CPU area. Furthermore, development under the No Project Alternative would provide for new development in areas where noise levels could exceed the Land Use – Noise Compatibility Guidelines. Therefore, impacts associated with noise – land use compatibility would be significant and unavoidable under both the No Project Alternative and the proposed project.

Likewise, because new residential development may be exposed to exterior noise levels from aircrafts that exceed the Land Use – Noise Compatibility Guidelines, airport noise impacts would be significant and unavoidable under the No Project Alternative and the proposed project.

Future development under the proposed project and the No Project Alternative would be required to demonstrate compliance with the City's Noise Abatement and Control Ordinance to ensure noise compatibility between various land uses. The City regulates specific noise level limits allowable between land uses including the requirement for noise studies, limits on hours of operation for

various noise-generating activities, and standards for the compatibility of various land uses with the existing and future noise environment. Through enforcement of the Noise Abatement and Control Ordinance, impacts would be less than significant, similar to the proposed project.

Construction-related noise impacts would also be significant and unavoidable under both the No Project Alternative and proposed project. While future development projects implemented under either the No Project Alternative and the proposed project would be required to comply with the City's Noise Abatement and Control Ordinance, there is a potential for the construction of future projects to expose existing sensitive receptors to significant construction noise levels resulting in significant unavoidable impacts.

Like the proposed project, groundborne vibration and noise impacts under the No Project Alternative would be significant and unavoidable because it cannot be guaranteed that vibration reduction measures (if required as determined on a project-by-project basis) would adequately minimize vibration levels to below a level of significance.

Overall, the No Project Alternative would result in the same impacts as the proposed project except that it would avoid the significant unavoidable noise impact related to an increase in existing ambient noise levels along the segment of Ruffin Road between Clairemont Mesa Boulevard and Lightwave Avenue. Under the No Project Alternative, impacts related to land use compatibility (traffic noise exposure), airport noise, groundborne vibration and noise, and temporary construction noise would be significant and unavoidable, while impacts related to compliance with the City's Noise Abatement and Control Ordinance would be less than significant.

#### **8.2.2.10 Public Services and Facilities**

Implementation of the No Project Alternative would result in a lower residential population than estimated at buildout of the proposed project; therefore, this alternative would be expected to have fewer impacts related to public services and facilities than the proposed project. Overall population growth under the No Project Alternative could contribute to the need for new police and fire facilities to maintain the SDPD's service ratio goal and ensure adequate fire protection. Construction of any new police and fire service facilities deemed necessary under the alternative could result in environmental impacts but would be subject to existing regulations that would reduce impacts. However, as specific details regarding the construction and operation of new police and fire service facilities are not known at this time, this impact would be significant and unavoidable, although slightly less than the proposed project.

Implementation of the No Project Alternative would not impact existing parks but like the proposed project, there would be the need to build new parks and recreation facilities to serve the future population at buildout. However, this alternative would not include proposed CPU provisions to promote the creation of additional population-based parks and recreation facilities and would result in less available parkland than the proposed project. Although the No Project Alternative would result in lower population growth than estimated at buildout of the proposed project, the availability of parkland under implementation of the No Project Alternative would not meet General Plan standards for population-based parks and recreation facilities. Overall impacts related to parks and recreation facilities would be significant and unavoidable, similar to the proposed project, as specific details regarding the construction and operation of facilities need to serve the community are not

known at this time; however, impacts would be slightly less under the No Project Alternative as potentially fewer facilities would need to be constructed.

As buildout of the No Project Alternative would result in lower residential population growth than that estimated at buildout of the proposed project, it would generate a smaller student population and thus have fewer impacts on school capacity than the proposed project. Pursuant to SB 50, a school district may levy impact fees on new development in order to mitigate potential impacts of the development on school facilities. While SDUSD would collect fees from future development to fund school facilities, if needed, this impact would be significant and unavoidable under the No Project Alternative, although slightly less than the proposed project since impacts associated with the construction and operation of any future facility are not known at this time.

Neither the proposed project nor the No Project Alternative proposes construction of new library facilities, though either would result in an increase in residents and an associated increased demand for library services. In the event that implementation of the No Project Alternative results in the need for new or expanded library facilities, existing development regulations would serve to reduce potential environmental impacts associated with construction. Nevertheless, impacts to libraries resulting from implementation of the No Project Alternative would be significant and unavoidable, although slightly less than the proposed project, as impacts associated with the construction and operation of any future facility are not known at this time.

Like the proposed project, there would be the need to build new parks and recreational facilities to serve the population at buildout under the No Project Alternative; however, the amount of new parkland would be less than the proposed project given the lower residential population growth. Similar to the proposed project, the development of future park and recreational facilities within the CPU area could offset the potential increased use of existing recreational facilities and their associated physical deterioration, but it is unknown to what extent these potential future facilities would be able to accommodate increases in demand for recreation facilities. Thus, as it cannot be ensured that impacts associated with the deterioration of neighborhood parks and recreational facilities would be mitigated to a less than significant level, impacts resulting from implementation of the No Project Alternative would be significant and unavoidable although slightly less than the proposed project.

As with the proposed project, a deficit of population-based recreation facilities would continue to occur within the CPU area upon implementation of the No Project Alternative. As noted above, there would be the need to build new parks and recreational facilities to serve the population at buildout under the No Project Alternative. The programming and design of future facilities within the CPU area would be subject to project-level analysis at the time such facilities are proposed. Environmental impacts resulting from construction of future new or expanded recreational facilities would be identified during the project-level analysis. As it cannot be ensured that impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to less than significant, impacts resulting from implementation of the No Project Alternative would be significant and unavoidable although slightly less than the proposed project.

#### **8.2.2.11 Public Utilities**

The MWD and San Diego County Water Authority (SDCWA) have developed water supply plans to improve reliability and reduce dependence upon existing imported supplies. As discussed in the

WSA prepared for the proposed project (Appendix K), the City's 2015 UWMP demonstrates that there would be sufficient water supplies available to meet demands for existing and planned future developments that are projected to occur within the CPU area. Implementation of the No Project Alternative would result in a lower population and development intensities than estimated at buildout of the proposed project. Implementation of the No Project Alternative would result in an increased water demand consistent with assumptions included in the regional water resource planning documents of the PUD, SDCWA, and MWD. Thus, impacts related to water supply would be less than significant and would likely be less than the proposed project.

The No Project Alternative could require the construction of additional storm water, sewer, or water distribution infrastructure or communications systems as future development occurs. As specific details are currently unknown, physical impacts related to the construction of utilities infrastructure would be significant and unavoidable under the No Project Alternative, similar to the proposed project.

As with the proposed project, the No Project Alternative would not have any significant solid waste impacts but would not include proposed CPU policies that provide for efficiencies in solid waste management. Thus, overall, the impact on solid waste management is less than significant, similar to the proposed project.

#### **8.2.2.12 Transportation**

The No Project Alternative would consist of the adopted Community Plan's land use designations and mobility network. Implementation of the No Project Alternative would not conflict with any adopted policies or plans addressing pedestrian, bicycle, transit, and roadway facilities; however, the adopted Community Plan does not contain policies and recommendations to provide for multi-modal improvements to the extent of the proposed CPU. Thus, while impacts related to conflicts with adopted plans would be less than significant, they would be slightly greater compared to the proposed project.

The design of roadways in the CPU area under the proposed project and the No Project Alternative would be required to conform with Federal, State, and City of San Diego's design criteria, which contain provisions to minimize roadway hazards. Compliance with these standards and designed to the satisfaction of the City of San Diego's City Engineer would avoid roadway hazards due to a design feature or incompatible uses. Impacts would be less than significant, similar to the proposed project.

Under this alternative, the majority of Kearny Mesa is designated for industrial uses, with minimal residential housing units. Since the No Project Alternative does not include substantial residential increases, the existing housing and employment imbalance would remain, and both the Resident VMT per Capita and Employee VMT per Employee would be higher than the proposed project (13 versus 9.2 Resident VMT per Capita and 22.2 versus 20.5 Employee per Employee).

The No Project Alternative would not create a significant impact for its residential land uses as the VMT is under the 85 percent threshold (i.e. 15 percent below the Base Year regional average) at 75.1 percent when comparing to the Base Year. Due to the limited housing provided in the No Project Alternative and the increase of industrial uses, the No Project Alternative would result in a significant impact for its employment land uses. Kearny Mesa's Employee VMT per Employee is 87.4 percent of the Base Year regional average, which is higher than the 85 percent threshold;

therefore, the employee uses are considered to have a significant transportation impact under the No Project Alternative.

Similar to the proposed project, the total Kearny Mesa VMT generated by retail uses under the No Project Alternative is expected to grow due to the increase in commercial retail square footage. Therefore, due to the potential increase of total VMT generated by retail uses in Kearny Mesa, the retail component of the No Project Alternative would have a significant transportation impact. To reduce Kearny Mesa's total VMT generated by retail uses, the City could adopt and implement a VMT Reduction Ordinance that would require all development projects to reduce their VMT to the extent feasible by requiring developments to provide VMT reducing infrastructure or pay a fee that would fund active transportation infrastructure and transit improvements intended to reduce vehicle miles traveled resulting from retail uses. It should be noted that effectiveness of the VMT reducing infrastructure included in such an ordinance would vary depending on the individual project site such as the location, access to transit, etc. Additionally, because this action by a decision-making body cannot be ensured to occur, and analysis of the implementation of such an ordinance has not been included in the PEIR, this mitigation while potentially feasible, is not implementable at this time. For these reasons, the transportation impact due to No Project Alternative retail uses would remain significant and unavoidable.

### **8.2.2.13 Visual Effects and Neighborhood Character**

The No Project Alternative would be consistent with the existing land use designations and development regulations of the underlying zone classifications. Kearny Mesa is principally characterized by relatively flat topography and although it sits atop a mesa, it does not have any designated view corridors or scenic vistas. No prominent or iconic visual landmarks occur in the community, and no designated scenic highways occur within or adjacent to the community. Thus, future development under the No Project Alternative would not result in a substantial obstruction of a vista or scenic view within the community. Similar to the proposed project, the No Project Alternative would have a less than significant impact on views and scenic vistas in the CPU area but may have less of an impact due to lower development intensities.

Future development under the No Project Alternative would be compatible with the urbanized nature of the community and would occur in accordance with adopted land use designations, and the development intensities and height and bulk regulations in the SDMC. Thus, future development would occur within the constraints of the existing urban framework and development pattern. Impacts to neighborhood character under the No Project Alternative would be less than significant and would avoid the significant and unavoidable neighborhood character impact associated with the proposed project.

Similar to the proposed project, the No Project Alternative would result in less than significant impacts related to landform alteration because the topography is relatively level across the community and Kearny Mesa is already nearly fully developed with urban uses. Light and glare impacts would also be less than significant given compliance with SDMC restrictions on light and glare, similar to the proposed project. Additionally, as with the proposed project, impacts related to the loss of distinctive or landmark trees would be less than significant because no designated distinctive or landmark trees or mature stands of trees occur within the CPU area.

## **8.3 Alternative 1 (Reduced Density Alternative)**

### **8.3.1 Description**

Compared to the proposed project, Alternative 1 retains more of the existing industrial and business park areas with the CPU area. The Alternative 1 (Reduced Density Alternative) land use map is shown in Figure 8-1. Similar to the proposed project, Alternative 1 would increase the FAR limits for commercial and industrial zones. Although more lot coverage would be allowed compared to the adopted Community Plan (No Project Alternative), under Alternative 1, the total increase in employment would be slightly less than under the proposed project. Buildout of Alternative 1 would result in approximately 14,356 dwelling units, which would be less than the proposed project.

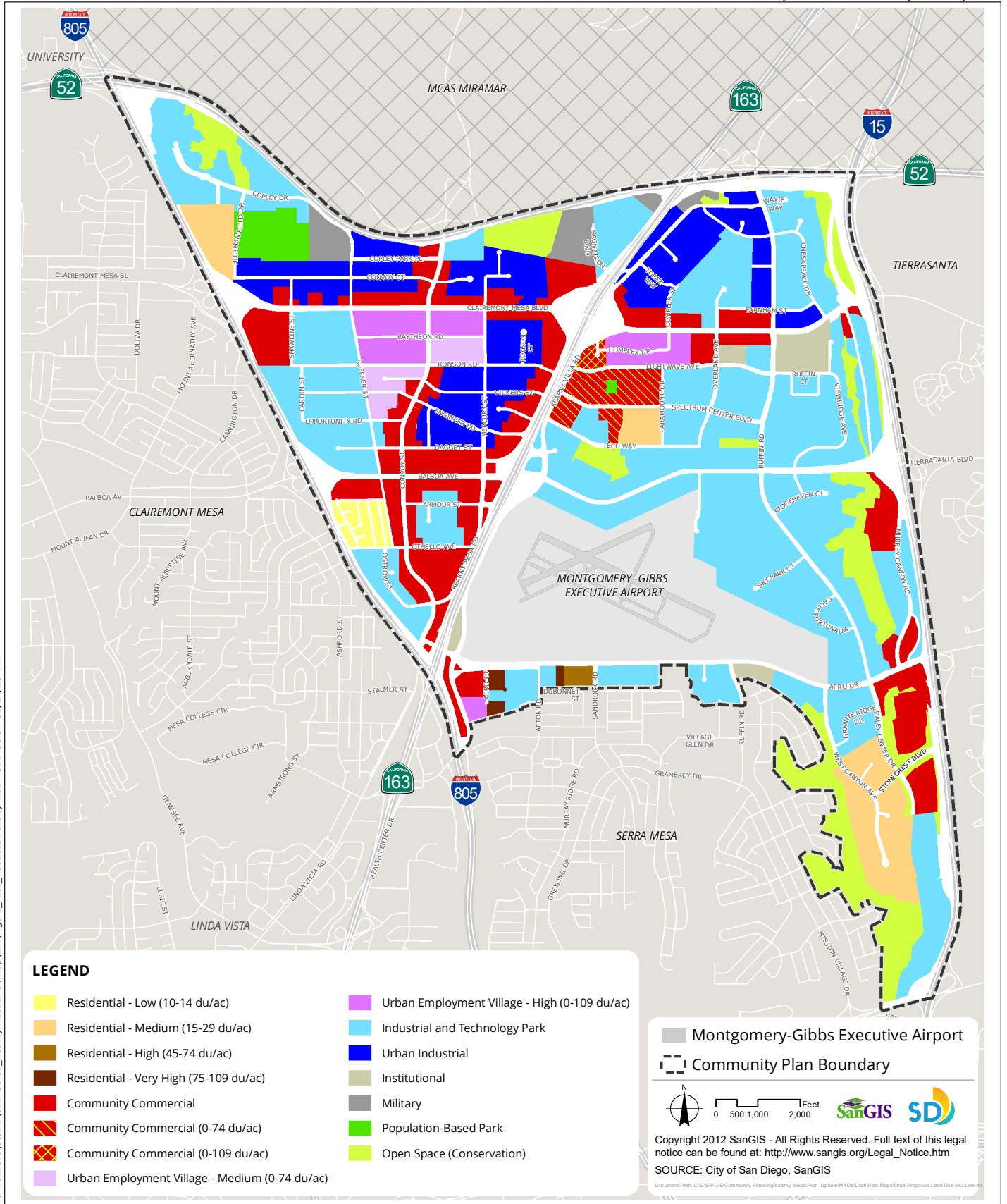
Alternative 1 would also include mixed-use village areas along Clairemont Mesa Boulevard and the Convoy Corridor near existing and planned transit infrastructure and along existing commercial corridors; however, new mixed-use areas would be located entirely outside of airport safety zones 1 through 4 for Montgomery-Gibbs Executive Airport. Alternative 1 would also reduce the proposed density and areas of mixed-use that allow residential uses north of Clairemont Mesa Boulevard between I-805 and SR 163. This would reduce the proposed density within the Transition Zone and near restrictive use easements and known aviation easements for MCAS Miramar. The Convoy Corridor would also include new mixed-use areas that extend south of Clairemont Mesa Boulevard to Opportunity Road but would not include new residential along Convoy Street south of Ronson Road or along Ostrow Street. Residential on Aero Drive would also be limited to sites with existing residential development and sites that are currently under review as initiated by Community Plan amendments. The mixed-use areas under this alternative would provide opportunities for more people to live closer to a centrally-located job center, however, Alternative 1 would have reduced new residential capacity compared to the proposed project.

### **8.3.2 Analysis of Alternative 1: Reduced Density Alternative**

#### **8.3.2.1 Air Quality**

Under Alternative 1, development intensities would be reduced compared to the proposed project. Thus, criteria air pollutant emissions are anticipated to be less than those generated by the proposed project. Like the proposed project, Alternative 1 would result in greater development intensities, and would generate future VMT that would be greater than buildout of the adopted Community Plan. Thus, both Alternative 1 and the proposed project would conflict with implementation of the RAQS and SIP, resulting in a significant and unavoidable air quality impact related to consistency with the RAQS and SIP. Impacts associated with air quality standards would also be significant and unavoidable because the ability of future development to successfully implement actions required to reduce construction and/or operational emissions of criteria pollutants below applicable thresholds cannot be guaranteed at the programmatic level. Similarly, like the proposed project, impacts to sensitive receptors are considered significant and unavoidable at the program level because the ability of future development to successfully implement the actions required to fully meet the health risk threshold cannot be guaranteed at the program level. Similar to the proposed project, Alternative 1 would not introduce land uses that would generate

I:\PROJECTS\SD\SD-36.02\_KearnyMesaCPU\Map\EIR\Fig8-1\_Alt1\_ReducedDensity.mxd SDD-36.04 01/14/20-RK



Source: City of San Diego 2019

## Alternative 1 – Reduced Density Alternative

Figure 8-1

substantial odor during operations, and impacts associated with odors would be less than significant.

### **8.3.2.2 Biological Resources**

Like the proposed project, Alternative 1 would result in land use designation changes that would primarily affect existing developed land within the CPU area. Therefore, Alternative 1 would result in similar impacts to biological resources as those anticipated under the proposed project. As with the proposed project, subsequent development under this alternative would be required to adhere to all applicable federal, state, and local regulations regarding the protection of biological resources. Therefore, impacts to sensitive species, sensitive habitats, wetlands, wildlife movement, and conservation planning under Alternative 1 would be less than significant, the same as the proposed project.

### **8.3.2.3 Geology and Soils**

Geologic impacts resulting from implementation of Alternative 1 would be similar to those of the proposed project. Potential impacts related to seismic and geologic hazards, or to the instability of geological units and soils would be avoided or reduced to less than significant through adherence to existing state and local regulations, including the CBC, the SDMC, and other standards. Where required, site-specific geotechnical investigations would be conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. Similarly, project-level compliance with City-mandated grading requirements and compliance with applicable state and/or federal regulations would ensure that future grading and construction activities would avoid significant soil erosion impacts. Therefore, development under Alternative 1 would have a less than significant impact related to seismic hazards, erosion and sedimentation, and geologic instability, similar to the proposed project.

### **8.3.2.4 Greenhouse Gas Emissions**

Under Alternative 1, development intensities would be reduced compared to the proposed project. Thus, GHG emissions generated under Alternative 1 are anticipated to be less than those generated by the proposed project. Alternative 1 would include the same policies to implement the City's CAP and the General Plan's City of Villages Strategy as the proposed CPU; however, the proposed project would allow for higher residential densities and more intensive mixed-use development within the village areas. Thus, although Alternative 1 would not conflict with adopted plans or policies designed to reduce GHGs, and would result in a less than significant GHG impact overall, it would achieve the associated strategies and policies to a lesser extent than the proposed project.

### **8.3.2.5 Historical, Archaeological, and Tribal Cultural Resources**

Like the proposed project, future development under Alternative 1 could result in an alteration of a historic building, structure, object, or site where an increase in density is proposed beyond the adopted Community Plan and current zoning. The regulatory framework combined with the proposed CPU policies and the SDMC that promote and provide for the identification and preservation of historical resources would reduce the program-level impact related to historical resources of the built environment. However, even after application of the existing regulatory

framework contained in the Historical Resources Guidelines and Historical Resources Regulations, the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis. Thus, potential impacts to historic structures, objects, or sites, would be significant and unavoidable.

As with the proposed project, future development under Alternative 1 has the potential to result in significant direct and/or indirect impacts to tribal cultural and archaeological resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines for the protection of such resources. The extent of impacts to tribal cultural and archaeological resources resulting from implementation of this alternative would be similar to those identified for the proposed project. However, similar to the proposed project, while existing regulations, the SDMC, and proposed CPU policies would provide for the regulation and protection of tribal cultural and archaeological resources and human remains, it is not possible to ensure the successful preservation of all tribal cultural and archaeological resources. Thus, implementation of Alternative 1 would result in similar significant and unavoidable impacts related to tribal cultural and archaeological resources at the program level.

### **8.3.2.6 Human Health, Public Safety, and Hazardous Materials**

Impacts to human health, public safety, and hazardous materials under Alternative 1 would be similar to those under the proposed project. As this alternative would result in lower population growth than the proposed project, there would be fewer people exposed to potential hazards. However, land uses under Alternative 1 would be similar to the land uses under the proposed project. Federal, state, and local regulations as well as CPU policies that serve to reduce impacts to a less-than-significant level would also reduce impacts for development under Alternative 1. As with the proposed project, future development would be subject to applicable state and City regulatory requirements related to fire hazards and prevention regulations, reducing wildfire-related impacts under this alternative to a less than significant level. Through the implementation of existing regulations and adherence to proposed CPU policies related to hazardous materials and waste sites, impacts to schools from hazardous materials, substances, or waste would be less than significant. This alternative would neither impair implementation of nor interfere with San Diego County's Emergency Operations Plan and thus, would have a less than significant impact. Compliance with existing regulations, including design standards related to emergency vehicle access in the SDMC, and policies proposed in the CPU would ensure that associated development would have a less than significant impact on emergency evacuation or response plans. Adherence to federal and state regulations and local plan policies would reduce impacts related to hazardous materials sites to a less than significant level. Future development projects within the CPU area would be subject to the requirements of the Montgomery-Gibbs Executive Airport and the MCAS Miramar ALUCPs, including safety compatibility and airspace protection criteria, as well as applicable sections of the SDMC. All impacts under Alternative 1 would be less than significant and similar to those anticipated under the proposed project.

### **8.3.2.7 Hydrology and Water Quality**

The land use pattern for Alternative 1 is generally the same as for the proposed project; however, there is likely to be less impervious areas under Alternative 1 due to reduced development intensity compared to the proposed project, which could result in less runoff compared to the proposed

project. Future development under both Alternative 1 and the proposed project would be required to comply with the current federal, state, and local regulations related to runoff and water quality at the project level at the time specific development projects are proposed. Thus, impacts related to flooding and drainage patterns, flood hazard areas, water quality, and groundwater would be less than significant, and slightly less than the proposed project.

### **8.3.2.8 Land Use**

Land use designations and policies associated with Alternative 1 would be consistent with SANDAG's Regional Plan goals to develop compact, walkable communities close to transit connections and consistent with smart growth principles. This alternative would be consistent with and implement the General Plan's City of Villages Strategy but to a lesser degree than the proposed project because of the reduced development intensity, particularly within the urban village areas. The land use framework of this alternative would also accommodate the development proposed in the CPU area's Specific Plans and Master Plans. As with the proposed project, implementation of this alternative would require updates to the SDMC. Similar to the proposed project, this alternative would not conflict with the environmental goals, objectives, or guidelines of applicable land use plans and would have a less than significant impact on the environment.

Proposed CPU policies and actions included under this alternative would not conflict with the provisions of the City's MSCP Subarea Plan or VPHCP and would support the implementation of applicable requirements of the City's ESL Regulations, Biology Guidelines, VPHCP, and the MSCP Subarea Plan regarding the preservation, mitigation, acquisition, restoration, management, and monitoring of biological resources. Therefore, impacts would be less than significant under Alternative 1, similar to the proposed project. Subsequent development under this alternative and the proposed project would be required to adhere to all applicable federal, state, and local regulations regarding the protection of biological resources. Therefore, impacts to biological resources under Alternative 1 would be similar to those under the proposed project. Development under this alternative within the CPU area would be subject to the requirements of the Montgomery-Gibbs Executive Airport and MCAS Miramar ALUCPs as well as associated FAA and City requirements. Therefore, impacts related to conflicts with an adopted ALUCP would be less than significant, similar to the proposed project.

Like the proposed project, implementation of Alternative 1 would result in improved community connectivity because the CPU contains provisions that establish connectivity through the provision of a multi-modal network to encourage pedestrian, bicycle, and transit use. Thus, buildout under Alternative 1 would not physically divide an established community and impacts would be less than significant, similar to the proposed project.

### **8.3.2.9 Noise**

Noise impacts under Alternative 1 would be similar to the anticipated impacts of the proposed project because like the proposed project, future development under Alternative 1 would experience ambient noise increases and traffic noise as the CPU area is further developed. Alternative 1 would result in lower development potential and would generate less average daily trips compared to the proposed project. Therefore, the increase in ambient noise levels would be

reduced compared to those of the proposed project but impacts would remain significant and unavoidable.

As with the proposed project, impacts associated with noise - land use compatibility and aircraft noise would be significant and unavoidable because while some new development under either scenario may be able to adequately attenuate exterior noise, there could still be some new NSLUs that would experience ambient noise levels that exceed the applicable Land Use - Noise Compatibility Guidelines or ALUCP noise standards. Construction-related noise impacts would also be significant and unavoidable under both Alternative 1 and the proposed project. While all future projects under either scenario would be required to comply with the City's Noise Abatement and Control Ordinance, there is a potential for the construction of future projects to expose existing sensitive receptors to significant noise levels resulting in significant unavoidable impacts. Similarly, groundborne vibration and noise impacts under both Alternative 1 and the proposed project would be significant and unavoidable as proposed land uses may be exposed to substantial vibration from (1) the operation of the future planned MTS Trolley Purple Line, or (2) vibratory construction equipment operations associated with construction of individual future development projects within the CPU area. Through enforcement of the Noise Abatement and Control Ordinance of the SDMC, impacts related to noise ordinance compliance (on-site noise sources) would be less than significant.

Overall, noise impacts related to ambient noise level increases, noise - land use compatibility, airport noise, temporary construction, and groundborne vibration would be significant and unavoidable, while impacts related to noise ordinance compliance would be less than significant, similar to the proposed project.

#### **8.3.2.10 Public Services and Facilities**

Impacts to public services and facilities under Alternative 1 would be somewhat less than the anticipated impacts associated with the proposed project because this alternative would result in lower population growth than the proposed project. However, as with the proposed project, the population increase under this alternative could contribute to the need for new police and fire facilities to maintain the SDPD's service ratio goal and ensure adequate fire protection. As specific details regarding the construction and operation of new future facilities are not known at this time, this impact would be significant and unavoidable under Alternative 1, although slightly less than the proposed project.

Alternative 1 would include proposed CPU policies to develop new park and recreation facilities in the CPU area. Although Alternative 1 would result in lower population growth than estimated for the proposed project, existing and proposed new parkland introduced under this alternative may not satisfy General Plan standards for population-based parks and recreation facilities. Thus, there may be a need for additional parkland to serve the community at buildout of this alternative, which may be attained through parkland included in new developments. Potential environmental impacts associated with the construction of new parks and recreation facilities would be reduced through compliance with existing regulations and adherence to proposed CPU policies. Nevertheless, since impacts associated with the construction and operation of future park facilities are not known at this time, impacts resulting from Alternative 1 would be significant and unavoidable, although slightly less compared to the proposed project.

Buildout of Alternative 1 would result in lower residential population growth than that estimated for the proposed project and thus, it would generate a smaller student population and result in fewer school capacity impacts than the proposed project. Nonetheless, as with the proposed project, residential population growth under Alternative 1 would likely generate students at a rate that would exceed the capacity of current school district facilities. Pursuant to SB 50, a school district may levy impact fees on new development in order to mitigate potential impacts of the development on school facilities. While SDUSD would collect fees from future development to fund school facilities, if needed, this impact would be significant and unavoidable under Alternative 1, although slightly less than the proposed project since impacts associated with the construction and operation of any future facility are not known at this time.

Neither Alternative 1 nor the proposed project proposes the construction of new library facilities, though both would result in an increase in residents and demand for library services. The construction of new library facilities or expansion of existing libraries would be subject to separate environmental review at the time such facilities are proposed, and existing regulations would serve to reduce potential environmental impacts associated with construction. Nevertheless, impacts to libraries resulting from implementation of the alternative would be significant and unavoidable, although slightly less than the proposed project, as impacts associated with the construction and operation of any future facility are not known at this time.

As with the proposed project, there would be the need to build new parks and recreational facilities to serve the population at buildout under Alternative 1; however, the amount of new parkland would be less than the proposed project given the lower residential population growth. Like the proposed project, the development of future park and recreational facilities within the CPU area could offset the potential increased use of existing recreational facilities and their associated physical deterioration, but it is unknown to what extent these potential future facilities would be able to accommodate increases in demand for recreation facilities. Thus, as it cannot be ensured that impacts associated with the deterioration of neighborhood parks and recreational facilities would be mitigated to a less than significant level, impacts resulting from implementation of Alternative 1 would be significant and unavoidable although slightly less than the proposed project.

Like the proposed project, a deficit of population-based recreation facilities would continue to occur within the CPU area upon implementation of Alternative 1. As noted above, there would be the need to build new parks and recreational facilities to serve the population at buildout under Alternative 1. The programming and design of future facilities within the CPU area would be subject to project-level analysis at the time such facilities are proposed. Environmental impacts resulting from construction of future new or expanded recreational facilities would be identified during the project-level analysis. As it cannot be ensured that impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to less than significant, impacts resulting from implementation of Alternative 1 would be significant and unavoidable although slightly less than the proposed project.

### **8.3.2.11 Public Utilities**

The MWD and SDCWA have developed water supply plans to improve reliability and reduce dependence upon existing imported supplies. As discussed in the WSA for the proposed project, the City's 2015 UWMP demonstrates that there will be sufficient water supplies available to meet

demands for existing and planned future developments that are projected to occur within the CPU area. As projected buildout for Alternative 1 would be less than the proposed project, projected demand for public utilities would also be expected to be less than the proposed project. Therefore, as with the proposed project, impacts related to water supply for Alternative 1 would be less than significant, and less than the proposed project.

No new storm water, sewer, or water distribution facilities or communications systems are proposed under Alternative 1 or the proposed project; however, the construction of these facilities may occur as future development occurs in the CPU area. As specific details are currently unknown, physical impacts related to the construction of utilities infrastructure would be significant and unavoidable under both Alternative 1 and the proposed project. Given the reduced projected buildout of Alternative 1 compared to the proposed project, this alternative would have the same (although somewhat reduced) less than significant impacts related to solid waste management.

### **8.3.2.12 Transportation**

Implementation of Alternative 1 would not conflict with any adopted policies or plans addressing pedestrian, bicycle, transit, and roadway facilities because this alternative would provide the same policies and recommendations to provide for multi-modal improvements as the proposed CPU. Thus, impacts related to conflicts with adopted plans would be less than significant, similar to the proposed project.

The design of roadways in the CPU area under the proposed project and Alternative 1 would be required to conform with Federal, State, and City of San Diego's design criteria, which contain provisions to minimize roadway hazards. Compliance with these standards and designed to the satisfaction of the City of San Diego's City Engineer would avoid roadway hazards due to a design feature or incompatible uses. Impacts would be less than significant, similar to the proposed project.

Compared to the proposed project, Alternative 1 retains more of the industrial and business park areas in the Kearny Mesa community and reduces the dwelling unit density. The Resident VMT per Capita and Employee VMT per Employee are slightly higher than the proposed project due to the greater housing-and-employment imbalance. Under Alternative 1, the Resident VMT per Capita is 10.1, which is 0.9 VMT greater than the proposed project (9.2 VMT), and the Employee VMT per Employee is 21.5, which is 1 VMT greater than the proposed project (20.5).

Residential land uses and employee land uses under Alternative 1 would generate VMT below the 85 percent threshold with 58.4 percent of Resident VMT per Capita and 84.6 percent of Employee VMT per Employee when compared to the Base Year. Like the proposed project, transportation impacts related to residential uses and employment land uses are considered to be less than significant given the improved housing and employment balance, and a more robust mobility network including high-quality bicycle, pedestrian, and transit facilities.

Similar to the proposed project, the total Kearny Mesa VMT generated by retail uses under Alternative 1 is expected to grow due to the increase in commercial retail square footage. Therefore, due to the potential increase of total VMT generated by retail uses in Kearny Mesa, the retail component of Alternative 1 would have a significant transportation impact. To reduce Kearny Mesa's total VMT generated by retail uses, the City could adopt and implement a VMT Reduction Ordinance that would require all development projects to reduce their VMT to the extent feasible by requiring

developments to provide VMT reducing infrastructure or pay a fee that would fund active transportation infrastructure and transit improvements intended to reduce vehicle miles traveled resulting from retail uses. It should be noted that effectiveness of the VMT reducing infrastructure included in such an ordinance would vary depending on the individual project site such as the location, access to transit, etc. Additionally, because this action by a decision-making body cannot be ensured to occur, and analysis of the implementation of such an ordinance has not been included in the PEIR, this mitigation while potentially feasible, is not implementable at this time. For these reasons, the transportation impact due to Alternative 1 retail uses would remain significant and unavoidable.

### **8.3.2.13 Visual Effects and Neighborhood Character**

Potential impacts to visual effects and neighborhood character under Alternative 1 would be similar to those anticipated under the proposed project. As with the proposed project, impacts related to scenic view obstruction would be less than significant under Alternative 1 due to the developed nature of the CPU area and lack of designated scenic vistas and views within the CPU area. Future development projects implemented within the CPU area would not result in new obstructions to designated view corridors from public viewing areas.

Development intensities under Alternative 1 would be reduced compared to the proposed project, which would reduce the bulk and scale of development across the CPU area, particularly within the urban village areas. However, similar to the proposed project, the overall shift in character from a predominantly lower density, commercial and industrial employment center to a higher density, mixed-use urban village and employment hub would substantially alter the existing neighborhood character of the CPU area. Even with reduced densities, this change would be considered significant and unavoidable at the program level.

Like the proposed project, impacts related to landform alteration would be less than significant because the CPU area is largely developed with existing urban land uses concentrated on the relatively flat mesa top that characterizes most of the CPU area. Development under this alternative would include additional light fixtures like the proposed project, but would have a less than significant impact on light and glare given adherence to proposed CPU policies encouraging lighting that is energy efficient and that minimizes light pollution and compliance with SDMC restrictions on light and glare.

No designated distinctive or landmark trees or mature stands of trees occur within the CPU area. Future development within the CPU area would be subject to CPU policies that promote the planting of new trees, as well as City Council Policy 900-19 which provides for the protection of street trees. Thus, visual impacts related to loss of distinctive or landmark trees would be less than significant, similar to the proposed project.

## **8.4 Alternative 2 (Reduced Height Alternative)**

### **8.4.1 Description**

Alternative 2 would include the same planned land uses and land use distribution as the proposed project (see Figure 2-1). However, Alternative 2, Reduced Height Alternative, would implement the

planned land uses in the proposed village area with zones that have reduced height limits. Alternative 2 does not include zones without height limits (e.g., Commercial – Community [CC-3-9] and Residential – Medium [RM-4-10]) and replaces the Mixed-Use Zones EMX-2 and RMX-2 with the EMX-1 and RMX-1 zones, respectively, which have lower height limits.

For all industrial zones, the SDMC development regulations do not contain height limits. Therefore, areas with an industrial land use designation under Alternative 2 that are implemented with citywide industrial zones would continue to develop without height limitations. Similar to the proposed project, Alternative 2 (Reduced Height Alternative) would increase overall intensity in Kearny Mesa over the No Project Alternative. However, with additional height restrictions in these areas, Alternative 2 would result in a development pattern that is urbanized but at a lower scale than the proposed project.

## **8.4.2 Analysis of Alternative 2: Reduced Height Alternative**

### **8.4.2.1 Air Quality**

Under Alternative 2, building heights and development intensities would be reduced compared to the proposed project. Thus, the emissions of criteria pollutants are anticipated to be less than those generated by the proposed project. Like the proposed project, Alternative 2 would result in greater development intensities, and would generate future VMT that is greater than buildout of the adopted Community Plan. Thus, both Alternative 2 and the proposed project would conflict with implementation of the RAQS and SIP, resulting in a significant and unavoidable air quality impact related to consistency with the RAQS and SIP. Impacts associated with air quality standards would also be significant and unavoidable because the ability of future development to successfully implement actions required to reduce construction and/or operational emissions of criteria pollutants below applicable thresholds cannot be guaranteed at the programmatic level. Similarly, like the proposed project, TAC impacts are considered significant and unavoidable at the program level because the ability of future development to successfully implement the actions required to fully meet the health risk threshold cannot be guaranteed at the program level. Alternative 2 would not introduce land uses that would generate substantial odor during operations, similar to the proposed project, thus impacts associated with odors would be less than significant, the same as the proposed project.

### **8.4.2.2 Biological Resources**

Like the proposed project, Alternative 2 would result in land use designation changes that would primarily affect existing developed land within the CPU area. Therefore, Alternative 2 would result in similar impacts to biological resources as those anticipated under the proposed project. As with the proposed project, subsequent development under this alternative would be required to adhere to all applicable federal, state, and local regulations regarding the protection of biological resources. Therefore, impacts to sensitive species, sensitive habitats, wetlands, wildlife movement, and conservation planning under Alternative 2 would be less than significant, the same as the proposed project.

### **8.4.2.3 Geology and Soils**

Geologic impacts resulting from implementation of Alternative 2 would be similar to those of the proposed project. Potential impacts related to seismic and geologic hazards, or to the instability of geological units and soils would be avoided or reduced to less than significant through adherence to existing state and local regulations, including the CBC, the SDMC, and other standards. Where required, site-specific geotechnical investigations would be conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. Similarly, project-level compliance with City-mandated grading requirements and compliance with applicable state and/or federal regulations would ensure that future grading and construction activities would avoid significant soil erosion impacts. Therefore, development under Alternative 2 would have a less than significant impact related to seismic hazards, erosion and sedimentation, and geologic instability, similar to the proposed project.

### **8.4.2.4 Greenhouse Gas Emissions**

Under Alternative 2, building heights would be reduced compared to the proposed project, which may yield reduced development intensities within the CPU area. Thus, GHG emissions generated under this alternative are anticipated to be less than those generated by the proposed project. Alternative 2 would include the same policies to implement the City's CAP and the General Plan's City of Villages Strategy as the proposed project; however, the proposed project would allow for higher residential densities and more intensive mixed-use development within the village areas. Thus, although Alternative 2 would not conflict with adopted plans or policies designed to reduce GHGs and would result in a less than significant GHG impact overall, it would achieve the associated strategies and policies to a lesser extent than the proposed project.

### **8.4.2.5 Historical, Archaeological, and Tribal Cultural Resources**

As with the proposed project, future development under Alternative 2 could result in an alteration of a historic building, structure, object, or site where an increase in density is proposed beyond the adopted Community Plan and current zoning. The regulatory framework combined with the proposed CPU policies and the SDMC that promote and provide for the identification and preservation of historical resources would reduce the program-level impact related to historical resources of the built environment. However, even after application of the existing regulatory framework contained in the Historical Resources Guidelines and Historical Resources Regulations, the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis. Thus, potential impacts to historic structures, objects, or sites, would be significant and unavoidable.

Similar to the proposed project, future development under Alternative 2 has the potential to result in significant direct and/or indirect impacts to tribal cultural and archaeological resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines for the protection of such resources. The extent of impacts to tribal cultural and archaeological resources resulting from implementation of this alternative would be similar to those identified for the proposed project. However, similar to the proposed project, while existing regulations, the SDMC, and proposed CPU policies would provide for the regulation and protection of tribal cultural and archaeological resources and human remains, it is not possible to ensure the

successful preservation of all tribal cultural and archaeological resources. Thus, implementation of Alternative 2 would result in similar significant and unavoidable impacts related to tribal cultural and archaeological resources at the program level.

#### **8.4.2.6 Human Health, Public Safety, and Hazardous Materials**

Impacts to human health, public safety, and hazardous materials under Alternative 2 would be similar to those under the proposed project. As this alternative would result in lower population growth than the proposed project due to reduced building heights and a commensurate reduction in residential development densities, there would be fewer people exposed to potential hazards. However, land uses under Alternative 2 would be similar to the land uses under the proposed project. Federal, state, and local regulations as well as CPU policies that serve to reduce impacts to a less-than-significant level would also reduce impacts for development under Alternative 2. As with the proposed project, future development would be subject to applicable state and City regulatory requirements related to fire hazards and prevention regulations, reducing wildfire-related impacts under the alternative to less than significant. Through the implementation of existing regulations and adherence to proposed CPU policies related to hazardous materials and waste sites, impacts to schools from hazardous materials, substances, or waste would be less than significant. This alternative would neither impair implementation of nor interfere with San Diego County's Emergency Operations Plan and thus, would have a less than significant impact. Compliance with existing regulations, including design standards related to emergency vehicle access in the SDMC, and policies proposed in the CPU would ensure that associated development would have a less than significant impact on emergency evacuation or response plans. Adherence to federal and state regulations and applicable local plan policies would reduce impacts related to hazardous materials sites to a level that is less than significant. Future development projects within the CPU area would be subject to the requirements of the Montgomery-Gibbs Executive Airport and the MCAS Miramar ALUCPs, including safety compatibility and airspace protection criteria, as well as applicable sections of the SDMC. All impacts under Alternative 2 would be less than significant and similar to those anticipated under the proposed project.

#### **8.4.2.7 Hydrology and Water Quality**

The land use pattern for Alternative 2 is generally the same as for the proposed project; however, there is likely to be less impervious areas under Alternative 2 due to reduced building heights and associated development intensity compared to the proposed project, which could result in less runoff compared to the proposed project. Future development under both Alternative 2 and the proposed project would be required to comply with current federal, state, and local regulations related to runoff and water quality at the project level at the time specific development projects are proposed. Thus, impacts related to flooding and drainage patterns, flood hazard areas, water quality, and groundwater would be less than significant, and slightly less than the proposed project.

#### **8.4.2.8 Land Use**

Land use designations and policies associated with Alternative 2 would be consistent with SANDAG's Regional Plan goals to develop compact, walkable communities close to transit connections and consistent with smart growth principles. This alternative would be consistent with and implement the General Plan's City of Villages Strategy but to a lesser degree than the proposed project because

of the reduced development intensity resulting from lower building heights. The land use framework of this alternative would also accommodate the development proposed in the CPU area's Specific Plans and Master Plans. As with the proposed project, implementation of this alternative would require updates to the SDMC. Similar to the proposed project, this alternative would not conflict with the environmental goals, objectives, or guidelines of applicable land use plans and would have a less than significant impact on the environment.

CPU policies included under this alternative do not conflict with the provisions of the City's MSCP Subarea Plan or VPHCP and would support the implementation of applicable requirements of the City's ESL Regulations, Biology Guidelines, VPHCP, and the MSCP Subarea Plan regarding the preservation, mitigation, acquisition, restoration, management, and monitoring of biological resources. Therefore, impacts would be less than significant under Alternative 2, similar to the proposed project. Subsequent development under this alternative and the proposed project would be required to adhere to all applicable federal, state, and local regulations regarding the protection of biological resources. Therefore, impacts to biological resources under Alternative 2 would be similar to those under the proposed project. Development under this alternative within the CPU area would be subject to the requirements of the Montgomery-Gibbs Executive Airport and MCAS Miramar ALUCPs as well as associated FAA and City requirements. Therefore, impacts related to conflicts with an adopted ALUCP would be less than significant, similar to the proposed project.

Like the proposed project, implementation of Alternative 2 would result in improved community connectivity because the CPU contains provisions that establish connectivity through the provision of a multi-modal network to encourage pedestrian, bicycle, and transit use. Thus, buildout under Alternative 2 would not physically divide an established community and impacts would be less than significant, similar to the proposed project.

#### **8.4.2.9 Noise**

Noise impacts under Alternative 2 would be similar to the anticipated impacts of the proposed project because like the proposed project, future development under Alternative 2 would be subject to ambient noise increases and traffic noise as the CPU area is further developed. Alternative 2 would result in lower development potential and would generate less average daily trips compared to the proposed project because of the reduction in building heights and associated decrease in density. Therefore, the increase in ambient noise levels would be reduced compared to those of the proposed project but impacts would remain significant and unavoidable.

As with the proposed project, impacts associated with noise - land use compatibility and aircraft noise would be significant and unavoidable because while some new development under either scenario may be able to adequately attenuate exterior noise, there could still be some new NSLUs that would experience ambient noise levels that exceed the applicable Land Use - Noise Compatibility Guidelines or ALUCP noise standards. Construction-related noise impacts would also be significant and unavoidable under both Alternative 2 and the proposed project. While all future projects under either scenario would be required to comply with the City's Noise Abatement and Control Ordinance, there is a potential for the construction of future projects to expose existing sensitive receptors to significant noise levels resulting in significant unavoidable impacts. Similarly, groundborne vibration and noise impacts under both Alternative 2 and the proposed project would be significant and unavoidable as proposed land uses may be exposed to substantial vibration from

(1) the operation of the future planned MTS Trolley Purple Line, or (2) vibratory construction equipment operations associated with construction of individual future development projects within the CPU area. Through enforcement of the Noise Abatement and Control Ordinance of the SDMC, impacts related to noise ordinance compliance (on-site noise sources) would be less than significant.

#### **8.4.2.10 Public Services and Facilities**

Impacts to public services and facilities under Alternative 2 would be somewhat less than the anticipated impacts associated with the proposed project because this alternative would result in lower population growth than the proposed project. However, as with the proposed project, the population increase under this alternative could contribute to the need for new police and fire facilities to maintain the SDPD's service ratio goal and ensure adequate fire protection. As specific details regarding the construction and operation of new future facilities are not known at this time, this impact would be significant and unavoidable under Alternative 2, although slightly less than the proposed project.

Alternative 2 would include proposed CPU policies to develop new park and recreation facilities in the CPU area. Although Alternative 2 would result in lower population growth than estimated for the proposed project, existing and proposed new parkland introduced under this alternative may not satisfy General Plan standards for population-based parks and recreation facilities. Thus, there may be a need for additional parkland to serve the community at buildout of this alternative, which may be attained through parkland included in new developments. Potential environmental impacts associated with the construction of new parks and recreation facilities would be reduced through compliance with existing regulations and adherence to proposed CPU policies. Nevertheless, since impacts associated with the construction and operation of future park facilities are not known at this time, impacts resulting from Alternative 2 would be significant and unavoidable, although slightly less compared to the proposed project.

Buildout of Alternative 2 would result in lower residential population growth than that estimated for the proposed project and thus, it would generate a smaller student population and result in fewer school capacity impacts than the proposed project. Nonetheless, as with the proposed project, residential population growth under Alternative 2 would likely generate students at a rate that would exceed the capacity of current school district facilities. Pursuant to SB 50, a school district may levy impact fees on new development in order to mitigate potential impacts of the development on school facilities. While SDUSD would collect fees from future development to fund school facilities, if needed, this impact would be significant and unavoidable under both Alternative 2, although slightly less than the proposed project since impacts associated with the construction and operation of any future school facility are not known at this time.

Neither Alternative 2 nor the proposed project proposes the construction of new library facilities, though both would result in an increase in residents and demand for library services. The construction of new library facilities or expansion of existing libraries would be subject to separate environmental review at the time such facilities are proposed, and existing regulations would serve to reduce potential environmental impacts associated with construction. Nevertheless, impacts to libraries resulting from implementation of the alternative would be significant and unavoidable, although slightly less than the proposed project, as impacts associated with the construction and operation of any future facility are not known at this time.

As with the proposed project, there would be the need to build new parks and recreational facilities to serve the population at buildout under Alternative 2; however, the amount of new parkland would be less than the proposed project given the lower residential population growth. Like the proposed project, the development of future park and recreational facilities within the CPU area could offset the potential increased use of existing recreational facilities and their associated physical deterioration, but it is unknown to what extent these potential future facilities would be able to accommodate increases in demand for recreation facilities. Thus, as it cannot be ensured that impacts associated with the deterioration of neighborhood parks and recreational facilities would be mitigated to a less than significant level, impacts resulting from implementation of Alternative 2 would be significant and unavoidable although slightly less than the proposed project.

Like the proposed project, a deficit of population-based recreation facilities would continue to occur within the CPU area upon implementation of Alternative 2. As noted above, there would be the need to build new parks and recreational facilities to serve the population at buildout under Alternative 2. The programming and design of future facilities within the CPU area would be subject to project-level analysis at the time such facilities are proposed. Environmental impacts resulting from construction of future new or expanded recreational facilities would be identified during the project-level analysis. As it cannot be ensured that impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to less than significant, impacts resulting from implementation of Alternative 2 would be significant and unavoidable although slightly less than the proposed project.

#### **8.4.2.11 Public Utilities**

The MWD and SDCWA have developed water supply plans to improve reliability and reduce dependence upon existing imported supplies. As discussed in the WSA for the proposed project, the City's 2015 UWMP demonstrates that there will be sufficient water supplies available to meet demands for existing and planned future developments that are projected to occur within the CPU area. As projected buildout for Alternative 2 would be less than the proposed project, projected demand for public utilities would also be expected to be less than the proposed project. Therefore, as with the proposed project, impacts related to water supply for Alternative 2 would be less than significant.

No new storm water, sewer, or water distribution facilities or communications systems are proposed under Alternative 2 or the proposed project; however, the construction of these facilities may occur as future development occurs in the CPU area. As specific details are currently unknown, physical impacts related to the construction of utilities infrastructure would be significant and unavoidable under both Alternative 2 and the proposed project. Given the reduced projected buildout of Alternative 2 compared to the proposed project, this alternative would have the same (although somewhat reduced) less than significant impacts related to solid waste management.

#### **8.4.2.12 Transportation**

Implementation of Alternative 2 would not conflict with any adopted policies or plans addressing pedestrian, bicycle, transit, and roadway facilities because this alternative would provide the same policies and recommendations to provide for multi-modal improvements as the proposed CPU.

Thus, impacts related to conflicts with adopted plans would be less than significant, similar to the proposed project.

The design of roadways in the CPU area under the proposed project and Alternative 2 would be required to conform with Federal, State, and City of San Diego's design criteria, which contain provisions to minimize roadway hazards. Compliance with these standards and designed to the satisfaction of the City of San Diego's City Engineer would avoid roadway hazards due to a design feature or incompatible uses. Impacts would be less than significant, similar to the proposed project.

Since land uses and the mobility network under Alternative 2 would be the same as the proposed project, the VMT results and transportation impacts would be identical. The Resident VMT per Capita would be 9.2 VMT under the proposed project and Alternative 2, with the Employee VMT per Employee being 20.5 VMT.

Residential land uses and employee land uses under Alternative 2 would generate VMT below the 85 percent threshold with 53.2 percent of Resident VMT per Capita and 80.7 percent of Employee VMT per Employee when compared to the Base Year. Like the proposed project, transportation impacts related to residential and employment land uses are considered to be less than significant given the improved housing and employment balance, and a more robust mobility network including high-quality bicycle, pedestrian, and transit facilities.

Similar to the proposed project, the total Kearny Mesa VMT generated by retail uses under Alternative 2 is expected to grow due to the increase in commercial retail square footage. Therefore, due to the potential increase of total VMT generated by retail uses in Kearny Mesa, the retail component of Alternative 2 would have a significant transportation impact. To reduce Kearny Mesa's total VMT generated by retail uses, the City could adopt and implement a VMT Reduction Ordinance that would require all development projects to reduce their VMT to the extent feasible by requiring developments to provide VMT reducing infrastructure or pay a fee that would fund active transportation infrastructure and transit improvements intended to reduce vehicle miles traveled resulting from retail uses. It should be noted that effectiveness of the VMT reducing infrastructure included in such an ordinance would vary depending on the individual project site such as the location, access to transit, etc. Additionally, because this action by a decision-making body cannot be ensured to occur, and analysis of the implementation of such an ordinance has not been included in the PEIR, this mitigation while potentially feasible, is not implementable at this time. For these reasons, the transportation impact due to Alternative 2 retail uses would remain significant and unavoidable.

#### **8.4.2.13 Visual Effects and Neighborhood Character**

Potential impacts to visual effects and neighborhood character under Alternative 2 would be reduced compared to those under the proposed project. This is largely due to the reduction of maximum building heights across the CPU area.

As with the proposed project, impacts related to scenic view obstruction would be less than significant under Alternative 2 due to the developed nature of the CPU area and lack of designated scenic vistas and views within the CPU area. There is no potential for future development projects implemented within the CPU area to result in new obstructions to designated view corridors from public viewing areas.

With the lower building heights under Alternative 2, the overall bulk and scale of development within the CPU area would be reduced compared to the proposed project. Therefore, impacts to neighborhood character resulting from this alternative would be less than the proposed project. Despite having lower building heights within the CPU area, the overall shift in character from a predominantly lower density, commercial and industrial employment center to a higher density, mixed-use urban village and employment hub would substantially alter the existing neighborhood character of the CPU area. Although neighborhood character impacts would be less than the proposed project, they would be still considered significant and unavoidable at the program level.

Like the proposed project, impacts related to landform alteration would be less than significant because the CPU area is largely developed with existing urban land uses concentrated on the relatively flat mesa top that characterizes most of the CPU area. Development under this alternative would include additional light fixtures like the proposed project but would have a less than significant impact on light and glare given adherence to proposed CPU policies encouraging lighting that is energy efficient and that minimizes light pollution and compliance with SDMC restrictions on light and glare.

No designated distinctive or landmark trees or mature stands of trees occur within the CPU area. Future development within the CPU area would be subject to CPU policies that promote the planting of new trees, as well as City Council Policy 900-19 which provides for the protection of street trees. Thus, visual impacts related to loss of distinctive or landmark trees would be less than significant, similar to the proposed project.

## **8.5 Alternative 3 (Reduced Industrial Employment Alternative)**

### **8.5.1 Description**

Alternative 3 proposes similar land uses to the proposed project. However, Alternative 3, Reduced Industrial Employment, would implement the planned land uses with zones that apply citywide development standards related to maximum lot coverage. The proposed project proposes to increase the allowable FAR through the application of the new mixed-use zones in village areas, and apply citywide standards for commercial zones along commercial corridors, as well as IP and IS zones. Therefore, the proposed project would provide capacity for more than 50 MSF of non-residential development. This would result in the addition of 25 percent more non-residential capacity than the No Project Alternative. Alternative 3 would further increase the employment capacity over the proposed project for a total of 19 million SF of non-residential square feet. The Reduced Industrial Employment Alternative (Alternative 3) land use map is shown in Figure 8-2.

Alternative 3 assumes that the majority of new non-residential development would consist of multi-story buildings, and that there would be additional high-rise buildings with greater lot coverage in industrial areas. These buildings would accommodate buildout of more commercial services, retail, and office space. Therefore, while Alternative 3 would result in increased overall employment, by increasing the scale of commercial development in industrial zones, it would result in increased commercial encroachment and reduced industrial employment.

## **8.5.2 Analysis of Alternative 3: Reduced Industrial Employment Alternative**

### **8.5.2.1 Air Quality**

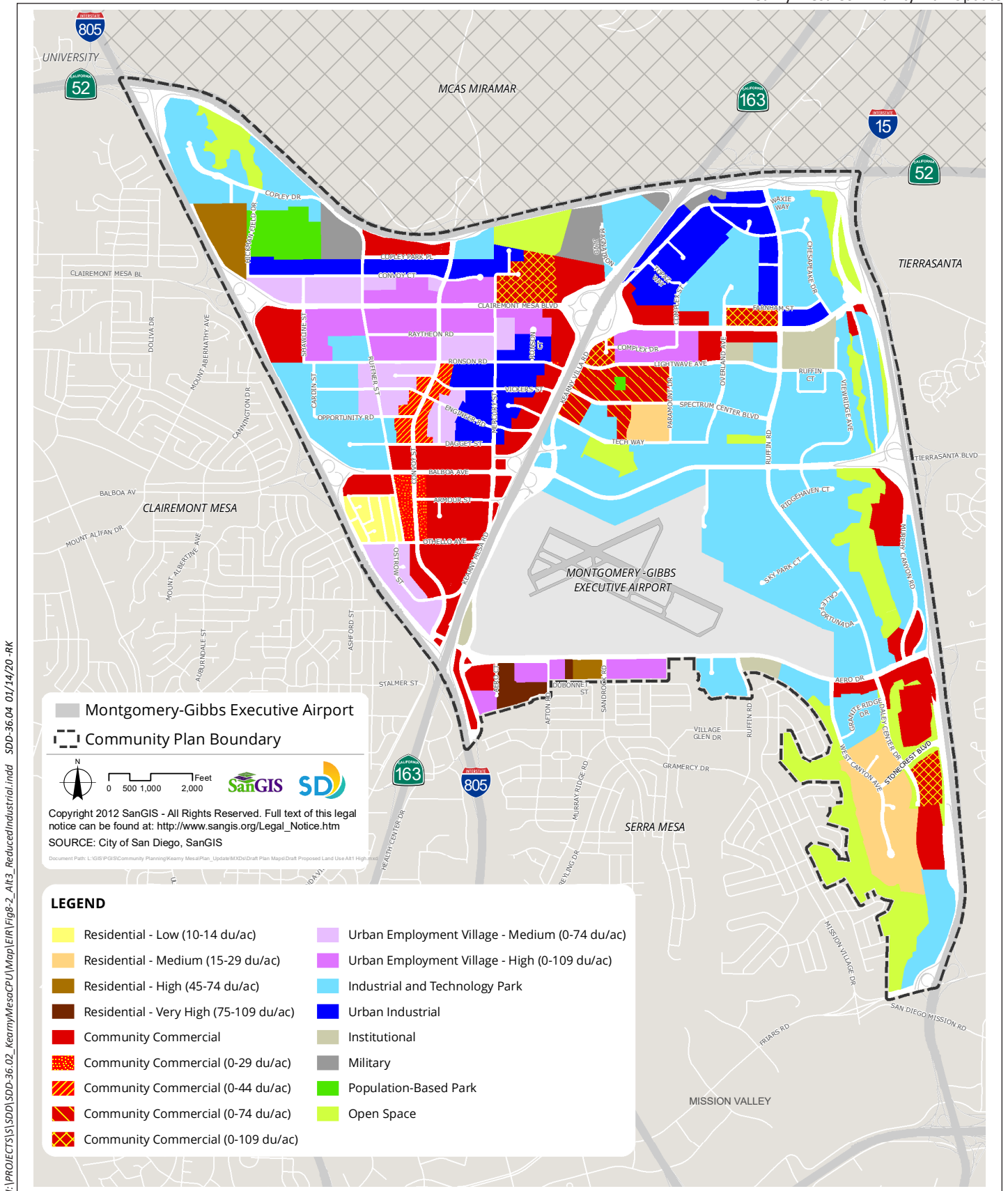
Development under Alternative 3 would allow for additional high-rise buildings with greater lot coverage in industrial areas thereby increasing the scale of commercial development in industrial zones. Thus, the emissions of criteria pollutants are anticipated to be greater than those generated by the proposed project. Like the proposed project, Alternative 3 would result in greater development intensities, and would generate future VMT that is greater than buildout of the adopted Community Plan. Thus, both Alternative 3 and the proposed project would conflict with implementation of the RAQS and SIP, resulting in a significant and unavoidable air quality impact related to consistency with the RAQS and SIP. Impacts associated with air quality standards would also be significant and unavoidable because the ability of future development to successfully implement actions required to reduce construction and/or operational emissions of criteria pollutants below applicable thresholds cannot be guaranteed at the programmatic level. Similarly, like the proposed project, TAC impacts are considered significant and unavoidable at the program level because the ability of future development to successfully implement the actions required to fully meet the health risk threshold cannot be guaranteed at the program level. Alternative 3 would not introduce land uses that would generate substantial odor during operations, similar to the proposed project. Impacts associated with odors would be less than significant, the same as the proposed project.

### **8.5.2.2 Biological Resources**

Like the proposed project, Alternative 3 would result in land use designation changes that would primarily affect existing developed land within the CPU area. Therefore, Alternative 3 would result in similar impacts to biological resources as those anticipated under the proposed project. As with the proposed project, subsequent development under this alternative would be required to adhere to applicable federal, state, and local regulations regarding the protection of biological resources. Therefore, impacts to sensitive species, sensitive habitats, wetlands, wildlife movement, and conservation planning under Alternative 3 would be less than significant, the same as the proposed project.

### **8.5.2.3 Geology and Soils**

Geologic impacts resulting from implementation of Alternative 3 would be similar to those of the proposed project. Potential impacts related to seismic and geologic hazards, or to the instability of geological units and soils would be avoided or reduced to less than significant through adherence to existing state and local regulations, including the CBC, the SDMC, and other standards. Where required, site-specific geotechnical investigations would be conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. Similarly, project-level compliance with City-mandated grading requirements and compliance with applicable state and/or federal regulations would ensure that future grading and construction activities would avoid significant soil erosion impacts. Therefore,



Source: City of San Diego 2019

## Alternative 3 - Reduced Industrial Employment Alternative

Figure 8-2

development under Alternative 3 would have a less than significant impact related to seismic hazards, erosion and sedimentation, and geologic instability, similar to the proposed project.

#### **8.5.2.4 Greenhouse Gas Emissions**

Under Alternative 3, additional high-rise buildings with greater lot coverage in industrial areas could occur thereby potentially increasing the scale of commercial development in industrial zones. Thus, GHG emissions generated under this alternative are anticipated to be greater than those that would be generated by the proposed project. Alternative 3 however would include the same policies to implement the City's CAP and the General Plan's City of Villages Strategy as the proposed CPU. Therefore, Alternative 3 would not conflict with adopted plans or policies designed to reduce GHGs and would result in a less than significant GHG impact overall, similar to the proposed project.

#### **8.5.2.5 Historical, Archaeological, and Tribal Cultural Resources**

As with the proposed project, future development under Alternative 3 could result in an alteration of a historic building, structure, object, or site where an increase in density is proposed beyond the adopted Community Plan and current zoning. The mitigation framework combined with the proposed CPU policies and the SDMC that promote and provide for the identification and preservation of historical resources would reduce the program-level impact related to historical resources of the built environment. However, even with implementation of the regulatory framework, the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis. Thus, potential impacts to historic structures, objects, or sites, would be significant and unavoidable.

Similar to the proposed project, future development under Alternative 3 has the potential to result in significant direct and/or indirect impacts to tribal cultural and archaeological resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines for the protection of such resources. The extent of impacts to tribal cultural and archaeological resources resulting from implementation of this alternative would be similar to those identified for the proposed project. However, similar to the proposed project, while existing regulations, the SDMC, and proposed CPU policies would provide for the regulation and protection of tribal cultural and archaeological resources and human remains, it is impossible to ensure the successful preservation of all tribal cultural and archaeological resources. Thus, implementation of Alternative 3 would result in similar significant and unavoidable impacts related to tribal cultural and archaeological resources at the program level.

#### **8.5.2.6 Human Health, Public Safety, and Hazardous Materials**

Impacts to human health, public safety, and hazardous materials under Alternative 3 would be similar to those under the proposed project. Land uses and densities under Alternative 3 would be similar to those under the proposed project. Federal, state, and local regulations as well as CPU policies that serve to reduce impacts to a less-than-significant level would also reduce impacts for development under Alternative 3. As with the proposed project, future development would be subject to applicable state and City regulatory requirements related to fire hazards and prevention regulations, reducing wildfire-related impacts under the alternative to less than significant. Through

the implementation of existing regulations and adherence to proposed CPU policies related to hazardous materials and waste sites, impacts to schools from hazardous materials, substances, or waste would be less than significant. This alternative would neither impair implementation of nor interfere with San Diego County's Emergency Operations Plan and thus, would have a less than significant impact. Compliance with existing regulations, including design standards related to emergency vehicle access in the SDMC, and policies proposed in the CPU would ensure that associated development would have a less than significant impact on emergency evacuation or response plans. Adherence to federal and state regulations and applicable local plan policies would reduce impacts related to hazardous materials sites to a less than significant level. Future development projects within the CPU area would be subject to the requirements of the Montgomery-Gibbs Executive Airport and the MCAS Miramar ALUCPs, including safety compatibility and airspace protection criteria, as well as applicable sections of the SDMC. All impacts under Alternative 3 would be less than significant and similar to those anticipated under the proposed project.

#### **8.5.2.7 Hydrology and Water Quality**

The land use pattern for Alternative 3 is generally the same as for the proposed project. Future development under both Alternative 3 and the proposed project would be required to comply with existing federal, state, and local regulations related to runoff and water quality at the project level. Thus, impacts related to flooding and drainage patterns, flood hazard areas, water quality, and groundwater would be less than significant, the same as the proposed project.

#### **8.5.2.8 Land Use**

Land use designations and policies associated with Alternative 3 would be consistent with SANDAG's Regional Plan goals to develop compact, walkable communities close to transit connections and consistent with smart growth principles. This alternative would be consistent with and implement the General Plan's City of Villages Strategy. The land use framework of this alternative would also accommodate the development proposed in the CPU area's Specific Plans and Master Plans. As with the proposed project, implementation of this alternative would require updates to the SDMC. Similar to the proposed project, this alternative would not conflict with the environmental goals, objectives, or guidelines of applicable land use plans and would have a less than significant impact on the environment.

Proposed CPU policies and actions included under this alternative do not conflict with the provisions of the City's MSCP Subarea Plan or VPHCP and would support the implementation of applicable requirements of the ESL Regulations, Biology Guidelines, VPHCP, and the MSCP Subarea Plan regarding the preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources. Therefore, impacts would be less than significant under Alternative 3, similar to the proposed project. Subsequent development under this alternative and the proposed project would be required to adhere to all applicable federal, state, and local regulations regarding the protection of biological resources. Therefore, impacts to biological resources under Alternative 3 would be similar to those under the proposed project. Development under this alternative within the CPU area would be subject to the requirements of the Montgomery-Gibbs Executive Airport and MCAS Miramar ALUCPs as well as associated FAA and City requirements. Therefore, impacts related to conflicts with an adopted ALUCP would be less than significant, similar to the proposed project.

Like the proposed project, implementation of Alternative 3 would result in improved community connectivity because the CPU contains provisions that establish connectivity through the provision of a multi-modal network to encourage pedestrian, bicycle, and transit use. Thus, buildout under Alternative 3 would not physically divide an established community and impacts would be less than significant, similar to the proposed project.

### **8.5.2.9 Noise**

Noise impacts under Alternative 3 would be similar to the anticipated impacts of the proposed project because like the proposed project, future development under Alternative 3 would experience ambient noise increases and traffic noise as the CPU area is further developed. Alternative 3 would result in higher development potential in industrial zones and would potentially generate more average daily trips compared to the proposed project. Therefore, the increase in ambient noise levels could be slightly greater compared to those of the proposed project and would be significant and unavoidable.

As with the proposed project, impacts associated with noise - land use compatibility and aircraft noise would be significant and unavoidable because while some new development under either scenario may be able to adequately attenuate exterior noise, there could still be some new NSLUs that would experience ambient noise levels that exceed the applicable Land Use - Noise Compatibility Guidelines or ALUCP noise standards.

Construction-related noise impacts would also be significant and unavoidable under both Alternative 3 and the proposed project. While all future projects under either scenario would be required to comply with the City's Noise Abatement and Control Ordinance, there is a potential for the construction of future projects to expose existing sensitive receptors to significant noise levels resulting in significant unavoidable impacts. Similarly, groundborne vibration and noise impacts under both Alternative 3 and the proposed project would be significant and unavoidable as proposed land uses may be exposed to substantial vibration from (1) operation of the future planned Trolley Purple Line, or (2) vibratory construction equipment operations associated with construction of individual future development projects within the CPU area. Through enforcement of the Noise Abatement and Control Ordinance of the SDMC, impacts related to noise ordinance compliance (on-site noise sources) would be less than significant, similar to the proposed project.

### **8.5.2.10 Public Services and Facilities**

Impacts to public services and facilities under Alternative 3 would be similar to those anticipated for the proposed project because land uses would be similar upon buildout. As with the proposed project, the population increase under this alternative could contribute to the need for new police and fire facilities to maintain the SDPD's service ratio goal and ensure adequate fire protection. Nevertheless, this impact would be significant and unavoidable under both Alternative 3 and the proposed project since impacts associated with the construction and operation of future facilities are not known at this time.

Like the proposed project, Alternative 3 would include CPU policies to develop new park and recreation facilities in the CPU area. Based on the projected population under this alternative, existing and proposed new parkland introduced under this alternative may not satisfy General Plan standards for population-based parks and recreation facilities. Thus, there may be a need for

additional parkland to serve the community at buildout of this alternative, which may be attained through parkland included in new developments. Potential environmental impacts associated with the construction of new parks and recreation facilities would be reduced through compliance with existing regulations and adherence to proposed CPU policies. Nevertheless, this impact would be significant and unavoidable, similar to the proposed project, since impacts associated with the construction and operation of any future park facilities are not known at this time.

As with the proposed project, residential population growth under Alternative 3 would likely generate students at a rate that would exceed the capacity of current school district facilities. Pursuant to SB 50, a school district may levy impact fees on new development in order to mitigate potential impacts of the development on school facilities. While SDUSD would collect fees from future development to fund school facilities, if needed, this impact would be significant and unavoidable under both Alternative 3 and the proposed project since impacts associated with the construction and operation of any future school facility are not known at this time.

Neither Alternative 3 nor the proposed project proposes the construction of new library facilities, though both would result in an increase in residents and demand for library services. The construction of new library facilities or expansion of existing libraries would be subject to separate environmental review at the time such facilities are proposed, and existing regulations would serve to reduce potential environmental impacts associated with construction. Nevertheless, impacts to libraries resulting from implementation of the alternative would be significant and unavoidable, similar to the proposed project, as impacts associated with the construction and operation of any future facility are not known at this time.

As with the proposed project, there would be the need to build new parks and recreational facilities to serve the population at buildout under Alternative 3. Like the proposed project, the development of future park and recreational facilities within the CPU area could offset the potential increased use of existing recreational facilities and their associated physical deterioration, but it is unknown to what extent these potential future facilities would be able to accommodate increases in demand for recreation facilities. Thus, as it cannot be ensured that impacts associated with the deterioration of neighborhood parks and recreational facilities would be mitigated to a less than significant level, impacts resulting from implementation of Alternative 3 would be significant and unavoidable, similar to the proposed project.

Like the proposed project, a deficit of population-based recreation facilities would continue to occur within the CPU area upon implementation of Alternative 3. As noted above, there would be the need to build new parks and recreational facilities to serve the population at buildout under Alternative 3. The programming and design of future facilities within the CPU area would be subject to project-level analysis at the time such facilities are proposed. Environmental impacts resulting from construction of future new or expanded recreational facilities would be identified during the project-level analysis. As it cannot be ensured that impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to less than significant, impacts resulting from implementation of Alternative 3 would be significant and unavoidable, similar to the proposed project.

### 8.5.2.11 Public Utilities

The MWD and SDCWA have developed water supply plans to improve reliability and reduce dependence upon existing imported supplies. As discussed in the WSA for the proposed project, the City's 2015 UWMP demonstrates that there will be sufficient water supplies available to meet demands for existing and planned future developments that are projected to occur within the CPU area. As projected buildout for Alternative 3 would be very similar to the proposed project, projected demand for public utilities would also be expected to be very similar to the proposed project. Therefore, as with the proposed project, impacts related to water supply for Alternative 3 would be less than significant.

No new storm water, sewer, or water distribution facilities or communications systems are proposed under Alternative 3 or the proposed project; however, the construction of these facilities may occur as future development occurs in the CPU area. As specific details are currently unknown, physical impacts related to the construction of utilities infrastructure would be significant and unavoidable under both Alternative 3 and the proposed project. This alternative would also have the similar impacts related to solid waste management as the proposed project.

### 8.5.2.12 Transportation

Implementation of Alternative 3 would not conflict with any adopted policies or plans addressing pedestrian, bicycle, transit, and roadway facilities because this alternative would provide the same policies and recommendations to provide for multi-modal improvements as the proposed CPU. Thus, impacts related to conflicts with adopted plans would be less than significant, similar to the proposed project.

The design of roadways in the CPU area under the proposed project and Alternative 3 would be required to conform with Federal, State, and City of San Diego's design criteria, which contain provisions to minimize roadway hazards. Compliance with these standards and designed to the satisfaction of the City of San Diego's City Engineer would avoid roadway hazards due to a design feature or incompatible uses. Impacts would be less than significant, similar to the proposed project.

Alternative 3 proposes similar land uses (with an additional increase in employment) and the same mobility network as the proposed project. Under Alternative 3, the Resident VMT per Capita is 8.7, which is 0.5 VMT less than the proposed project (9.2 VMT), and the Employee VMT per Employee is 20.8, which is 0.3 VMT greater than the proposed project (20.5).

Residential land uses and employee land uses under Alternative 3 would generate VMT below the 85 percent threshold with 50.3 percent of Resident VMT per Capita and 81.9 percent of Employee VMT per Employee when compared to the Base Year. Transportation impacts related to residential and employment land uses are considered to be less than significant given the improved housing and employment balance, and a more robust mobility network including high-quality bicycle, pedestrian, and transit facilities. Similar to the proposed project, the total Kearny Mesa VMT generated by retail uses under Alternative 3 is expected to grow due to the increase in commercial retail square footage. Therefore, due to the potential increase of total VMT generated by retail uses in Kearny Mesa, the retail component of Alternative 3 would have a significant transportation impact. To reduce Kearny Mesa's total VMT generated by retail uses, the City could adopt and implement a VMT Reduction Ordinance that would require all development projects to reduce their

VMT to the extent feasible by requiring developments to provide VMT reducing infrastructure or pay a fee that would fund active transportation infrastructure and transit improvements intended to reduce vehicle miles traveled resulting from retail uses. It should be noted that effectiveness of the VMT reducing infrastructure included in such an ordinance would vary depending on the individual project site such as the location, access to transit, etc. Additionally, because this action by a decision-making body cannot be ensured to occur, and analysis of the implementation of such an ordinance has not been included in the PEIR, this mitigation while potentially feasible, is not implementable at this time. For these reasons, the transportation impact due to Alternative 3 retail uses would remain significant and unavoidable.

### **8.5.2.13 Visual Effects and Neighborhood Character**

As with the proposed project, impacts related to scenic view obstruction would be less than significant under Alternative 3 due to the developed nature of the CPU area and lack of designated scenic vistas and views within the CPU area. There is no potential for future development projects implemented within the CPU area to result in new obstructions to designated view corridors from public viewing areas.

Development under Alternative 3 however would allow for additional high-rise buildings with greater lot coverage in industrial areas thereby increasing the scale of commercial development in industrial zones. Consequently, the overall bulk and scale of development within the CPU area associated with Alternative 3 would be greater than that under the proposed project. As with the proposed project, the overall shift in character from a predominantly lower density, commercial and industrial employment center to a higher density, mixed-use urban village and employment hub would substantially alter the existing neighborhood character of the CPU area. Neighborhood character impacts resulting from this alternative would be considered significant and unavoidable at the program level.

Like the proposed project, impacts related to landform alteration would be less than significant because the CPU area is largely developed with existing urban land uses concentrated on the relatively flat mesa top that characterizes most of the CPU area. Development under this alternative would include additional light fixtures like the proposed project but would have a less than significant impact on light and glare given adherence to proposed CPU policies encouraging lighting that is energy efficient and that minimizes light pollution and compliance with SDMC restrictions on light and glare.

No designated distinctive or landmark trees or mature stands of trees occur within the CPU area. Future development within the CPU area would be subject to CPU policies that promote the planting of new trees, as well as City Council Policy 900-19 which provides for the protection of street trees. Thus, visual impacts related to loss of distinctive or landmark trees would be less than significant, similar to the proposed project.

## **8.6 Alternative 4 (Residential Options Alternative)**

### **8.6.1 Description**

Alternative 4, known as the Residential Options Alternative, modifies the proposed CPU land use map to provide alternate sites for mixed-use development with residential uses. Alternative 4 would include all other policies, land use designations, and mobility improvements included in the proposed project. This alternative would be similar to the proposed project in that it would meet the plan goals to strengthen the existing employment base, while also integrating housing in key locations and improving connections in the community.

The Residential Options Alternative land use map is shown in Figure 8-3. The Residential Options Alternative would maintain the overall distribution of land use categories and buildout in the proposed project. However, it would shift residential uses east of SR 163 to alternative sites west of SR 163. As shown in Figure 8-3, Alternative 4 would designate additional sites as Community Commercial residential permitted and Urban Employment Village between Clairemont Mesa Boulevard and Convoy Court. Similar to most of the village areas, residential development would be allowed but is not mandated by the land use categories and zones. In all cases, these sites would be required to have non-residential square feet in addition to the residential dwelling units. Under this alternative, the same approach to a tiered increase in FAR and total buildout of non-residential development would be similar to that applied with the proposed project. In addition, total residential dwelling units and projected population under Alternative 4 would also be the same as the proposed project.

### **8.6.2 Analysis of Alternative 4: Residential Options Alternative**

#### **8.6.2.1 Air Quality**

Under Alternative 4, land uses and development intensities would very similar to the proposed project. Thus, the emissions of criteria pollutants are anticipated to be similar to those generated by the proposed project. Like the proposed project, Alternative 4 would result in greater development intensities, and would generate future VMT that is greater than buildout of the adopted Community Plan. Thus, both Alternative 4 and the proposed project would conflict with implementation of the RAQS and SIP, resulting in a significant and unavoidable air quality impact related to consistency with the RAQS and SIP. Impacts associated with air quality standards would also be significant and unavoidable because the ability of future development to successfully implement actions required to reduce construction and/or operational emissions of criteria pollutants below applicable thresholds cannot be guaranteed at the programmatic level. Similarly, like the proposed project, TAC impacts are considered significant and unavoidable at the program level because the ability of future development to successfully implement the actions required to fully meet the health risk threshold cannot be guaranteed at the program level. Alternative 4 would not introduce land uses that would generate substantial odor during operations, similar to the proposed project. Impacts associated with odors would be less than significant, the same as the proposed project.

### **8.6.2.2 Biological Resources**

Like the proposed project, Alternative 4 would result in land use designation changes that would primarily affect existing developed land within the CPU area. Therefore, Alternative 4 would result in similar impacts to biological resources as those anticipated under the proposed project. As with the proposed project, subsequent development under this alternative would be required to adhere to applicable federal, state, and local regulations regarding the protection of biological resources. Therefore, impacts to sensitive species, sensitive habitats, wetlands, wildlife movement, and conservation planning under Alternative 4 would be less than significant, the same as the proposed project.

### **8.6.2.3 Geology and Soils**

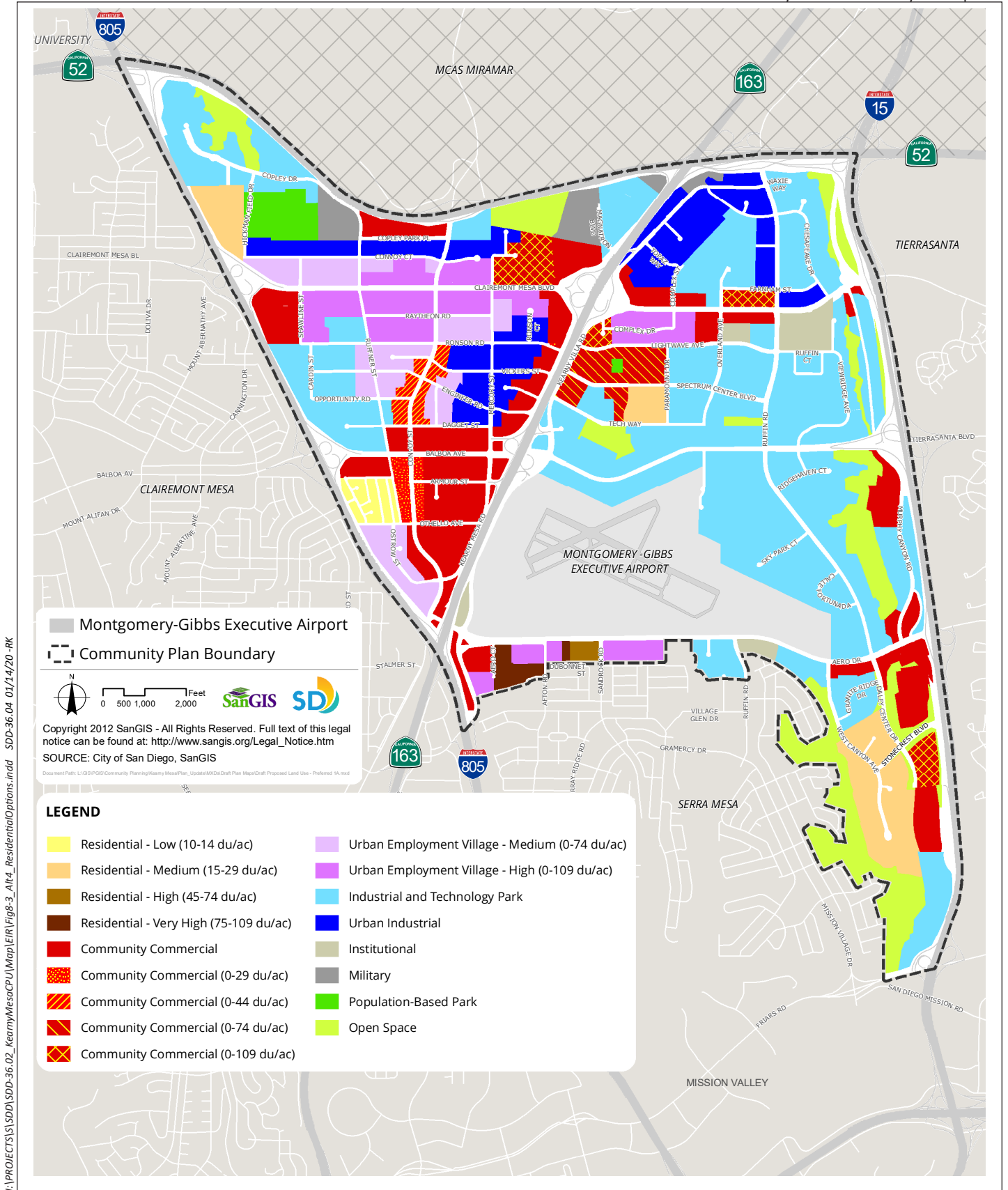
Geologic impacts resulting from implementation of Alternative 4 would be similar to those of the proposed project. Potential impacts related to seismic and geologic hazards, or to the instability of geological units and soils would be avoided or reduced to less than significant through adherence to existing state and local regulations, including the CBC, the SDMC, and other standards. Where required, site-specific geotechnical investigations would be conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. Similarly, project-level compliance with City-mandated grading requirements and compliance with applicable state and/or federal regulations would ensure that future grading and construction activities would avoid significant soil erosion impacts. Therefore, development under Alternative 4 would have a less than significant impact related to seismic hazards, erosion and sedimentation, and geologic instability, similar to the proposed project.

### **8.6.2.4 Greenhouse Gas Emissions**

Under Alternative 4, land uses and development intensities would very similar to the proposed project. Thus, GHG emissions generated under this alternative are anticipated to be similar to those generated by the proposed project. Alternative 4 would include the same policies to implement the City's CAP and the General Plan's City of Villages Strategy as the proposed project. Therefore, Alternative 4 would not conflict with adopted plans or policies designed to reduce GHGs and would result in a less than significant GHG impact overall, similar to the proposed project.

### **8.6.2.5 Historical, Archaeological, and Tribal Cultural Resources**

As with the proposed project, future development under Alternative 4 could result in an alteration of a historic building, structure, object, or site where an increase in density is proposed beyond the adopted Community Plan and current zoning. The mitigation framework combined with the proposed CPU policies and the SDMC that promote and provide for the identification and preservation of historical resources would reduce the program-level impact related to historical resources of the built environment. However, even with implementation of the regulatory framework, the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis. Thus, potential impacts to historic structures, objects, or sites, would be significant and unavoidable.



Source: City of San Diego 2019

## Alternative 4 - Residential Options Alternative

Figure 8-3

Similar to the proposed project, future development under Alternative 4 has the potential to result in significant direct and/or indirect impacts to tribal cultural and archaeological resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines for the protection of such resources. The extent of impacts to tribal cultural and archaeological resources resulting from implementation of this alternative would be similar to those identified for the proposed project. However, similar to the proposed project, while existing regulations, the SDMC, and proposed CPU policies would provide for the regulation and protection of tribal cultural and archaeological resources and human remains, it is impossible to ensure the successful preservation of all tribal cultural and archaeological resources. Thus, implementation of Alternative 4 would result in similar significant and unavoidable impacts related to tribal cultural and archaeological resources at the program level.

### **8.6.2.6 Human Health, Public Safety, and Hazardous Materials**

Impacts to human health, public safety, and hazardous materials under Alternative 4 would be similar to those under the proposed project. Land uses and densities under Alternative 4 would be similar to those under the proposed project. Federal, state, and local regulations as well as CPU policies that serve to reduce impacts to a less-than-significant level would also reduce impacts for development under Alternative 3. As with the proposed project, future development would be subject to applicable state and City regulatory requirements related to fire hazards and prevention regulations, reducing wildfire-related impacts under the alternative to less than significant. Through the implementation of existing regulations and adherence to proposed CPU policies related to hazardous materials and waste sites, impacts to schools from hazardous materials, substances, or waste would be less than significant. This alternative would neither impair implementation of nor interfere with San Diego County's Emergency Operations Plan and thus, would have a less than significant impact. Compliance with existing regulations, including design standards related to emergency vehicle access in the SDMC, and policies proposed in the CPU would ensure that associated development would have a less than significant impact on emergency evacuation or response plans. Adherence to federal and state regulations and applicable local plan policies would reduce impacts related to hazardous materials sites to a level that is less than significant.

With regard to aircraft safety, Alternative 4 would entail higher residential densities within the Transition Zone and Restrictive Use Easement associated with the MCAS Miramar ALUCP (refer to Figure 2-7). However, future development projects within the CPU area would be subject to the requirements of the Montgomery-Gibbs Executive Airport and the MCAS Miramar ALUCPs, including safety compatibility and airspace protection criteria, as well as applicable sections of the SDMC. Therefore, impacts related to aircraft hazards would be less than significant, but greater than the proposed CPU given the higher residential densities.

### **8.6.2.7 Hydrology and Water Quality**

The land use pattern for Alternative 4 is generally the same as for the proposed project. Future development under both Alternative 4 and the proposed project would be required to comply with existing federal, state, and local regulations related to runoff and water quality at the project level. Thus, impacts related to flooding and drainage patterns, flood hazard areas, water quality, and groundwater would be less than significant, the same as the proposed project.

### 8.6.2.8 Land Use

Land use designations and policies associated with Alternative 4 would be consistent with SANDAG's Regional Plan goals to develop compact, walkable communities close to transit connections and consistent with smart growth principles. This alternative would be consistent with and implement the General Plan's City of Villages Strategy but to a lesser degree than the proposed project because of the reduced development intensity, particularly within the urban village areas. The land use framework of this alternative would also accommodate the development proposed in the CPU area's Specific Plans and Master Plans. As with the proposed project, implementation of this alternative would require updates to the SDMC. Similar to the proposed project, this alternative would not conflict with the environmental goals, objectives, or guidelines of applicable land use plans and would have a less than significant impact on the environment.

Proposed CPU policies and actions included under this alternative do not conflict with the provisions of the City's MSCP Subarea Plan or VPHCP and would support the implementation of applicable requirements of the ESL Regulations, Biology Guidelines, VPHCP, and the MSCP Subarea Plan regarding the preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources. Therefore, impacts would be less than significant under Alternative 4, similar to the proposed project. Subsequent development under this alternative and the proposed project would be required to adhere to all applicable federal, state, and local regulations regarding the protection of biological resources. Therefore, impacts to biological resources under Alternative 4 would be similar to those under the proposed project.

While residential densities under this alternative would be higher than the proposed CPU within the Transition Zone and Restrictive Use Easement associated with the MCAS Miramar ALCUP, development under Alternative 4 within the CPU area would be subject to the requirements of the Montgomery-Gibbs Executive Airport and MCAS Miramar ALUCPs as well as associated FAA and City requirements. Therefore, impacts related to conflicts with an adopted ALUCP would be less than significant, but greater than the proposed project given the higher residential densities.

Like the proposed project, implementation of Alternative 4 would result in improved community connectivity because the CPU contains provisions that establish connectivity through the provision of a multi-modal network to encourage pedestrian, bicycle, and transit use. Thus, buildout under Alternative 4 would not physically divide an established community and impacts would be less than significant, similar to the proposed project.

### 8.6.2.9 Noise

Noise impacts under Alternative 4 would be similar to the anticipated impacts of the proposed project because land uses and development intensities would very similar. Like the proposed project, future development under Alternative 4 would experience ambient noise increases and traffic noise as the CPU area is further developed. Given that land uses and densities would essentially be the same, average daily traffic trips under this alternative would be very similar to the proposed project, resulting in a similar increase in ambient noise levels. Like the proposed project, impacts associated with ambient noise would be significant and unavoidable.

As with the proposed project, impacts associated with noise - land use compatibility and aircraft noise would be significant and unavoidable because while some new development under either

scenario may be able to adequately attenuate exterior noise, there could still be some new NSLUs that would experience ambient noise levels that exceed the applicable Land Use – Noise Compatibility Guidelines or ALUCP noise standards.

Construction-related noise impacts would also be significant and unavoidable under both Alternative 4 and the proposed project. While all future projects under either scenario would be required to comply with the City's Noise Abatement and Control Ordinance, there is a potential for the construction of future projects to expose existing sensitive receptors to significant noise levels resulting in significant unavoidable impacts. Similarly, groundborne vibration and noise impacts under both Alternative 4 and the proposed project would be significant and unavoidable as proposed land uses may be exposed to substantial vibration from (1) operation of the future planned Trolley Purple Line, or (2) vibratory construction equipment operations associated with construction of individual future development projects within the CPU area. Through enforcement of the Noise Abatement and Control Ordinance of the SDMC, impacts related to noise ordinance compliance (on-site noise sources) would be less than significant, similar to the proposed project.

#### **8.6.2.10 Public Services and Facilities**

Impacts to public services and facilities under Alternative 4 would be similar to those anticipated for the proposed project because land uses and densities would be very similar. As with the proposed project, the population increase under this alternative could contribute to the need for new police and fire facilities to maintain the SDPD's service ratio goal and ensure adequate fire protection. Nevertheless, this impact would be significant and unavoidable under both Alternative 4 and the proposed project since impacts associated with the construction and operation of future facilities are not known at this time.

Like the proposed project, Alternative 4 would include CPU policies to develop new park and recreation facilities in the CPU area. Based on the projected population under this alternative, existing and proposed new parkland introduced under this alternative may not satisfy General Plan standards for population-based parks and recreation facilities. Thus, there may be a need for additional parkland to serve the community at buildout of this alternative, which may be attained through parkland included in new developments. Potential environmental impacts associated with the construction of new parks and recreation facilities would be reduced through compliance with existing regulations and adherence to proposed CPU policies. Nevertheless, this impact would be significant and unavoidable, similar to the proposed project, since impacts associated with the construction and operation of any future park facilities are not known at this time.

As with the proposed project, residential population growth under Alternative 4 would likely generate students at a rate that would exceed the capacity of current school district facilities. Pursuant to SB 50, a school district may levy impact fees on new development in order to mitigate potential impacts of the development on school facilities. While SDUSD would collect fees from future development to fund school facilities, if needed, this impact would be significant and unavoidable under both Alternative 4 and the proposed project since impacts associated with the construction and operation of any future school facility are not known at this time.

Neither Alternative 4 nor the proposed project proposes the construction of new library facilities, though both would result in an increase in residents and demand for library services. The construction of new library facilities or expansion of existing libraries would be subject to separate

environmental review at the time such facilities are proposed, and existing regulations would serve to reduce potential environmental impacts associated with construction. Nevertheless, impacts to libraries resulting from implementation of the alternative would be significant and unavoidable, similar to the proposed project, as impacts associated with the construction and operation of any future facility are not known at this time.

As with the proposed project, there would be the need to build new parks and recreational facilities to serve the population at buildout under Alternative 4. Like the proposed project, the development of future park and recreational facilities within the CPU area could offset the potential increased use of existing recreational facilities and their associated physical deterioration, but it is unknown to what extent these potential future facilities would be able to accommodate increases in demand for recreation facilities. Thus, as it cannot be ensured that impacts associated with the deterioration of neighborhood parks and recreational facilities would be mitigated to a less than significant level, impacts resulting from implementation of Alternative 4 would be significant and unavoidable, similar to the proposed project.

Like the proposed project, a deficit of population-based recreation facilities would continue to occur within the CPU area upon implementation of Alternative 4. As noted above, there would be the need to build new parks and recreational facilities to serve the population at buildout under Alternative 4. The programming and design of future facilities within the CPU area would be subject to project-level analysis at the time such facilities are proposed. Environmental impacts resulting from construction of future new or expanded recreational facilities would be identified during the project-level analysis. As it cannot be ensured that impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to less than significant, impacts resulting from implementation of Alternative 4 would be significant and unavoidable, similar to the proposed project.

#### **8.6.2.11 Public Utilities**

As projected buildout for Alternative 4 would be very similar to the proposed project, projected demand for public utilities would also be expected to be very similar to the proposed project. Therefore, as with the proposed project, impacts related to water supply for Alternative 4 would be less than significant because the City's 2015 UWMP demonstrates that there will be sufficient water supplies available to meet demands for existing and planned future developments that are projected to occur within the CPU area.

No new storm water, sewer, or water distribution facilities or communications systems are proposed under Alternative 4 or the proposed project; however, the construction of these facilities may occur as future development occurs in the CPU area. As specific details are currently unknown, physical impacts related to the construction of utilities infrastructure would be significant and unavoidable under both Alternative 4 and the proposed project. This alternative would also have the same less than significant impacts related to solid waste management.

#### **8.6.2.12 Transportation**

Alternative 4 would include the same planned land uses and land use distribution, and same planned mobility network as the proposed project. However, Alternative 4 includes residential dwelling units in the airport easements north of Clairemont Mesa Boulevard, whereas the proposed

project's dwelling units are located primarily south of Clairemont Mesa Boulevard between I-805 and Mercury Street and along Clairemont Mesa Boulevard east of SR 163.

Implementation of Alternative 4 would not conflict with any adopted policies or plans addressing pedestrian, bicycle, transit, and roadway facilities because this alternative would provide the same policies and recommendations to provide for multi-modal improvements as the proposed CPU. Thus, impacts related to conflicts with adopted plans would be less than significant, similar to the proposed project.

The design of roadways in the CPU area under the proposed project and Alternative 4 would be required to conform with federal, State, and City of San Diego's design criteria, which contain provisions to minimize roadway hazards. Compliance with these standards and designed to the satisfaction of the City of San Diego's City Engineer would avoid roadway hazards due to a design feature or incompatible uses. Impacts would be less than significant, similar to the proposed project.

Under Alternative 4, the Resident VMT per Capita is 9.9, which is 0.7 VMT greater than the proposed project (9.2 VMT), and the Employee VMT per Employee is 20.5, which is the same as the proposed project. The two VMT measurements are very similar since the main difference between the two alternatives consist of only redistributing a portion of the residential dwelling units on Clairemont Mesa Boulevard. Furthermore, similar to the proposed project, Kearny Mesa's total VMT is expected to grow under Alternative 4 due to the resident and employment increases between 2012 to 2050.

Alternative 4's residential land uses and employee land uses would generate VMT below the 85 percent threshold with 57.2 percent of Resident VMT per Capita and 80.7 percent of Employee VMT per Employee when compared to the Base Year. Transportation impacts related to residential and employment land uses are considered to be less than significant given the improved housing and employment balance, and a more robust mobility network including high-quality bicycle, pedestrian, and transit facilities.

Similar to the proposed project, the total Kearny Mesa VMT generated by retail uses under Alternative 4 is expected to grow due to the increase in commercial retail square footage. Therefore, due to the potential increase of total VMT generated by retail uses in Kearny Mesa, the retail component of Alternative 4 would have a significant transportation impact. To reduce Kearny Mesa's total VMT generated by retail uses, the City could adopt and implement a VMT Reduction Ordinance that would require all development projects to reduce their VMT to the extent feasible by requiring developments to provide VMT reducing infrastructure or pay a fee that would fund active transportation infrastructure and transit improvements intended to reduce vehicle miles traveled resulting from retail uses. It should be noted that effectiveness of the VMT reducing infrastructure included in such an ordinance would vary depending on the individual project site such as the location, access to transit, etc. Additionally, because this action by a decision-making body cannot be ensured to occur, and analysis of the implementation of such an ordinance has not been included in the PEIR, this mitigation while potentially feasible, is not implementable at this time. For these reasons, the transportation impact due to Alternative 4 retail uses would remain significant and unavoidable.

### 8.6.2.13 Visual Effects and Neighborhood Character

Potential impacts to visual effects and neighborhood character under Alternative 4 would be similar to those under the proposed project. As with the proposed project, impacts related to scenic view obstruction would be less than significant under Alternative 4 due to the developed nature of the CPU area and lack of designated scenic vistas and views within the CPU area. There is no potential for future development projects implemented within the CPU area to result in new obstructions to designated view corridors from public viewing areas.

The overall bulk and scale of development within the CPU area associated with Alternative 4 would be substantially similar to that under the proposed project. As with the proposed project, the overall shift in character from a predominantly lower density, commercial and industrial employment center to a higher density, mixed-use urban village and employment hub would substantially alter the existing neighborhood character of the CPU area. Neighborhood character impacts resulting from this alternative would be considered significant and unavoidable at the program level.

Like the proposed project, impacts related to landform alteration would be less than significant because the CPU area is largely developed with existing urban land uses concentrated on the relatively flat mesa top that characterizes most of the CPU area. Development under this alternative would include additional light fixtures like the proposed project but would have a less than significant impact on light and glare given adherence to proposed CPU policies encouraging lighting that is energy efficient and that minimizes light pollution and compliance with SDMC restrictions on light and glare.

No designated distinctive or landmark trees or mature stands of trees occur within the CPU area. Future development within the CPU area would be subject to CPU policies that promote the planting of new trees, as well as City Council Policy 900-19 which provides for the protection of street trees. Thus, visual impacts related to loss of distinctive or landmark trees would be less than significant, similar to the proposed project.

## 8.7 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) requires the identification of an environmentally superior alternative among the alternatives analyzed in an EIR. The guidelines also require that if the No Project Alternative is identified as the environmentally superior alternative, then another environmentally superior alternative must be identified.

Table 8-1 summarizes the alternatives' overall environmental impacts for each environmental topic analyzed in Sections 8.2, 8.3, 8.4, 8.5, and 8.6. The No Project Alternative would have the least number of significant impacts, making it the environmentally superior alternative; however, per the referenced CEQA Guidelines, another environmentally superior alternative must be identified. Alternatives 1, 2, 3, and 4 each have the same number of significant impacts. Alternative 1 would result in eight reduced significant impacts and no increased significant impacts compared to the proposed project (but still significant and unavoidable). Alternative 2 would result in seven reduced significant impacts (but still significant and unavoidable) and no increased significant impacts compared to the proposed project. Alternative 3 would result in no reduced significant impacts and three greater significant impacts (significant and unavoidable) compared to the proposed project.

Impacts under Alternative 4 would result in no reduced significant impacts and one increased significant impact. Based on a comparison of the alternatives' overall environmental impacts and their ability to meet the proposed project's objectives, Alternative 1 is considered the environmentally superior alternative.

This page intentionally left blank

## 9.0 REFERENCES CITED

### Atkins

- 2017 Montgomery-Gibbs Executive Airport Master Plan Update Working Paper 4 – Environmental Review. Available at: <http://www.sdairportplans.com/wp-content/uploads/2017/11/MYF-Working-Paper-4-Environmental-Overview-FINAL.pdf>.

### The Bodhi Group

- 2018a Desktop Geotechnical and Geological Hazard Evaluation, Kearny Mesa Community Plan Update, San Diego, California. November.
- 2018b Kearny Mesa Community Plan Update Hazardous Materials Technical Study. April.

### California Air Pollution Control Officers Association (CAPCOA)

- 2010 Quantifying Greenhouse Gas Mitigation Measures August 2010 Report. Available at: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

### California Air Resources Board (CARB)

- 2019 Top 4 Measurements and Days Above the Standard. Available at: <http://www.arb.ca.gov/adam/welcome.html>. Accessed December 2019.
- 2018 Federal Standard Area Designations. Available at: <https://www.arb.ca.gov/desig/feddesig.htm>.
- 2017a California Zero-Emission Vehicle Rules. Available at: <https://ww2.arb.ca.gov/our-work/programs/zero-emission-vehicle-program>.
- 2017b California's 2017 Climate Change Scoping Plan. Available at: [https://ww3.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf).
- 2016 Ambient Air Quality Standards. May 4. Available at: <https://ww3.arb.ca.gov/desig/feddesig.htm>.
- 2014 CARB Emission Factor model. Available at: <https://www.arb.ca.gov/emfac/>.
- 2009 CARB Fact Sheet: Air Pollution and Health. December 2. Available at: <http://www.arb.ca.gov/research/health/fs/fs1/fs1.htm>.
- 2008 CARB Initial Scoping Plan. Available at: <https://ww3.arb.ca.gov/cc/scopingplan/scopingplan.htm>.
- 2005 CARB *Air Quality and Land Use Handbook: A Community Health Perspective*. Available at: <https://ww3.arb.ca.gov/ch/landuse.htm>.

## California Air Resources Board (CARB) (cont.)

- 2000 CARB Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles. Available at:  
<https://ww3.arb.ca.gov/diesel/documents/rrpfinal.pdf>.

## California Building Standards Commission (CBSC)

- 2019a California Building Standards Code. Available at:  
<https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo>.
- 2019b California Green Building Standards Code. Available at:  
<https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen#@ViewBag.JumpTo>.

## California Department of Conservation

- 2016 California Important Farmland Finder. Available at:  
<http://www.conservation.ca.gov/dlrp/fmmp/>.

## California Department of Fish and Wildlife (CDFW)

- 2018 Special Animals List. Available at: <https://www.dfg.ca.gov/wildlife/nongame/list.html>.

## California Department of Transportation (Caltrans)

- 2013 Caltrans Transportation and Construction Vibration Guidance Manual. September.
- 1998 Project-level Carbon Monoxide protocol.

## California Energy Commission

- 2019 Annual Power Content Labels. Available at:  
[https://ww2.energy.ca.gov/pcl/labels/2017\\_labels/SDG\\_and\\_E\\_2017\\_PCL.pdf](https://ww2.energy.ca.gov/pcl/labels/2017_labels/SDG_and_E_2017_PCL.pdf).

## California Geological Survey (CGS)

- 2017 Update of Mineral Land Classification: Portland Cement Concrete – Grade Aggregate in the Western San Diego County Production-Consumption Region.

## California Regional Water Quality Control Board (RWQCB)

- 1994 Water Quality Control Plan for the San Diego Basin (9), with amendments effective on or before May 17, 2016.

## California Resources Agency

- 2009 Amendment to energy analysis. Available at:  
[http://resources.ca.gov/ceqa/docs/2016\\_CEQA\\_Statutes\\_and\\_Guidelines\\_Appendix\\_F.pdf](http://resources.ca.gov/ceqa/docs/2016_CEQA_Statutes_and_Guidelines_Appendix_F.pdf).

## CalRecycle

- 2019 Estimated Solid Waste Generation Rates. Available at:  
<https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates#Residential>.

Chen Ryan Associates

- 2020 Kearny Mesa Community Plan Update Transportation Impact Study. March.

Citygate Associates, LLC

- 2017 San Diego Fire-Rescue Department Standards of Response Cover Review. Available at: <https://www.sandiego.gov/fire/about/citygate>.

Federal Transit Administration (FTA)

- 2018 Transit Noise and Vibration Impact Assessment

HELIX Environmental Planning, Inc. (HELIX)

- 2019a Kearny Mesa Community Plan Update Air Quality Technical Report. December.
- 2019b Kearny Mesa Community Plan Update Greenhouse Gas Emissions Technical Report. December.
- 2019c Kearny Mesa Community Plan Update Cultural Resources Constraints & Sensitivity Analysis. March.
- 2019d Kearny Mesa Community Plan Update Noise Technical Report. December.
- 2019e Kearny Mesa Community Plan Update Biological Resources Report. November.
- 2017 Transportation and Storm Water Department Kearny Mesa East Mitigation Site Biological Letter Report.

Iowa Environmental Mesonet (IES)

- 2018 San Diego/Kearny Mesa Plot. Available at:  
<https://mesonet.agron.iastate.edu/sites/site.php?station=NKX&network=NEXRAD>

IS Architecture

- 2019 Kearny Mesa Community Planning Area Historic Context Statement. March.

Kennedy, Michael P. and Tan, Siang S

- 2008 Geologic Map of the San Diego 30' x 60' Quadrangle, California. Available at:  
[ftp://ftp.consrv.ca.gov/pub/dmg/pubs/rgm/RGM\\_003/RGM\\_003\\_San\\_Diego\\_2008\\_Plate1of2.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/rgm/RGM_003/RGM_003_San_Diego_2008_Plate1of2.pdf)

Oberbauer, T., Kelly, M., and Buegge, J. March 2008. Draft Vegetation Communities of San Diego County. Based on "Preliminary Descriptions of the Terrestrial Natural Communities of California," Robert F. Holland, Ph.D., October 1986.

Project Clean Water

- 2018 San Diego Watershed Descriptions, Watershed Management Area. Available at:  
<https://www.projectcleanwater.org/wma/>.

RECON Environmental, Inc.

2019 Green Line Trolley: Operational noise model

Reiser, Craig

2001 Rare Plants of San Diego County (Reiser)

San Diego Air Pollution Control District (SDAPCD)

2018 Attainment Status. Available at: <http://www.sdapcd.org/content/sdc/apcd/en/air-quality-planning/attainment-status.html>.

2016 Annual Air Quality Monitoring Network Plan 2016. Available: [http://www.sdapcd.org/content/dam/sdc/apcd/monitoring/2016\\_Network\\_Plan.pdf](http://www.sdapcd.org/content/dam/sdc/apcd/monitoring/2016_Network_Plan.pdf).

San Diego Association of Governments (SANDAG)

2019a Transportation Forecast Information Center: 2050 Freeway Projections.

2019b Data surfer. Data extracted in December 2019. Available at: [http://datasurfer.sandag.org/download/sandag\\_estimate\\_2018\\_cpa\\_kearny-mesa.pdf](http://datasurfer.sandag.org/download/sandag_estimate_2018_cpa_kearny-mesa.pdf).

2017 Final Purple Line Conceptual Planning Study. January. Available at: [https://www.sandag.org/uploads/publicationid/publicationid\\_2093\\_21559.pdf](https://www.sandag.org/uploads/publicationid/publicationid_2093_21559.pdf).

2015 San Diego Forward – The Regional Plan. Available at: <https://sdforward.com/>.

San Diego, City of

2020 Kearny Mesa Community Plan Update Mobility Technical Report. January.

2019a Fire-Rescue Department Website for Fire Station 28. Available at: <https://www.sandiego.gov/fire/about/firestations/sta28>. Accessed January 15.

2019b Fire-Rescue Department Website for Fire Station 36. Available at: <https://www.sandiego.gov/fire/about/firestations/sta36>. Accessed January 15.

2019c Fire-Rescue Department Website for Fire Station 45. Available at: <https://www.sandiego.gov/fire/about/firestations/sta45>. Accessed January 15.

2019d San Diego Police Department Eastern Division. Available at: <http://www.sandiego.gov/police/services/divisions/eastern/index.shtml>. Accessed January 15.

2019e Mission Valley Community Plan Update Final Program Environmental Impact Report. May 31.

2019f Communication between Elena Pascual (City of San Diego Planning Department) and Eddie Wallin (San Diego Police Department). June 3.

## San Diego, City of (cont.)

- 2019g San Diego Fire-Rescue Response Times 2018.
- 2019h Personnel communication with Lisa Lind (City of San Diego Planning Department). December 10.
- 2018a City of San Diego Pure Water Final EIR.
- 2018b General Plan Public Facilities, Services & Safety Element. June 15.
- 2018c Draft Municipal Waterways Maintenance Plan.
- 2018d Land Development Code Biology Guidelines. February 1.
- 2017 Final City of San Diego Vernal Pool Habitat Conservation Plan. Planning Department. October.
- 2016 California Environmental Quality Act Significance Determination Thresholds. Planning Department.
- 2015a City of San Diego Climate Action Plan. Available at:  
<http://www.sandiego.gov/planning/genplan/cap/index.shtml>.
- 2015b General Plan Noise Element. June 29.
- 2015c General Plan Mobility Element. June 29.
- 2013a General Plan Housing Element 2013 – 2020. March 4.
- 2013b Bicycle Master Plan. Available at:  
[https://www.sandiego.gov/sites/default/files/legacy/planning/programs/transportation/mobility/pdf/bicycle\\_master\\_plan\\_final\\_dec\\_2013.pdf](https://www.sandiego.gov/sites/default/files/legacy/planning/programs/transportation/mobility/pdf/bicycle_master_plan_final_dec_2013.pdf).
- 2009 Fire-Rescue Department: Official Very High Fire Hazard Severity Zone Map. Available at: <https://www.sandiego.gov/sites/default/files/legacy/fire/pdf/maps/grid41.pdf>.
- 2008a General Plan. March. Available at:  
<http://www.sandiego.gov/planning/genplan/#genplan>.
- 2008b San Diego Municipal Code Land Development Code. Available at:  
<https://www.sandiego.gov/planning/programs/landdevcode/landdevmanual>.
- 2008c Seismic Safety Study, Geologic Hazards and Faults. Development Services Department. Available at: <http://www.sandiego.gov/development-services/industry/hazards/>.
- 2007 General Plan Final PEIR. Planning Department. September.

## San Diego, City of (cont.)

- 2002 New Century Center Master Plan. Amended November.
- 1997 Multiple Species Habitat Conservation Program Subarea Plan. March.
- 1996 StoneCrest Specific Plan. Amended January.

## San Diego, County of

- 2018 County of San Diego Operational Area Emergency Operations Plan.
- 2017 San Diego County Multi-Jurisdictional Hazard Mitigation Plan.
- 1998 Final Multiple Species Conservation Program
- 1992 Regional Air Quality Strategy. June.

## San Diego County Regional Airport Authority

- 2010 Montgomery Field Airport Land Use Compatibility Plan. Adopted January 25, amended December 20.
- 2008 MCAS Miramar Airport Land Use Compatibility Plan. Adopted October 2008, amended December 2010 and November 2011.

## San Diego Natural History Museum

- 2018 Department of PaleoServices. Paleontological Resources Assessment: Kearny Mesa Community Plan Update. May 24.

## San Diego Public Utilities Department (PUD)

- 2019 Water Supply Assessment Report: Kearny Mesa Community Plan Update Project. April.

## San Diego Unified School District (SDUSD)

- 2019 Personal communication between Sarah Hudson (SDUSD) and Elene Pascual (City). June 5.

## Tan, S.S.

- 1995 Landslide Hazards in the Southern Part of the San Diego Metropolitan Area, San Diego County, California, OFR 95-03.

## Tremor, Stokes, Spencer, et al.

- 2017 San Diego County Mammal Atlas.

## Unitt, Phillip

- 2004 San Diego County Bird Atlas.

U.S. Environmental Protection Agency (USEPA)

2018 Hazardous Air Pollutants. Available at: <https://www.epa.gov/haps>.

2017 Proposed Endangerment and Cause or Contribute Findings for Greenhouse Gases under the Clean Air Act. Last updated July 7. Available at: <https://www.epa.gov/ghgemissions/endangerment-and-cause-or-contribute-findings-greenhouse-gases-under-section-202a-clean>.

U.S. Fish and Wildlife Service (USFWS)

2018a National Wetlands Inventory. Available at: <https://www.fws.gov/wetlands/>.

2018b San Diego Fairy Shrimp Critical Habitat: Available at: [https://www.fws.gov/carlsbad/TEspecies/SDFS\\_Docs.htm](https://www.fws.gov/carlsbad/TEspecies/SDFS_Docs.htm).

U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA)

2012 Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards.

West Coast Civil Engineering

2019a Hydrology and Water Quality Report in Support of the Program Environmental Impact Report for Kearny Mesa Community Plan Update. January 23.

2019b Programmatic Water and Wastewater Summary in Support of the Program Environmental Impact Report for Kearny Mesa Community Plan Update. January 4.

Western Regional Climate Center (WRCC)

2018 Period of Record Monthly Climate Summary.

This page intentionally left blank

## **10.0 INDIVIDUALS CONSULTED/LIST OF PREPARERS**

This document has been prepared by the City of San Diego's Planning Department and is based on independent analysis and determinations made pursuant to the San Diego Municipal Code Section 128.0103. The following individuals contributed to the fieldwork and/or preparation of this report.

### **10.1 City of San Diego**

#### **10.1.1 Planning Department**

Alyssa Muto, Deputy Director, Environment and Mobility Planning Division  
Laura Black, Deputy Director, Long-Range Planning Division  
Heidi Vonblum, Program Manager  
Brian Schoenfisch, Program Manager  
Sara Osborn, AICP, Senior Environmental Planner  
Rebecca Malone, AICP, Senior Environmental Planner  
Elena Pascual, Associate Environmental Planner  
Lisa Lind, AICP, Senior Planner  
Elizabeth Dickson, Associate Planner  
Samir Hajjiri, PE, DCE, Senior Traffic Engineer  
Christine Mercado, TE, Associate Traffic Engineer  
Pedro Valera, TE, Assistant Traffic Engineer  
Emanuel Alforja, TE, Assistant Traffic Engineer  
Myra Herrmann, Senior Environmental Planner  
Kelley Stanco, Development Project Manager III  
Betsy Miller, Former Development Project Manager III  
Kristy Forburger, Development Project Manager III  
Holly Smit-Kicklighter, Associate MSCP Planner  
Scott Sandel, Park Designer  
Scott Mercer, Supervising Management Analyst

#### **10.1.2 Office of the City Attorney**

Noah Brazier, Deputy City Attorney

#### **10.1.3 Development Services Department**

James Quinn, Senior Engineer Geologist  
Hoss Florezabihi, Associate Engineer – Civil  
Bill Prinz, Program Manager, Local Enforcement Agency

#### **10.1.4 Environmental Services Department**

Lisa Wood, Principal Planner

## **10.1.5 Transportation and Storm Water Department**

Mark Stephens, AICP, Associate Planner

## **10.1.6 Police Department**

Eddie Wallin, Police Officer II

## **10.1.7 Fire-Rescue Department**

Larry Trame, Assistant Fire Marshal

## **10.1.8 Public Utilities Department**

Khuram Shah, Associate Engineer - Civil

## **10.2 PEIR Preparers**

### **10.2.1 HELIX Environmental Planning, Inc. (HELIX)**

Tim Belzman, Senior Project Manager  
Joanne Dramko, Principal Planner, Environmental Group Manager  
Jason Runyan, Environmental Planner  
Hunter Stapp, Environmental Planner  
Brendan Sullivan, Environmental Planner  
Elizabeth Venz, Senior GIS Specialist  
Ana Topete, Document Coordinator/Word Processing/Production

### **10.2.2 TTG Environmental**

Teresa Wilkinson, President

## **10.3 Technical Appendices Preparers**

### **10.3.1 Air Quality Technical Report - HELIX**

Joanne Dramko, Principal Planner, Environmental Group Manager  
Victor Ortiz, Senior Air Quality Specialist  
Hunter Stapp, Environmental Planner

### **10.3.2 Biological Resources Report - HELIX**

Thomas Liddicoat, Biology Project Manager

### **10.3.3 Desktop Geotechnical and Geologic Hazard Evaluation – The Bohdi Group**

Sree Gopinath, Principal Engineer  
Lee Vanderhurst, PG, Senior Geologist

### **10.3.4 Greenhouse Gas Emissions Technical Report - HELIX**

Joanne Dramko, Principal Planner, Environmental Group Manager  
Victor Ortiz, Senior Air Quality Specialist

### **10.3.5 Cultural Resources Sensitivity and Constraints Analysis - HELIX**

Stacie Wilson, RPA, Senior Archaeologist

### **10.3.6 Historic Resources Context Statement – IS Architecture**

Rebecca McManus, Architectural Historian

### **10.3.7 Hazardous Materials Technical Study – The Bohdi Group**

Sree Gopinath, Principal Engineer

### **10.3.8 Hydrology and Water Quality Report – West Coast Civil**

Kyle McCarty, PE, Project Manager

### **10.3.9 Acoustical Analysis Report – HELIX**

Charles Terry, Principal Acoustician  
Jason Runyan, Project Manager  
Hunter Stapp, Environmental Planner

### **10.3.10 Water and Wastewater Summary – West Coast Civil**

Kyle McCarty, PE, Project Manager

### **10.3.11 Transportation Impact Study – Chen Ryan Associates**

Monique Chen, PE, Principal

### **10.3.12 Paleontological Resource Assessment – San Diego Natural History Museum**

Thomas A. Deméré, Ph.D., Principal Paleontologist

Katie M. McComas, M.S., Paleontological Collections Assistant