THE CITY OF SAN DIEGO

Report to the Planning Commission

DATE ISSUED: August 15, 2017 REPORT NO. PC-17-050

HEARING DATE: August 24, 2017

SUBJECT: Serra Mesa Community Plan Amendment Roadway Connection Project (No. 265605)

SUMMARY

Issue:
Should the Planning Commission recommend to the City Council approval of the Serra Mesa Community Plan Amendment (CPA) Roadway Connection Project and certification of the Environmental Impact Report (EIR), which evaluated the impacts and identified mitigation measures associated with a roadway connection for a four-lane major, complete with bicycle lanes and pedestrian pathways, extending from Phyllis Place in Serra Mesa southward to Via Alta/ Franklin Ridge Road in Mission Valley?

Objective:
City Council initiated an amendment to the Serra Mesa Community Plan on October 21, 2008 (R-304297), and directed City staff to address the issues and impacts relating to construction and operation associated with the proposed roadway connection to Phyllis Place. Adoption of the plan amendment and implementation of the proposed project would allow for the construction and operation of a four-lane major roadway complete with bicycle lanes and pedestrian pathways.

Staff Recommendation:

1. RECOMMEND to the City Council **CERTIFICATION** of the Final EIR (Sch. No. 2012011048).
2. RECOMMEND to the City Council **APPROVAL** of a resolution amending the Serra Mesa Community Plan to include a street connection south of Phyllis Place as a four-lane major roadway including bicycle and pedestrian facilities as described in the EIR.

Community Planning Group Recommendation:
On May 18, 2017, the Serra Mesa Community Planning Group voted 11-0-0 to recommend denial of the Project. The Serra Mesa Planning Group submitted a position statement with their vote (Attachment 1). The Mission Valley Community Planning Group heard the project on May 3, 2017 as an informational item and no action was taken.

Environmental Review:
An Environmental Impact Report (SCH No. 2012011048) has been prepared pursuant to the California Environmental Quality Act (CEQA) for the above referenced project (Attachment 2). A Notice of Preparation (NOP) soliciting input on the scope of the EIR was issued on January 23, 2012 for a 30-day

public review and comment period, and a public scoping meeting was held on February 7, 2012. The Draft EIR was made available for public review from April 18, 2016 to July 5, 2016.

As a result of public comments on the Draft EIR, the City updated the project description to include construction of the roadway connection at a project level and recirculated the Draft EIR for public review. The project level analysis in the recirculated Draft EIR reflects the conceptual design for reasonably foreseeable construction of the roadway connection, and considers the potential environmental impacts with respect to construction of the roadway connection. In addition, the recirculated Draft EIR includes the results of traffic modeling conducted to provide an analysis of vehicle miles traveled (VMT), and a transportation analysis comparing Existing Conditions (2013), Near-Term (2017), and Long-Term (2035) traffic conditions both with and without the road connection. The Draft EIR was recirculated and made available for a subsequent 60-day public review from March 29, 2017 to May 30, 2017.

The Final EIR, which includes the NOP and scoping comments and City staff responses to public comments about the recirculated Draft EIR is being provided to the Planning Commission for review and consideration in making a recommendation on the proposed CPA. The Draft EIR Findings, Draft EIR Statement of Overriding Considerations and Draft Mitigation Monitoring and Reporting Program (MMRP) are included in Attachments 3,4, and 5 respectively.

Housing Impact Statement:
The proposed community plan amendment does not alter land use.

BACKGROUND

Community Overview:
The location of the roadway connection is within the Serra Mesa and Mission Valley community planning areas, located immediately south of Phyllis Place, east of Abbotshill Road, and approximately 0.25 mile west of Interstate 805 (Attachment 6). The Serra Mesa Planning Area encompasses approximately 6,596 acres. The community is bound by State Route 163 on the west, the Kearny Mesa Community Planning Area on the north and east, and the Mission Valley Community Planning Area on the south. The Mission Valley Community Planning Area encompasses approximately 2,418 acres and is bound by Friars Road and the Serra Mesa Community Planning Area on the north, the eastern banks of the San Diego River on the east, the southern slopes of the valley on the south, and Interstate 5 on the west.

Community Participation and Public Outreach
Planning Department staff provided updates at regularly scheduled community planning group meetings regarding project status, key dates and milestones. The Planning Department also presented at both the Serra Mesa Planning Group and Mission Valley Planning Group meetings in March 2016 and May 2017 on the recirculated Draft EIR.

DISCUSSION

Why is the Serra Mesa Community Plan being amended to include the roadway connection?

In 2008, as a result of the approval of the Quarry Falls (Civita) project in Mission Valley, City Council initiated a plan amendment (City Council R-304297) directing staff to amend the 1977 Serra Mesa Community Plan to include a street connection between Phyllis Place and Friars Road. The proposed amendment would reconcile the inconsistency between the Serra Mesa Community Plan and the

Mission Valley Community Plan, which identified the subject road connection since it was adopted in 1985. The City Council resolution identified four issues to be analyzed with the plan amendment. The project Traffic Impact Study (TIS) includes a detailed analysis of these issues and conclusions which can be found in Appendix C of the Draft EIR. The following summarizes the analysis of the four issues:

(1) Whether police and fire response times would be improved with the road connection;

Yes, police and fire response times would be improved with the road connection. Analysis of five existing and planned fire stations and four existing hospitals within the Mission Valley and Serra Mesa community planning areas show that travel times with the road connection were either the same or improved in every scenario versus travel times without the road connection. Further, San Diego Police Department Eastern Division confirmed that access within the vicinity of the project site is slightly limited for police responders and that additional access points, such as the proposed roadway connection, generally improve emergency access and associated response times.

(2) Whether the road connection could serve as an emergency evacuation route;

Yes, the road connection would increase access to both the Serra Mesa and Mission Valley communities, inherently providing better emergency evacuation routing. Specifically, the road connection would provide an additional point of evacuation for residents in Civita, and an additional point of evacuation for the approximate 200 residences at the western end of Phyllis Place in the Abbotshill neighborhood of the Serra Mesa community planning area where only one currently exists.

(3) Whether it is feasible to make the road available for emergency access only; and

Yes, the EIR examines the potential effects of creating a roadway with restricted vehicular access. One of the alternatives considered in the EIR analyzes the impacts of making the road available for emergency vehicles, as well as pedestrians and cyclists. As discussed below under the alternatives considered, and in Chapter 9, Alternatives, of the EIR, although it would be possible to make the road connection available to emergency vehicles, pedestrians and cyclists, the traffic analysis concluded that the alternative does not improve future vehicular congestion over the proposed project. And this alternative would not resolve the inconsistency between the Mission Valley and Serra Mesa community plans by providing a multi-modal linkage from Friars Road in Mission Valley to Phyllis Place in Serra Mesa. Furthermore, implementation of the Bicycle, Pedestrian, and Emergency Access Only Alternative would only partially meet three of the five objectives for the Project, and therefore this Alternative was determined to be infeasible.

(4) Whether pedestrian and bicycle access would be improved by the street connection.

Yes, the road connection would provide a more traditional, urban connection for bicycle and pedestrian access between the Mission Valley and Serra Mesa communities intended for both recreational and commuter cyclists and pedestrians. While the No Project Alternative includes an improved bicycle and pedestrian connection to the future park described in the Quarry Falls Specific Plan, it is a meandering trail not typical for bike and pedestrian commuting, and does not provide for vehicular access. The road connection would improve regional connectivity for pedestrians and cyclists as it would ultimately provide another north-south route for such travelers into and out of Mission Valley onto the greater San Diego regional bike network. The

road connection would also provide pedestrians and cyclists in Serra Mesa access to the amenities within Civita, such as parks and other public spaces.

What does the Serra Mesa Community Plan amendment accomplish?

The plan amendment would allow for a needed circulation roadway. The amendment to add the roadway connection to the Serra Mesa Community Plan (Attachment 7) would reconcile the conflict between the Mission Valley Community Plan and the Serra Mesa Community Plan. The Mission Valley Community Plan contains policy direction to provide a roadway connection with Interstate 805 at Phyllis Place from Friars Road. The northern portion of this roadway connection is within the Serra Mesa community planning area. A plan amendment identifying the road connection in the Serra Mesa Community Plan is necessary to achieve the General Plan and community plan policy objectives for better connectivity. Mitigation improvements along I-805, Phyllis Place, and Murray Ridge Road, including ramp intersections, will be required with the Phyllis Place/Franklin Ridge Road connection and Caltrans concurs with the mitigation improvements represented in the EIR (Attachment 8). The implementation of a future roadway would adhere to traffic/transportation mitigation measures included within the EIR, which are based on an updated traffic impact study.

What alternatives were considered?

Two alternatives to the proposed project are fully analyzed in the EIR and discussed in terms of their merits relative to the proposed project. The No Project Alternative assumes the proposed roadway connection and associated plan amendment would not occur. The No Project Alternative includes the currently permitted park at the northernmost portion of the project area with the rest of the project area remaining open space. The No Project Alternative would not resolve the inconsistency between the Mission Valley and Serra Mesa community plans. This issue would remain, and any future proposal for a road connection would require a plan amendment.

The Bicycle, Pedestrian, and Emergency Access Only Alternative, also considered the environmentally superior alternative under CEQA, would provide a narrower roadway design, as it would not allow vehicle traffic aside from emergency responders and access for pedestrians and cyclists. This alternative would still require an amendment to the Serra Mesa Community Plan, as it currently does not provide for any roadway connection.

Both these Alternatives would result in greater impacts on land use, transportation and circulation, air quality, and GHG emissions due to the increase in regional and study area VMT.

What is the rationale for staff's recommendation?

The City Council direction was to amend the Serra Mesa Community Plan and analyze the road connection and impacts to emergency service. The proposed project and the Bicycle, Pedestrian, and Emergency Access Only Alternative are the scenarios which meet the primary objectives and the City Council resolution to address the technical, environmental, and community issues associated with the roadway connection.

Implementation of the proposed project would reduce VMT and associated emissions by providing a direct linkage that is consistent with the mobility goals of the City's General Plan, relevant community plans, and the VMT and emissions reduction targets within the Climate Action Plan. The VMT analysis shows traffic currently takes a circuitous route from the Serra Mesa community planning area and

surrounding neighborhoods to the Mission Valley community planning area. The proposed project would provide a more direct connection for local trips in the Serra Mesa and Mission Valley communities, reducing the total miles traveled.

With respect to the updated circulation network analysis for all scenarios, it was demonstrated that without the road connection, vehicular circulation would result in failing levels of service. Each alternative network scenario results in impacts to street segments and intersections associated with its unique travel pattern. The No Project Alternative traffic impacts occur on the existing circulation network and there will be failing levels of service to street segments and intersections without the roadway connection, which would affect emergency response and accessibility. The Bicycle, Pedestrian, and Emergency Access Only Alternative improves emergency response and accessibility; however, this alternative does not improve future vehicular congestion. The proposed project results in improvements to vehicle congestion and emergency access, provides an improved pedestrian and bicycle connection, and meets the project objectives. Lastly, City staff recommends approval of the proposed project to resolve the inconsistency between the Serra Mesa and Mission Valley community plans and achieve the General Plan goal of providing an interconnected street system that provides multiple linkages within and between communities.

CONCLUSION

City staff recommends amending the Serra Mesa Community Plan to include a road connection south of Phyllis Place as a four-lane major road including bicycle and pedestrian facilities. The proposed project meets the intent of the City Council resolution and project objectives, and corrects a policy conflict between the Mission Valley and Serra Mesa community plans.

Respectfully submitted,

Alyssa Muto
Deputy Director
Planning Department

Sara Osborn, AICP
Senior Planner
Planning Department

BS/seo

Attachments:

1. Serra Mesa Planning Group Position Statement
2. Environmental Impact Report (under separate cover – link provided)
3. Draft EIR Findings
4. Draft EIR Statement of Overriding Considerations
5. Draft EIR Mitigation Monitoring and Reporting Program
6. Project Area Map
7. Draft Serra Mesa Community Plan Amendment
8. Caltrans Correspondence

In accordance with our mandate under Article II, Section 1 of Council Policy 600-24 to make recommendations to the City Council, Planning Commission, and City staff concerning the preparation of, adoption of, implementation of or amendment to a land use plan, the Serra Mesa Planning Group hereby presents the following comments for inclusion in the staff report to the Planning Commission and City Council on the Proposed Serra Mesa Community Plan Amendment Roadway Connection Project, Project No. 265605 SCH No. 2012011048.

SERRA MESA PLANNING GROUP'S SUMMARY/POSITION STATEMENT

1. SMPG recommends AGAINST amending the Serra Mesa Community Plan to include the roadway connection for the following reasons:
    - The emergency connection is redundant and is neither required nor necessary.
    - The connection will not improve overall traffic flow in the study area and, in fact, will degrade it.
    - The proposed Amendment has been rejected numerous times by Planning Commission (2004 and 2008) and City Council (2005).
    - The connection is strongly opposed by the affected Community.
2. SMPG recommends NOT to amend the Serra Mesa Community Plan to include a roadway connection on the basis that the Recirculated DEIR does not meet project objectives and shows a significant negative environmental impact on traffic. The Recirculated DEIR inadequately studied noise and pollution impacts (e.g., sensitive receptors not considered).

    The Recirculated DEIR is NOT complete and NOT in compliance with CEQA. Information is fundamentally inadequate and conclusory.
    - Two communities are connected with the existing emergency, pedestrian and bicyclist access between Kaplan Drive in Serra Mesa and Aperture Circle in Mission Valley. Also, at least one trail for pedestrians and bicyclists from Civita to Phyllis Place Park is mandated with or without the roadway connection.
    - Mission Center Road and Mission Village Drive provide interconnectivity between the two communities.
3. SMPG recommends that the proposed Community Plan Amendment be DENIED. The CPA does not meet proposed goals and does not benefit the residents of either community.
4. SMPG recommends that the Mission Valley Community Plan be REVISED to exclude the Franklin Ridge Road Connection as it is not mitigable below a significant level and negatively impacts transportation/circulation in both communities.

EMERGENCY ROAD CONNECTION ANALYSIS FLAW

When the City Council requested the initiation of this CPA in 2008, their discussion was heavily focused on public safety, emergency evacuation, and fire department access. Unfortunately, no one who was so authorized informed the Council during this discussion that there is already an emergency-only connection at Kaplan Drive from Civita to Serra Mesa designed into the project and currently in use.

Issues City Council directed staff to analyze	Findings
1. Whether police and fire response time would be improved with road connection	Study/Documentation to support City's position of improvement not provided; Recirculated DEIR didn't consider Kaplan Dr
2. Whether the road connection could serve as an emergency evacuation route	Evacuation route already exists at Kaplan Dr and Aperture Circle
3. Whether it is feasible to make the road available for emergency access only	Emergency access already exists at Kaplan Dr and Aperture Circle
4. Whether pedestrian and bicycle access would be improved by the street connection	Pedestrian and bicycle access exists at Kaplan Dr and trail from Civita to Phyllis Place Park is mandated

ROADWAY CONNECTION IMPACTS

- Required 1.33 acre linear park along Phyllis Place divided in two by connection – safety issues
- Required to relocate high-pressure gas line
- Impacts environment, constructed through sensitive habitat, particularly coastal sage scrub
- Impacts 56 multifamily retirement/Senior units located across from roadway connection
- Creates "Potential to result in safety hazard for vehicles entering or exiting the City View Church" (5.2.6.1); church is located across from roadway intersection; church driveway and roadway intersection won't align
- Steep grade (developer indicates steepest just under 10%) not considered in noise and air quality studies
- Mitigation requires removal of bicycle lanes on both sides of Murray Ridge to Sandrock Road; "City's ability to implement…may be limited" so "impact would remain significant and unavoidable" (DEIR, p. 5.2-39)
- Implementation of 6 of the 19 mitigations violates City's land use and mobility policies; 8 of the 19 mitigations assumes mitigation will not occur; 10 of the 19 mitigations would remain Significant and Unavoidable
- Huge traffic increase into a residential community brings with it by definition additional safety and quality of life issues (noise, accidents, parking, and pollution for example)

TRAFFIC IMPACTS

Roadway connection "generally relieve congestion on neighborhood streets" (DEIR, p. 5-1-15). This isn't proven by the traffic studies long term analysis. See attachment for charts.

Impact Areas	Without Connection	With Connection	Results With Connection
Phyllis Pl	ADTs: 2,420	ADTs: 34,540	Significant Increased Traffic - Worse
Franklin Ridge/Via Alta to Civita	LOS: C	LOS: F	More traffic - Worse
I-805 Bridge	LOS: E	LOS: F	61% More Vehicles - Worse
I-805 on-ramps	Delays < 15 min	Delays 31-43 min[1]	Significant Delays - Worse
I-805 freeway	LOS: F	LOS: F	"would result in significant impact at six freeway segments" [2]

*ADT=Average Daily Trips, *LOS=Traffic Level Of Service, *F=forced flow, extreme congestion, [1]Appendix C, p. 61, [2]DEIR, p. 5.2-37

Already planned and approved Phase 1 of SR-163 and Friars Road Interchange Project; scheduled for fall 2017 construction; will alleviate severe traffic delays on Friars Road (City website).

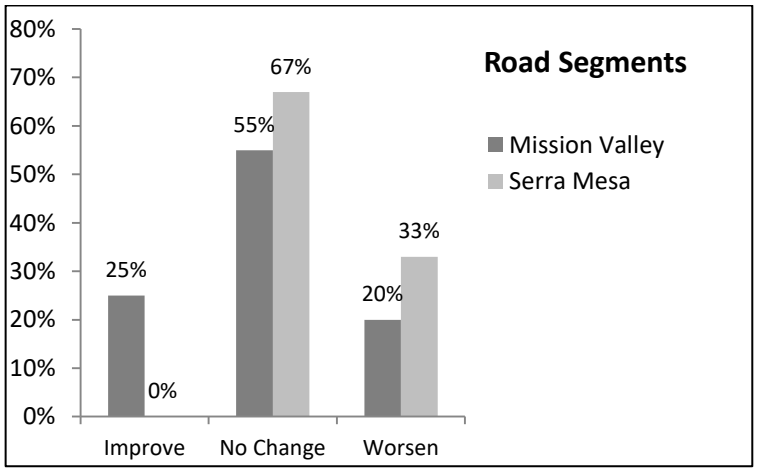
MISSION VALLEY COMMUNITY PLAN INCONSISTENCY

The Sand and Gravel Re-use Development section of the Mission Valley Community Plan (p. 56) states "Streets serving new development should be connected to the road network and not to major streets serving residential areas in the mesas." This statement is consistent with the Serra Mesa Community Plan.

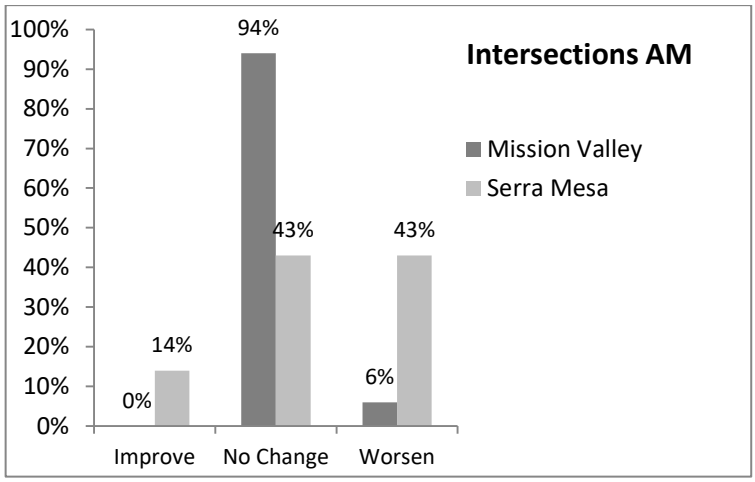
SERRA MESA COMMUNITY OPPOSITION

The surveys conducted in the community over the years indicate overwhelming opposition to the street connection. The Serra Mesa Planning Group and members of the community have repeatedly expressed strong opposition to the street connection in writing and in person at all stages of the development process for Quarry Falls/Civita, and continue to express their opposition to the proposed Community Plan Amendment.

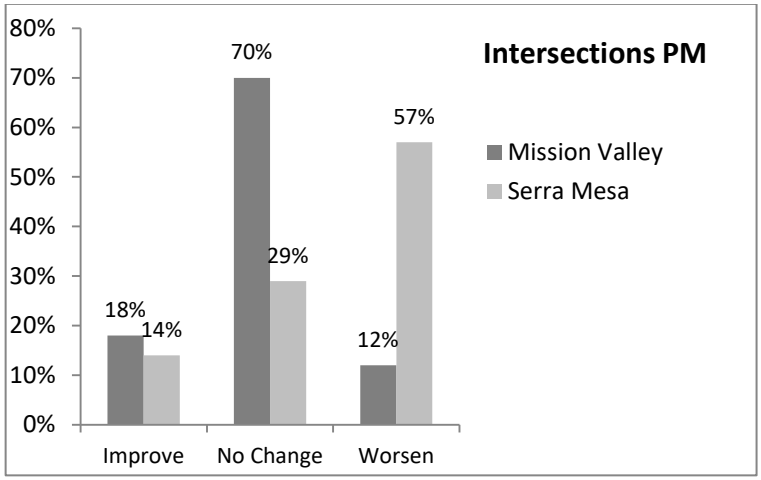
Analysis of the LOS Level Long-Term Baseline vs Long-Term Cumulative with Project*



In both Serra Mesa and Mission Valley the greatest percentage of the roadway segments will receive the same LOS level. Also, in Serra Mesa $^{1}/_{3}$ of the segments will worsen and none will improve.



The LOS No Change is almost 100% percentage for Mission Valley while in Serra Mesa both No Change and Worsen receive the same percentage.



In Mission Valley 70% of the intersections won't change LOS level while in Serra Mesa more than half of the intersections will worsen.

Conclusion: The road connection won't help most of the roadway segments and intersections in Mission Valley and will worsen ones in Serra Mesa.

*Charts based on Recirculated DEIR, Tables 5.2-16 and Table 5.2-17.

On-Ramps for Long-Term Without the Roadway Connection in Comparison to With (refer to Table 5.2.18)

- Murray Ridge I-805 NB on-ramp AM delay increases 9 min; queueing from 0 to 3,886 ft (.74 mi).
- Murray Ridge I-805 SB on-ramp PM delay increases 31 min; queueing from 2,407 to 10,368 ft (1.96 mi), beyond Sandrock.

August 15, 2017: Serra Mesa Community Plan Amendment Roadway Connection Project Final EIR Project No. 265605 / SCH No. 2012011048
(under separate cover)

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

EXHIBIT A

CANDIDATE FINDINGS

FINAL ENVIRONMENTAL IMPACT REPORT

FOR THE

SERRA MESA COMMUNITY PLAN AMENDMENT ROADWAY CONNECTION

PROJECT NUMBER 265605

SCH # 2012011048

August 2017

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I. INTRODUCTION

A. Findings of Fact

The following Candidate Findings are made for the Serra Mesa Community Plan Amendment (CPA) Roadway Connection Project (hereinafter referred to as the "Project"). The environmental impacts of the Project are addressed in the Final Environmental Impact Report (FEIR) dated August 2017 (State Clearinghouse No. 2012011048), which is incorporated by reference herein.

The California Environmental Quality Act (CEQA) (Public Resources Code [PRC] 21000 *et seq*.) and the State CEQA Guidelines (CEQA Guidelines) (14 California Code of Regulations Sections 15000 *et seq*.) promulgated therein, require that the environmental impacts of a proposed project be considered before a project is approved. In addition, once significant impacts have been identified, CEQA and the CEQA Guidelines require that certain findings be made before project approval. It is the exclusive discretion of the decision maker certifying the environmental impact report (EIR) to determine the adequacy of the proposed candidate findings. Specifically, regarding findings, CEQA Guidelines Section 15091 provides:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.

(c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

These requirements also exist in Section 21081 of the CEQA statute. The "changes or alterations" referred to in Section 15091(a)(1) above, that are required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects of the project may include a wide variety of measures or actions as set forth in CEQA Guidelines Section 15370, including:

(a) Avoiding the impact altogether by not taking a certain action or parts of an action.

(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

(c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

(e) Compensating for the impact by replacing or providing substitute resources or environments.

Should significant and unmitigated impacts remain after changes or alterations are applied to the project, a Statement of Overriding Considerations must be prepared. The statement provides the lead agency's views on whether the benefits of a project outweigh its unmitigated adverse environmental impacts. Regarding a Statement of Overriding Considerations, CEQA Guidelines Section 15093 provides:

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the

unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

(b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

Having received, reviewed, and considered the FEIR for the Project (State Clearinghouse No. 2012011048) as well as all other information in the Record of Proceedings on this matter, the following Findings are made by the City of San Diego (City) in its capacity as the CEQA lead agency. These Findings set forth the environmental basis for current and subsequent discretionary actions to be undertaken by the City and responsible agencies (as applicable) for the implementation of the Project.

The following Findings have been prepared by the Planning Department as candidate findings to be made by the decision-making body.

B. Record of Proceedings

For purposes of CEQA and these Findings, the Record of Proceedings for the Project consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation dated January 23, 2012, and all other public notices issued by the City in conjunction with the Project;
- The Draft Programmatic EIR, dated April 2016;
- The recirculated DEIR, dated March 2017;
- The FEIR, dated August 2017;
- All written comments submitted by agencies or members of the public during the public review comment periods on the recirculated DEIR;
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the recirculated DEIR and included in the FEIR;

- The Mitigation Monitoring and Reporting Program;
- The reports and technical memoranda included or referenced in Responses to Comments in the FEIR;
- All documents, studies, environmental impact reports, or other materials incorporated by reference in the recirculated DEIR and the FEIR;
- Matters of common knowledge to the City, including but not limited to federal, state, and local laws and regulations;
- Any documents expressly cited in these Findings and Statement of Overriding Considerations; and
- Any other relevant materials required to be in the Record of Proceedings by PRC Section 21167.6(e).

C. Custodian and Location of Records

The documents and other materials that constitute the administrative record for the City's actions related to the Project are located at the City of San Diego, Planning Department, 1010 Second Avenue, 12th Floor, San Diego, CA 92101. The City Planning Department is the custodian of the administrative record for the Project. Copies of these documents, which constitute the Record of Proceedings, are and at all relevant times have been, and will be available upon request at the offices of the City Planning Department. This information is provided in compliance with PRC Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e).

II. PROJECT SUMMARY

A. Project Location

The project site is located in the Mission Valley and Serra Mesa communities of the City of San Diego. The city of San Diego covers approximately 206,989 acres in southwestern San Diego County, in Southern California. It is bordered on the north by the City of Del Mar, the City of Poway, and unincorporated San Diego County land. On the east, the city of San Diego is bordered by the cities of Santee, El Cajon, La Mesa, and Lemon Grove, as well as unincorporated San Diego County land. To the south, the city of San Diego is bordered by the cities of Coronado, Chula Vista, and National City, and the United States-Mexico border. The Pacific Ocean is located on the city of San Diego's western border.

The project site is immediately south of Phyllis Place, east of Abbotshill Road, and approximately 0.25 mile west of Interstate 805 (I-805). The project site is located within the boundary of the Quarry Falls (Civita) site, and includes undeveloped, primarily disturbed hillside. The project site is also within a San Diego Gas & Electric (SDG&E) easement, which contains an active energy transmission line (four transmission towers) running east–west at the

northern portion of the project site, adjacent to Phyllis Place. A 20-inch gas transmission pipeline is located underground within the vicinity of the transmission line.

B. Project Objectives and Description

Project Objectives

As described in Final PEIR Section 3.1, Project Objectives, the Project has been developed to meet the following primary objectives:

- Resolve the inconsistency between the Mission Valley Community Plan and the Serra Mesa Community Plan by providing a multi-modal linkage from Friars Road in Mission Valley to Phyllis Place in Serra Mesa.
- Improve local mobility in the Serra Mesa and Mission Valley planning areas.
- Alleviate traffic congestion and improve navigational efficiency to and from local freeway on- and off-ramps for the surrounding areas.
- Improve emergency access and evacuation route options between the Serra Mesa and Mission Valley planning areas.
- Provide a safe and efficient street design for motorists, cyclists, and pedestrians that minimizes environmental and neighborhood impacts.

Project Description

The proposed project is an amendment to the Serra Mesa Community Plan. The proposed community plan amendment would revise text and figures in the Serra Mesa Community Plan to show a roadway connection from Phyllis Place (in Serra Mesa) southward to the boundary between the Serra Mesa and Mission Valley Community Plan areas. Because construction of the roadway connection was determined to be foreseeable, a project-level analysis was conducted and is included as part of the proposed project.

Implementation of the proposed project would include the construction and operation of a four-lane major street with landscaped median, complete with bicycle lanes and pedestrian pathways, extending from Phyllis Place in Serra Mesa southward to Via Alta and Franklin Ridge Road in Mission Valley.

The proposed roadway connection would extend approximately 460 feet south from Phyllis Place to the intersection of Via Alta/Franklin Ridge Road. It would be classified as a four-lane major street, with an approximately 120-foot right-of-way. The project site evaluated throughout the Recirculated Draft EIR encompasses approximately 2 acres, which includes the area required for grading and drainage improvements for the roadway and associated utilities work. The proposed roadway itself would cover approximately 1.25 acre. The proposed project would require two signalized intersections following construction. One signalized intersection would be

required at the intersection with Phyllis Place, and the other would be located where the proposed roadway would intersect with Franklin Ridge Road/Via Alta.

III. SUMMARY OF IMPACTS

The proposed project in these findings is the (1) construction and operation of a four-lane major street, complete with bicycle lanes and pedestrian pathways, extending from Phyllis Place in Serra Mesa southward to Via Alta and Franklin Ridge Road in Mission Valley; and (2) an amendment to the Serra Mesa Community Plan. The FEIR concludes that the proposed project will have **no significant impacts** and require no mitigation measures with respect to the following issues:

1. Agricultural and Forestry Resources (Issues 1-5)

2. Biological Resources
   - Jurisdictional Resources (Issue 3)

3. Health and Safety
   - Emergency Evacuation Plan (Issue 6)

4. Mineral Resources (Issue 1)

5. Paleontological Resources

6. Population and Housing
   - Displace Housing (Issue 2)
   - Displace People (Issue 3)

7. Public Services and Facilities (Issue 1)
   - Fire-Rescue Services
   - Police Services
   - Schools
   - Libraries

8. Public Utilities (Issue 1)
   - Wastewater/Sewer
   - Solid Waste
   - Communication Systems

The FEIR concludes that the proposed project will have **less than significant (direct or cumulative) impacts**, and require no mitigation measures with respect to the following issues:

1. Land Use
   - Land Use Compatibility (Issue 1)
   - Land Use Plan Consistency (Issue 2)

- Multiple Species Conservation Program (MSCP) Consistency (Issue 3)
- Community Division (Issue 4)
- Airport Land Use Compatibility Plan (ALUCP) Consistency (Issue 5)

2. Transportation and Circulation
   - Freeway Ramp Meters (Near-Term scenario [Year 2017]) and Freeway Mainline Segments (Issue 2)
   - Public Access (Issue 5)
   - Alternative Transportation (Issue 6)

3. Air Quality
   - Air Quality Plan Conformance (Issue 1)
   - Air Quality Standards (Issue 2)
   - Sensitive Receptors (Issue 3)
   - Dust (Issue 4)
   - Odors (Issue 5)
   - Stationary Sources (Issue 6)

4. Noise
   - Operational (Traffic) Noise Levels (Issues 2 and 3)
   - Future Traffic Noise Levels (Issue 4)
   - Groundborne Vibration and Groundborne Noise (Issue 5)
   - ALUCP/Aircraft Noise Levels (Issue 6)

5. Biological Resources
   - Wildlife Corridors (Issue 4)
   - Plan Consistency (Issues 5-7)
   - Invasive Species (Issue 8)

6. Hydrology and Water Quality
   - Runoff (Issue 1)
   - Drainage Patterns (Issue 2)
   - Water Quality (Issues 3 and 4)

7. Visual Effects and Neighborhood Character
   - Scenic Views (Issue 1)
   - Aesthetics (Issue 2)
   - Neighborhood Character (Issue 3)
   - Visual Resources (Issue 4)
   - Lighting and Glare (Issue 6)

8. Greenhouse Gases (GHG)
   - GHG Emissions (Issue 1)
   - Plan Consistency (Issue 2)

9. Energy Use
    - Direct energy (Issue 1)
    - Indirect energy (Issue 2)

10. Geologic Conditions
    - Geologic Hazards (Issue 1)
    - Erosion (Issue 2)
    - Unstable Soils (Issue 3)

11. Health and Safety
    - Hazardous Substances Handling (Issue 1)
    - Hazardous Materials Site (Issue 2)
    - Toxic Substances (Issue 3)
    - Designated Airport Influence Area (Issue 4)
    - ALUCP/Safety Zone (Issue 5)
    - Wildland Fire (Issue 7)

12. Population and Housing
    - Direct or Indirect Growth Inducement (Issue 1)

13. Public Services and Facilities (Issue 1)
    - Parks

14. Public Utilities (Issue 1)
    - Water
    - Natural Gas

15. Recreation
    - Increase Park Use (Issue 1)
    - Construct or Expand Existing Parks (Issue 2)

The Final PEIR concludes that the proposed project will have impacts that are considered **significant but will be reduced to less than significant with implementation of mitigation measures**.

1. Transportation and Circulation
    - Roadway Segments and Intersections (Issue 1)
    - Planned Transportation Systems (Issue 3)

2. Noise
    - Construction Noise (Issue 1)
3. Biological Resources
    - Sensitive Species (Issue 1)
    - Sensitive Vegetation Communities (Issue 2)

4. Historical/Tribal Cultural Resources
   - Historical Resources (Issue 1)
   - Religious/Sacred Uses (Issue 2)
   - Tribal Cultural Resources (Issue 3)
   - Human Remains (Issue 4)

5. Visual Effect and Neighborhood Character
   - Landform Alteration (Issue 5)

The FEIR identifies the following direct and cumulatively significant impacts associated with the proposed project that are considered **significant and unmitigated because feasible mitigation measures do not exist or are not sufficient to reduce impacts to less than significant.**

Transportation/Circulation
- Roadway Segments and Intersections (Issue 1)
- Planned Transportation Systems (Issue 3)
- Traffic Hazards (Issue 4)

IV. FINDINGS REGARDING SIGNIFICANT IMPACTS

A. Findings Regarding Impacts That Will be Mitigated to Below a Level of Significance (CEQA §21081(a)(1) and CEQA Guidelines §15091(a)(1))

The City, having independently reviewed and considered the information contained in the FEIR and the public record, finds pursuant to Public Resources Code §21081(a)(1) and State CEQA Guidelines §15091(a)(1) that mitigation is determined to be feasible and would mitigate or avoid the significant effects on the environment from the proposed project. The following is a list of those environmental impacts that will be mitigated to below a level of significance, as identified within the FEIR:

Transportation/Circulation – Roadway Segments and Intersections (Issue 1)

Potentially Significant Impacts

The proposed project would result in transportation/circulation impacts related to roadway segments and intersections at the following locations in the Near-Term scenario (Year 2017):

a. Roadway Segments

- Phyllis Place, from Franklin Ridge Road to Interstate I-805 southbound (SB) ramps (Impact TRAF-3)
- Phyllis Place, from I-805 SB ramps to I-805 northbound (NB) ramps (Impact TRAF-4)

b. Intersections

- Murray Ridge Road/I-805 NB ramps (Impact TRAF-5)
- Murray Ridge Road/I-805 SB ramps (Impact TRAF-6)
- Qualcomm Way/Friars Road westbound (WB) ramp (Impact TRAF-7)

Finding

Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Project that avoid or substantially lessen the significant environmental effect on Transportation/Circulation (Roadway Segments and Intersections in the Near-Term scenario) as identified in the FEIR.

Facts in Support of Finding

In the Near-Term scenario (Year 2017), deteriorated traffic conditions would result in significant environmental impacts at four roadway segments and three intersections with implementation of the proposed project. Mitigation measures **MM-TRAF-3, MM-TRAF-4, MM-TRAF-5, MM-TRAF-6, and MM-TRAF-7,** described below, would reduce the Near-Term significant impacts that would occur along two of the four study area roadway segments (Impact TRAF-3 and Impact TRAF-4) and all three intersections (Impact TRAF-5, Impact TRAF-6, and Impact TRAF-7) to less than significant. (Note, the other two study area roadway segment impacts are Impact TRAF-1 and Impact TRAF-2, which are discussed under "Findings Regarding Infeasible Mitigation Measures".)

MM-TRAF-3: Phyllis Place, from Franklin Ridge Road to I-805 SB ramps: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, Phyllis Place shall be widened from Franklin Ridge Road to I-805 SB ramps to accommodate five total lanes (three EB and two WB), including a median. The new classification for this segment of Phyllis Place will be a five-lane Major Arterial.

MM-TRAF-4: Phyllis Place, from I-805 SB ramps to I-805 NB ramps: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, Phyllis Place shall be restriped from I-805 SB ramps to I-805 NB ramps to accommodate a total of five lanes.

MM-TRAF-5: Murray Ridge Road/I-805 NB ramps: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, at the intersection, in coordination with Caltrans, the NB off-ramp approach shall be restriped, the EB approach shall be restriped, the WB approach shall be reconfigured, and the NB on-ramp approach shall be widened.

MM-TRAF-6: Murray Ridge Road/I-805 SB ramps: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, at the intersection, the EB approach shall be widened to accommodate two through lanes and an exclusive right-turn lane, the SB on-ramp shall be widened, and the SB off-ramp shall be widened to accommodate one share-through-left lane and two exclusive right-turn lanes.

MM-TRAF-7: Qualcomm Way/Friars Road WB ramps: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, the Qualcomm Way and Friars Road WB ramps intersection shall be reconfigured with the following improvements: the SB approach shall be widened to accommodate two through lanes and one exclusive right-turn lane; the NB approach shall be restriped to accommodate two through lanes and two left-turn lanes; and the WB onramp shall be widened to accommodate two receiving lanes.

Rationale and Conclusion

Implementation of mitigation measures **MM-TRAF-3** through **MM-TRAF-7** would improve the unacceptable LOS of the impacted roadway segments and intersections to an acceptable LOS by reconfiguring the existing road network. Implementation of these mitigation measures would be assured because it would be incorporated into the Project's Mitigation, Monitoring, and Reporting Program (MMRP), which would be required for compliance by the project developer as a condition of development.

Transportation/Circulation – Planned Transportation Systems (Issue 3)

Potentially Significant Impacts

The proposed project would result in transportation/circulation impacts related to roadway segments and intersections at the following locations in the Long-Term scenario (Year 2035):

a. Roadway Segments

- Phyllis Place, from Franklin Ridge Road to I-805 SB ramps (Impact TRA-11)
- Phyllis Place, from I-805 SB ramps to I-805 NB ramps (Impact TRA-12)

b. Intersections

- Via Alta/Franklin Ridge Road; PM peak hour (Impact TRAF-17)

Finding

Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Project that avoid or substantially lessen the significant environmental effect on Transportation/Circulation (Roadway Segments and Intersections in the Long-Term scenario) as identified in the FEIR.

Facts in Support of Finding

In the Long-Term scenario (Year 2035), deteriorated traffic conditions would result in significant environmental impacts at six roadway segments, four intersections, and one freeway ramp meter. Mitigation measures **MM-TRAF-11, MM-TRAF-12,** and **MM-TRAF-17,** described below, would reduce Long-Term impacts at two of the six roadway segments (Impact TRAF-11 and Impact TRAF-12) and one of the four intersection impacts (Impact TRAF-17) to less than significant. (Note, the other four study area roadway segment impacts are Impact TRAF-8, Impact TRAF-9, Impact TRAF-10, and Impact TRAF-13, and the other three intersection impacts are Impact TRAF-14, Impact TRAF-15, and Impact TRA-16, all of which are discussed under "Findings Regarding Infeasible Mitigation Measures".)

MM-TRAF-11: Phyllis Place, from Franklin Ridge Road to I-805 SB ramps: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, Phyllis Place from Franklin Ridge Road to I-805 SB ramp shall be widened to accommodate five total lanes (three EB and two WB), including a median. The new classification for this segment of Phyllis Place will be a five-lane Major Arterial.

MM-TRAF-12: Phyllis Place, from I-805 SB ramps to I-805 NB ramps: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, Phyllis Place from I-805 SB ramp to I-805 NB ramp shall be restriped to accommodate five total lanes.

MM-TRA-17: Via Alta and Franklin Ridge Road: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, this intersection shall be reconfigured such that the EB through/right-turn lane will be converted to a left/through/right-turn lane to account for additional EB to NB traffic.

Rationale and Conclusion

Implementation of the mitigation measures detailed above (**MM-TRAF-11, MM-TRAF-12,** and **MM-TRAF-17**) would improve the unacceptable LOS of the impacted roadway segments and intersection to an acceptable LOS by reconfiguring the existing road network. Implementation of these mitigation measures would be assured because it would be incorporated into the Project's MMRP.

Noise – Construction Noise (Issue 1)

Potentially Significant Impacts

Noise from project construction activities would be temporary and would cease at the completion of construction. However, significant impacts could result if construction occurs outside of the hours permitted by the City's Noise Ordinance or at any time within 65 to 125 feet (depending on the phase of construction) of occupied residences. Therefore, impacts associated with construction noise on future occupied residences would be potentially significant and mitigation is required (**Impact NOI-1**).

Finding

Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Project that avoid or substantially lessen the significant environmental effect on Noise (Construction Noise) as identified in the FEIR.

Facts in Support of Finding

The potentially significant impact to construction noise (**Impact-NOI-1**) can be mitigated to a level below significance through implementation of mitigation measure **MM-NOI-1**, described below, which requires that construction and maintenance activities, except in an emergency, shall be limited to the days and hours permitted in Section 59.5.0404 of the City of San Diego Municipal Code. This measure also requires the construction contractor to develop and implement a noise control plan that may include construction equipment use, construction site speed limits, temporary construction noise barriers, and posting signage prior to the start of any construction activity using heavy construction equipment.

MM-NOI-1: Construction Noise Levels

- All construction and general maintenance activities, except in an emergency, shall be limited to the days and hours permitted in Section 59.5.0404 of the City of San Diego Municipal Code. Outside of these hours, construction personnel shall not be permitted on the job site, and material or equipment deliveries and collections shall not be permitted. The construction contractor shall develop and implement a noise control plan that demonstrates to the City's satisfaction that the Noise Ordinance standard would not be exceeded. The plan may include the following:

    - All construction equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification.
    - All mobile or fixed construction equipment used on the project that is regulated for noise output by a local, state, or federal agency shall comply with such regulation while in the course of project activity.
    - All construction equipment shall be properly maintained.
    - All construction equipment shall be operated only when necessary and shall be switched off when not in use.
    - Construction employees shall be trained in the proper operation and use of the equipment.
    - Electrical power from the local power grid (as opposed to onsite generators) shall be used to the maximum extent feasible to run compressors, power tools, and similar equipment.
    - Stationary equipment, such as generators or compressors, shall be located as far as feasible from noise-sensitive receptors.
    - Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.
    - Construction site speed limits shall be established and enforced during the construction period.

- The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.
- Temporary construction noise barriers shall be installed as necessary to adequately control noise levels. Barriers may be constructed around specific equipment items or larger work areas as required. Barriers shall be constructed of materials with a minimum sound transmission class (STC) rating of 25 (sound absorptive acoustical panels, acoustical blankets, etc.).
- The project developer and/or its contractor shall prominently post signage at the north and south ends of the project site in a highly visible location, not less than 72 hours prior to the start of any construction activity using heavy construction equipment (e.g., graders, dozer, backhoes). These two signs shall provide the project name, indicate the anticipated dates of construction, and advise that there will be loud noise associated with some construction activities. The signage shall provide a telephone contact number for affected parties to ask questions and/or relay concerns. This signage shall either consist of stand-alone signs or be combined with any other project-related signage at the project boundary, but shall be clearly visible from outside the project site. The project developer shall include this measure in the construction specification documents for the project. Prior to the commencement of heavy construction activities, the project developer and/or its contractor shall submit documentation (including photographs) to the City demonstrating compliance with this measure.

Rationale and Conclusion

Implementation of mitigation measure **MM-NOI-1,** described above, would reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance. With the implementation of this measure, and the limited duration of the noise-generating construction period, the temporary increase in ambient noise levels from construction would be less than significant. Implementation of these mitigation measures would be assured because it would be incorporated into the Project's MMRP and enforceable by the City Development Services Department's Code Enforcement.

Biological Resources – Sensitive Species (Issue 1)

Potentially Significant Impacts

Although not observed within the project site, coastal California gnatcatcher, Dulzura pocket mouse, and northwestern San Diego pocket mouse have a moderate potential to occur. The coastal sage scrub within the project site is limited in size and highly disturbed in character, providing relatively few resources for wildlife due to the lack of cover and structural diversity. Additionally, there is no suitable habitat within the project site that would support nesting for the coastal California gnatcatcher. However, construction activities would have the potential to directly affect species that may not be able to disperse from the site. Therefore, impacts would be significant and mitigation would be required (**Impact BIO-1**).

Although there are no trees within the project site, there are trees within the vicinity of the project site. During construction, noise levels may temporarily exceed background levels,

potentially resulting in nest abandonment for raptors and other native migratory birds that may utilize trees adjacent to the project site. Therefore, impacts would be significant and mitigation is required (**Impact BIO-2**).

Finding

Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Project that avoid or substantially lessen the significant environmental effect on Biological Resources (Sensitive Species) as identified in the FEIR.

Facts in Support of Finding

The potentially significant impact to sensitive species and migratory birds (**Impact-BIO-1 and Impact-BIO-2**) can be mitigated to a level below significance through implementation of mitigation measure **MM-BIO-1,** described below. This mitigation measure specifies numerous requirements that shall be adhered to in order to protect biological resources during construction activities. Requirements include that a qualified biological monitor be retained prior to construction that will be responsible for ensuring sensitive species are not directly or indirectly impacted by construction activities. The measure also includes specific requirements before, during, and after construction that the qualified monitor will follow, such as pre-construction surveys, identifying buffers from sensitive resources, and educating construction personnel.

MM BIO-1: Sensitive Species and Migratory Birds

BIOLOGICAL RESOURCE PROTECTION DURING CONSTRUCTION

I. Prior to Construction

A. Biologist Verification: The owner/permittee shall provide a letter to the City's Mitigation Monitoring Coordination (MMC) section stating that a Project Biologist (Qualified Biologist) as defined in the City of San Diego's Biological Guidelines (2012) has been retained to implement the project's biological monitoring program. The letter shall include the names and contact information of all persons involved in the biological monitoring of the project.

B. Preconstruction Meeting: The Qualified Biologist shall attend the preconstruction meeting, discuss the project's biological monitoring program, and arrange to perform any follow-up mitigation measures and reporting including site-specific monitoring, restoration or revegetation, and additional fauna/flora surveys/salvage.

C. Biological Documents: The Qualified Biologist shall submit all required documentation to MMC verifying that any special mitigation reports including, but not limited to, maps, plans, surveys, survey timelines, or buffers are completed or scheduled per City Biology Guidelines, MSCP, ESL Regulations, project permit conditions; CEQA, endangered species acts, and/or other local, state or federal requirements.

D. BCME: The Qualified Biologist shall present a Biological Construction Mitigation/Monitoring Exhibit (BCME), which includes the biological documents in C above. In addition, it shall include: restoration/revegetation plans, plant salvage/relocation requirements (e.g., coastal cactus wren plant salvage, barrel cactus recovery and relocation, burrowing owl exclusions), avian or other wildlife surveys/survey schedules (including general avian nesting and USFWS protocol), timing of surveys, wetland buffers, avian construction avoidance areas/noise buffers/barriers, other impact avoidance areas, and any subsequent requirements determined by the Qualified Biologist and the City's Assistant Deputy Director or the MMC. The BCME shall include a site plan, written and graphic depiction of the project's biological mitigation/monitoring program, and a schedule. The BCME shall be approved by MMC and referenced in the construction documents.

E. Avian Protection Requirements: To avoid any direct impacts to sensitive, MSCP Covered, listed, threatened, or endangered species, or species in the list of raptors provided on page 12 (Restrictions on Grading) of the Biology Guidelines, removal of habitat that supports active nests in the proposed area of disturbance should occur outside of the established breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The applicant shall submit the results of the pre-construction survey to City MMC for review and approval prior to initiating any construction activities. If nesting birds are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines and applicable state and federal law (e.g., appropriate follow-up surveys, monitoring schedules, construction barriers/buffers) shall be prepared and include proposed measures to be implemented to ensure that take of birds or eggs is avoided. The report or mitigation plan shall be submitted to the City for review and approval and implemented to the satisfaction of the City. The City's MMC Section or Resident Engineer, and Qualified Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction.

F. Resource Delineation: Prior to construction activities, the Qualified Biologist shall supervise the placement of orange construction fencing or equivalent along the limits of disturbance adjacent to sensitive biological habitats and verify compliance with any other project conditions as shown on the BCME. This phase shall include flagging plant specimens and delimiting buffers to protect sensitive biological resources (e.g., habitats/flora & fauna species, including nesting birds) during construction. Appropriate steps/care should be taken to minimize attraction of nest predators to the site.

G. Education: Prior to commencement of construction activities, the Qualified Biologist shall meet with the owner/permittee or designee and the construction crew and conduct an on-site educational session regarding the need to avoid impacts outside of the approved construction area and to protect sensitive flora and fauna (e.g., explain the avian

and wetland buffers and the flag system for removal of invasive species or retention of sensitive plants, and clarify acceptable access routes/methods and staging areas).

II. During Construction

A. Monitoring: All construction (including access/staging areas) shall be restricted to areas previously identified, proposed for development/staging, or previously disturbed as shown on the BCME. The Qualified Biologist shall monitor construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas, or cause other similar damage, and that the work plan has been amended to accommodate any sensitive species located during the pre-construction surveys. If barrel cactus are identified during construction, they shall be recovered and relocated off the project site to a suitable location. In addition, the Qualified Biologist shall document field activity via the Consultant Site Visit Record. The Consultant Site Visit Record shall be e-mailed to MMC on the first day of monitoring, the first week of each month, the last day of monitoring, and immediately in the case of any undocumented condition or discovery.

B. Subsequent Resource Identification: The Qualified Biologist shall note/act to prevent any new disturbances to habitat, flora, and/or fauna on site (e.g., flag plant specimens for avoidance during access). If active nests or other previously unknown sensitive resources are detected, all project activities that directly impact the resource shall be delayed until species specific local, state, or federal regulations have been determined and applied by the Qualified Biologist.

III. Post Construction Measures

A. In the event that impacts exceed previously allowed amounts, additional impacts shall be mitigated in accordance with City Biology Guidelines, ESL and MSCP, State CEQA, and other applicable local, state and federal law. The Qualified Biologist shall submit a final BCME/report to the satisfaction of the City Assistant Deputy Director or MMC within 30 days of construction completion.

Rationale and Conclusion

Implementation of the mitigation measure described above (**MM-BIO-1**) would ensure that direct or indirect impacts to sensitive species and migratory birds during construction would be avoided or minimized to the extent feasible by avoiding active nests and any unanticipated disturbance to habitat, flora, and/or fauna onsite. With the implementation of this measure, and the limited duration of the construction period, impacts would be less than significant. Implementation of this mitigation measure would be assured because it would be incorporated into the Project's MMRP.

Biological Resources – Sensitive Vegetation Communities (Issue 2)

Potentially Significant Impacts

The proposed project would directly impact (both temporarily and permanently) a total of approximately 0.25 acre of disturbed coastal sage scrub habitat, a Tier II habitat. Impacts would occur outside the MHPA; therefore, in accordance with the City's Biology Guidelines, a 1:1 mitigation ratio would be required if mitigation occurs within the MHPA, for a total of 0.25 acre. If mitigation is proposed outside the MHPA, a mitigation ratio of 1.5:1 would be required, for a total of 0.38 acre. Direct impacts would be significant and mitigation is required (**Impact BIO-3**).

Finding

Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Project that avoid or substantially lessen the significant environmental effect on Biological Resources (Sensitive Vegetation Communities) as identified in the FEIR.

Facts in Support of Finding

The potentially significant impact to sensitive vegetation communities (**Impact-BIO-3**) can be mitigated to a level below significance through implementation of mitigation measure **MM-BIO-2**, described below. This mitigation measure requires that off-site mitigation shall be acquired from an approved mitigation bank prior to construction in order to make up for the permanent loss of disturbed coastal sage scrub.

MM BIO-2: Coastal Sage Scrub Habitat

Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, evidence shall be provided that demonstrates a total of 0.25 acre of credit from the San Diego Habitat Acquisition Fund or another approved mitigation bank (such as Marron Valley) has been acquired to mitigate the loss of disturbed coastal sage scrub (Tier II).

Rationale and Conclusion

Implementation of the mitigation measure described above (**MM-BIO-2**) would ensure that direct impacts to sensitive vegetation communities would be avoided, as in-kind mitigation would be provided at an off-site mitigation bank. With the implementation of this measure, and the limited duration of the construction period, impacts would be less than significant. Implementation of this mitigation measure would be assured because it would be incorporated into the Project's MMRP.

Historical Resources – Historical Resource (Issue 1), Sacred/Religious Use (Issue 2), Tribal Cultural Resource (Issue 3), and Human Remains (Issue4)

Potentially Significant Impacts

Although no historical resources were identified within the project site, the project would have the potential to disturb or alter subsurface historical resources, Tribal Cultural Resources, or human remains during construction of the project, as the project site is located within an area of high archaeological sensitivity. Therefore, impacts would be significant and mitigation is required (**Impact HIS-1**).

Finding

Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Project that avoid or substantially lessen the significant environmental effect on Historical Resources (Historical Resource, Sacred/Religious Use, Tribal Cultural Resource, and Human Remains) as identified in the FEIR.

Facts in Support of Finding

The potentially significant impact (**Impact-HIST-1**) can be mitigated to a level below significance through implementation of mitigation measure **MM-HIST-1**, described below. This mitigation measure requires monitoring by a qualified archaeologist and Native American monitor. These monitors are to attend the pre-construction meeting to determine when and where monitoring will occur, to be present during grading/earthwork activities as necessary, and also outline procedures to follow in the case of a discovery of a resource.

MM-HIST-1: Subsurface Archaeological and Tribal Cultural Resources

I. Prior to Permit Issuance (for projects that include ground disturbance)

A. Entitlements Plan Check
1. Prior to issuance of any construction permits including, but not limited to, the first Grading Permit, Demolition Plans/Permits, and Building Plans/Permits, but prior to the first preconstruction (precon) meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for archaeological monitoring and Native American (Kumeyaay) monitoring have been noted on the applicable construction documents through the plan check process.

B. Letters of Qualification Have Been Submitted to ADD
1. The project's cultural resources consultant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines. If applicable, individuals involved in the archaeological monitoring

program must have completed the 40-hour Hazardous Waste Operations and Emergency Response training with certification documentation.

2. MMC would provide a letter to the project's cultural resources consultant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the Historical Resources Guidelines.
3. Prior to the start of work, the project's cultural resources must obtain written approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site-specific records search (quarter-mile radius) has been completed. Verification includes, but is not limited to, a copy of a confirmation letter from SCIC, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.
3. The PI may submit a detailed letter to MMC requesting a reduction to the quarter-mile radius.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring; the City shall arrange a precon meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American monitor shall attend any grading/excavation-related precon meetings to make comments and/or suggestions concerning the archaeological monitoring program with the CM and/or Grading Contractor.
    a. If the PI is unable to attend the precon meeting, the City shall schedule a focused precon meeting with MMC, the PI, RE, CM, or BI, if appropriate, prior to the start of any work that requires monitoring.
2. Identify Areas to Be Monitored
    a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American (Kumeyaay) consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11 inches x 17 inches) to MMC identifying the areas to be monitored, including the delineation of grading/excavation limits.
    b. The AME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur
    a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring would occur.
    b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents that indicate site conditions such as depth of excavation and/or site graded to bedrock, etc. that may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor(s) Shall Be Present during Grading/Excavation/Trenching
    1. The Archaeological Monitor shall be present full time during all soil-disturbing and grading/excavation/trenching activities that could result in impacts on archaeological resources as identified on the AME. The CM is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances, Occupational Safety and Health Administration safety requirements may necessitate modification of the AME.
    2. Native American (Kumeyaay) consultant/monitor shall determine the extent of their presence during soil-disturbing and grading/excavation/trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American (Kumeyaay) consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Sections III.B–C and IV.A–D shall commence.
    3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition—such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or encountering of native soils—that may reduce or increase the potential for resources to be present occurs.
    4. The Archaeological Monitor and Native American (Kumeyaay) consultant/monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVRs shall be faxed or emailed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process
    1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil-disturbing activities including, but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate.
    2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.

3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.
4. No soil shall be exported off site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered.

C. Determination of Significance
   1. The PI and Native American (Kumeyaay) consultant/monitor, where Native American resources are discovered, shall evaluate the significance of the resource. If human remains are involved, follow protocol in Section IV below.
      a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.
      b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program that has been reviewed by the Native American (Kumeyaay) consultant/monitor, and obtain written approval from MMC. Impacts on significant resources must be mitigated before ground-disturbing activities in the area of discovery would be allowed to resume. Note: If a unique archaeological site is also a historical resource as defined in CEQA, then the limits on the amount(s) that the project may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.
      c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts would be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and no soil shall be exported off site until a determination can be made regarding the provenance of the human remains, and the following procedures as set forth in CEQA Section 15064.5(e), California PRC (Section 5097.98), and State HSC (Section 7050.5) shall be undertaken:

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

B. Isolate Discovery Site
   1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains.

2. The Medical Examiner, in consultation with the PI, would determine the need for a field examination to determine the provenance.
3. If a field examination is not warranted, the Medical Examiner would determine with input from the PI whether the remains are, or are most likely to be, of Native American origin.

C. If Human Remains Are Determined to Be Native American
1. The Medical Examiner would notify the NAHC within 24 hours. By law, only the Medical Examiner can make this call.
2. The NAHC would immediately identify the person or persons determined to be the MLD and provide contact information.
3. The MLD would contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California PRC, and HSC.
4. The MLD would have 48 hours to make recommendations to the City or representative for the treatment or disposition, with proper dignity, of the human remains and associated grave goods.
5. Disposition of Native American human remains would be determined between the MLD and the PI, and, if:
   a. The NAHC is unable to identify the MLD, or the MLD failed to make a recommendation within 48 hours after being notified by the Commission, or;
   b. The City or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the City, then,
   c. In order to protect these sites, the City shall do one or more of the following:
      1) Record the site with the NAHC;
      2) Record an open space or conservation easement on the site; or
      3) Record a document with the County.
   d. Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the City may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures, the human remains and cultural materials buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.

D. If Human Remains Are Not Native American
1. The PI shall contact the Medical Examiner with notification of the historic era context of the burial.
2. The Medical Examiner would determine the appropriate course of action with the PI and City staff (PRC 5097.98).
3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for interment

of the human remains shall be made in consultation with MMC, EAS, any known descendant group, and the San Diego Museum of Man.

V. Night and/or Weekend Work

A. If Night and/or Weekend Work Is Included in the Contract
   1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.
   2. The following procedures shall be followed.
      a. No Discoveries
         In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVR and submit to MMC via fax or email by 8 a.m. of the next business day.
      b. Discoveries
         All discoveries shall be processed and documented using the existing procedures detailed in Sections III – During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.
      c. Potentially Significant Discoveries
         If the PI determines that a potentially significant discovery has been made, the procedures detailed under Sections III – During Construction and IV – Discovery of Human Remains shall be followed.
      d. The PI shall immediately contact MMC, or by 8 a.m. of the next business day, to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.

B. If Night and/or Weekend Work Becomes Necessary during the Course of Construction
   1. The CM shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
   2. The RE, or BI, as appropriate, shall notify MMC immediately.

C. All Other Procedures Described Above Shall Apply, as Appropriate

VI. Post Construction

A. Preparation and Submittal of Draft Monitoring Report
   1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines, that describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results, or other complex issues, a schedule shall be submitted to MMC establishing agreed-upon due dates and the provision for submittal of monthly status reports until this measure can be met.

a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.
b. Recording Sites with State of California Department of Parks and Recreation (DPR)
c. The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the SCIC with the Final Monitoring Report.

2. MMC shall return the Draft Monitoring Report to the PI for revision or for preparation of the Final Report.
3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
4. MMC shall provide written verification to the PI of the approved report.
5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Artifacts
1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued.
2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.
3. The cost for curation is the responsibility of the property owner.

C. Curation of Artifacts: Accession Agreement and Acceptance Verification
1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing, and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American (Kumeyaay) representative, as applicable.
2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.
3. When applicable to the situation, the PI shall include written verification from the Native American (Kumeyaay) consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5.

D. Final Monitoring Report(s)
1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final

Monitoring Report from MMC that includes the Acceptance Verification from the curation institution.

Rationale and Conclusion

Implementation of the mitigation measure described above (**MM-HIST-1**) would ensure that direct impacts to historical resources, religious/sacred uses, Tribal Cultural Resources, and human remains would be avoided, as a qualified archaeologist and Native American monitor would be present during any construction activities that have the potential to disturb such resources/uses. With the implementation of this measure, and the limited duration of the construction period, impacts would be less than significant. Implementation of this mitigation measure would be assured because it would be incorporated into the Project's MMRP.

Visual Effects and Neighborhood Character – Landform Alteration (Issue 5)

Potentially Significant Impacts

Construction of the roadway segment could result in the substantial alteration of an existing landform. The project site is on a steep hillside with natural gradients equal to or in excess of 25%, and is, therefore, subject to the City's ESL regulations. The proposed project would entail 43,500 cubic yards of fill and 0 yards of cut. The maximum fill would be approximately 46 feet. Therefore, the project would alter more than 2,000 cubic yards of earth per graded acre and/or result in a change in elevation of a steep hillside from existing grade to proposed grade of more than 5 feet. As such, the proposed project would result in a significant impact related to landform alteration (**Impact VIS-1**).

Finding

Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Project that avoid or substantially lessen the significant environmental effect on Visual Effects and Neighborhood Character (Landform Alteration) as identified in the FEIR.

Facts in Support of Finding

The potentially significant impact to landform alteration (**Impact VIS-1**) can be mitigated to a level below significance through implementation of mitigation measure **MM-VIS-1**, described below. This mitigation measure requires the implementation of design features and grading techniques specific to the alteration of the hillside. It requires that the grading plans clearly demonstrate that: the proposed landforms closely imitate the existing on-site landforms, the proposed slopes follow the natural existing landform and at no point vary substantially from the natural landform elevations, the gradient of the slopes will be varied rather than left at a constant angle, and natural landform plantings are incorporated to soften the appearance of manufactured slopes.

MM-VIS-1: Landform Alteration

Prior to issuance of grading permits, the project applicant shall implement design features and grading techniques specific to the alteration of the hillside. The grading plans shall be subject to the review and approval by the City prior to issuance of a grading permit.

The grading plans shall clearly demonstrate, with both spot elevations and contours, that:

1. The proposed landforms shall very closely imitate the existing on-site landform and/or the undisturbed, pre-existing surrounding neighborhood landforms. This can be achieved through "naturalized" variable slopes.

2. The proposed slopes follow the natural existing landform and at no point vary substantially from the natural landform elevations.

3. 3. The gradient of the slopes will be varied rather than left at a constant angle, in order to create a more natural appearance.

4. Natural landform plantings are incorporated to soften the appearance of manufactured slopes.

Rationale and Conclusion

Implementation of the mitigation measure described above (**MM-VIS-1**) would ensure that direct impacts to landform alteration would be avoided, as grading plans shall be required to demonstrate that the proposed appearance of the landform will closely match the surrounding area and will be softened to the extent feasible. With the implementation of this measure, impacts would be less than significant. Implementation of this mitigation measure would be assured because it would be incorporated into the Project's MMRP.

B. Findings Regarding Mitigation Measures, which are the Responsibility of Another Agency (CEQA §21081(a)(2) and CEQA Guidelines §15091(a)(2))

The City, having independently reviewed and considered the information contained in the FEIR and the public record, finds, pursuant to Public Resources Code §21081(a)(2) and State CEQA Guidelines §15091(a)(2), that there are changes or alterations which would mitigate or avoid the significant effects on the environment that are within the responsibility and jurisdiction of another public agency.

<u>Transportation/Circulation – Planned Transportation Systems (Issue 3)</u>

Potentially Significant Impacts

The proposed project would result in transportation/circulation impacts related to a freeway ramp meter at the I-805 SB on-ramp at Murray Ridge Road (Impact TRAF-18) in the Long-Term scenario (Year 2035).

Finding

Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Project that avoid or substantially lessen the significant environmental effect on Transportation/Circulation (Freeway Ramp Meters in the Long-Term scenario) as identified in the FEIR.

Facts in Support of Finding

In the Long-Term scenario (Year 2035), deteriorated traffic conditions would result in significant environmental impacts at one freeway ramp meter with implementation of the Project. Mitigation measure **MM-TRAF-18**, described below, would reduce significant impacts that would occur along the study area freeway ramp meter in the Long-Term scenario. However, while the location of the improvement is within the City of San Diego land use jurisdiction, and the City is committed to implementing the mitigation measure through funding sources that include the applicant's fair share contribution, the improvements are to I-805 facilities that are under the jurisdiction of Caltrans, which would require its review and approval of the project and design prior to the implementation of any improvements.

Caltrans advised City staff that there is not a specific fund currently set up for the fair share contribution for the I-805 SB on-ramp at Murray Ridge Road (**MM-TRAF-18)**. Caltrans cannot initiate that fund until there is money ready to be put toward that effort, which would all be part of the permitting process with Caltrans. The Caltrans document "Local Development – Intergovernmental Review Program: Traffic Mitigation Agreements" details that process. There has been no improvement to this ramp beyond that detailed in the existing conditions, and the improvement is/would not be part of the CIP program.

MM-TRAF-18: I-805 SB on-ramp at Murray Ridge Road: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, the applicant shall contribute a fair share contribution, in coordination with Caltrans, which would be applied toward an additional regular traffic ramp lane on the I-805 SB on-ramp from Murray Ridge Road.

Rationale and Conclusion

Implementation of the mitigation measure detailed above (**MM-TRAF-18**) is feasible and would improve delay at the impacted freeway ramp meter to an acceptable LOS following completion of the proposed improvements. In coordination with Caltrans, at the time of permitting, the fair share calculation would be conducted based on the industry agreed-upon fair share formula. As documented in a letter received by the City regarding fair share contribution by Caltrans, "the local agency (City) collects the Fair Share funds from the project proponent . . . whereupon Caltrans will enter into a Cooperative Agreement with that 'Lead Agency'" to complete the mitigation improvements. However, since the design, construction, and implementation of the ramp improvements are within the responsibility and jurisdiction of another public agency and not the City, who is making this Finding, the City has limited control over the implementation of this mitigation measure. The feasibility of the mitigation measure to reduce the significant

impacts that would occur along this freeway ramp meter in the Long-Term scenario is limited by the decision making authority of Caltrans. Therefore, the Finding is that impacts would remain significant and unavoidable for freeway ramp meters limited to this required Finding where another public agency has jurisdiction.

C. Findings Regarding Infeasible Mitigation Measures (CEQA §21081(a)(3) and CEQA Guidelines §15091(a)(3))

The City, having independently reviewed and considered the information contained in the FEIR and the public record, finds, pursuant to Public Resources Code §21081(a)(33) and State CEQA Guidelines §15091(a)(33) that the proposed project will have significant and unavoidable impacts in the following issue areas:

Transportation/Circulation – Roadway Segments and Intersections (Issue 1)

Potentially Significant Impacts

The proposed project would result in transportation/circulation impacts related to roadway segments at the following locations in the Near-Term scenario (Year 2017):

Roadway Segments

- Murray Ridge Road, from Mission Center Road to Pinecrest Avenue (Impact TRAF-1)
- Murray Ridge Road, from Pinecrest Avenue to Sandrock Road (Impact TRAF-2)

Finding

Pursuant to CEQA Guidelines §15091(a)(3), specific economic, legal, social, technological or other considerations make infeasible the mitigation measures for Transportation/Circulation (Roadway Segments in the Near-Term scenario) as identified in the FEIR.

Facts in Support of Finding

In the Near-Term scenario (Year 2017), deteriorated traffic conditions would result in significant environmental impacts at four roadway segments with implementation of the proposed project. Mitigation measures **MM-TRAF-1** and **MM-TRAF-2**, described below, would reduce two of the four significant impacts that would occur along study area roadway segments to less than significant; however, the City's ability to implement these measures may be limited because of conflicts with existing planning documents with policies that encourage multi-modal facilities (e.g., General Plan and Bicycle Master Plan). (Note, the other two roadway segment impacts are Impact TRAF-3 and Impact TRAF-4, which are discussed under "Findings Regarding Impacts That Will be Mitigated to Below a Level of Significance".)

MM-TRAF-1: Murray Ridge Road, from Mission Center Road to Pinecrest Avenue: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, Murray Ridge Road shall be restriped from Mission Center Road to Pinecrest Avenue to accommodate two lanes in each direction and a center left-turn lane. The new classification for this segment of Murray Ridge Road will be a four-lane Collector.

MM-TRAF-2: Murray Ridge Road, from Pinecrest Avenue to Sandrock Road: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, Murray Ridge Road shall be restriped from Pinecrest Avenue to Sandrock Road to accommodate two lanes in each direction and a center left-turn lane. The new classification for this segment of Murray Ridge Road will be a four-lane Collector.

Rationale and Conclusion

Implementation of the mitigation measures detailed above (**MM-TRAF-1** and **MM-TRAF-2)** would reduce impacts to a level below significance; however, the City's ability to implement these measures may be limited. Murray Ridge Road currently provides Class II bike lanes that would likely be removed under this mitigation. The proposed mitigation would eliminate the bike lanes, which would cause a substantial conflict with applicable City land use and mobility policies (e.g., the City's General Plan, Bicycle Master Plan, Pedestrian Master Plan, and Serra Mesa Community Plan) that call for multi-modal linkages to provide a balanced, interconnected street network. These mitigation measures would not be feasible under the definition of CEQA with regards to specific economic, legal, social, technological or other considerations, as their implementation would be contrary to achieving the overall alternative transportation goals and policies of the City's General Plan, Bicycle Master Plan, Pedestrian Master Plan, Serra Mesa Community Plan, and the Climate Action Plan, which are critical and meaningful goals and policies that outweigh the importance of the mitigation measures in reducing the impact to these two roadway segments. In the event these mitigation measures do not occur, the impact would remain significant and unavoidable.

Transportation/Circulation – Planned Transportation Systems (Issue 3)

Potentially Significant Impacts

The proposed project would result in transportation/circulation impacts related to roadway segments and intersections at the following locations in the Long-Term scenario (Year 2035):

a. Roadway Segments

- Franklin Ridge Road from Via Alta to Civita Boulevard (Impact TRAF-8)
- Murray Ridge Road from Mission Center Road to Pinecrest Avenue (Impact TRAF-9)
- Murray Ridge Road, from Pinecrest Avenue to Sandrock Road (Impact TRAF-10)
- Rio San Diego Drive from Qualcomm Way to Rio Bonito Way (Impact TRAF-13)

b. Intersections

- Murray Ridge Road and Sandrock Road (Impact TRAF-14)
- Murray Ridge Road/I-805 NB ramps; PM peak hour (Impact TRAF-15)
- Murray Ridge Road/I-805 SB ramps; PM peak hour (Impact TRAF-16)

Finding

Pursuant to CEQA Guidelines §15091(a)(3), specific economic, legal, social, technological or other considerations make infeasible the mitigation measures for Transportation/Circulation (Roadway Segments and Intersections in the Long-Term scenario) as identified in the FEIR.

Facts in Support of Finding

In the Long-Term scenario (Year 2035), deteriorated traffic conditions would result in significant environmental impacts at six roadway segments and four intersections with implementation of the proposed project. Mitigation measures **MM-TRAF-8, MM-TRAF-9, MM-TRAF-10, MM-TRAF-13, MM-TRAF-14**, **MM-TRAF-15, and MM-TRAF-16,** described below, would reduce Long-Term impacts at four of the six study area roadway segments and one of the intersections. (Note, the remaining two roadway segment impacts are Impact TRAF-11and Impact TRAF-12, and the one remaining intersection impact is Impact TRAF-17, all of which are discussed under "Findings Regarding Impacts That Will be Mitigated to Below a Level of Significance".) However, there are two primary reasons these four roadway segment impacts and one intersection impact would not be reduced to a level below significance. First, the City's ability to implement **MM-TRAF-8, MM-TRAF-9, MM-TRAF-10, MM-TRAF-13, and MM-TRAF-14** may be limited due to countervailing considerations related to policies in existing land use and transportation plans (e.g., General Plan, Bicycle Master Plan, etc.) that prioritize development of a multi-modal transportation system where these measures would need to remove bike lanes to expand the road network. Second, although **MM-TRAF-15 and MM-TRAF-16** would improve LOS, the improvement would not reach an acceptable level, and no additional mitigation has been identified that would further reduce these two impacts to a less-than-significant level. These mitigation measures would not be feasible under the definition of CEQA with regards to specific economic, legal, social, technological or other considerations, as their implementation would be contrary to achieving the overall alternative transportation goals and policies of the City's General Plan, Bicycle Master Plan, Pedestrian Master Plan, Serra Mesa Community Plan, and the Climate Action Plan, which are critical and meaningful goals and policies that outweigh the importance of the mitigation measures in reducing the impact to these four roadway segments and three intersections.

MM-TRAF-8: Franklin Ridge Road from Via Alta to Civita Boulevard: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, Franklin Ridge Road shall be widened to accommodate two lanes in each direction and a center left-turn lane. The new classification for this segment of Franklin Ridge Road would be a four-lane Collector.

MM-TRAF-9: Murray Ridge Road from Mission Center Road to Pinecrest Avenue: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, Murray Ridge Road from Mission Center Road to Pinecrest Avenue shall be restriped to accommodate two lanes in each direction and a center left-turn lane. The new classification for this segment of Murray Ridge Road will be a four-lane Collector.

MM-TRAF-10: Murray Ridge Road, from Pinecrest Avenue to Sandrock Road: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, Murray Ridge Road shall be restriped to accommodate two lanes in each direction and a center left-turn lane. The new classification for this segment of Murray Ridge Road will be a four-lane Collector.

MM-TRAF-13: Rio San Diego Drive from Qualcomm Way to Rio Bonito Way: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, the segment of Rio San Diego Drive from Qualcomm Way to Rio Bonito Way shall be reconfigured to include the necessary median commensurate with a four-lane Major Arterial.

MM-TRAF-14: Murray Ridge Road and Sandrock Road: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, this intersection shall be reconfigured such that the left-turn lanes in both the NB and SB directions will allow both through movements and left turns.

MM-TRAF-15: Murray Ridge Road/I-805 NB ramps: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, at the intersection, the NB off-ramp approach shall be restriped, the EB approach shall be restriped, the WB approach shall be reconfigured, and the NB on-ramp approach shall be widened.

MM-TRAF-16: Murray Ridge Road/I-805 SB ramps: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, at the intersection, the EB approach shall be widened to accommodate two through lanes and an exclusive right-turn lane, the SB on-ramp shall be widened, and the SB off-ramp shall be widened to accommodate one share-through-left lane and two exclusive right-turn lanes.

Rationale and Conclusion

Implementation of mitigation measures **MM-TRAF-8, MM-TRAF-9, MM-TRAF-10, MM-TRAF-13, and MM-TRAF-14,** detailed above, would reduce impacts to a level below significance; however, the City's ability to implement these measures may be limited. Franklin Ridge Road would provide Class II bikeways and a 6-foot-wide sidewalk, separated from the street by an 8-foot-wide parkway (**MM-TRAF-8)**, and Murray Ridge Road provides Class II bike lanes (**MM-TRAF-9, MM-TRAF-10)**; some of these amenities would likely be removed under this mitigation. Rio San Diego Drive from Qualcomm Way to Rio Bonito Way (**MM-TRAF-13)** is likely to be reclassified as a four-lane Major Arterial as part of the forthcoming update to the Mission Valley Community Plan, which in turn may require a median or other reconfiguration in order to meet that classification. Currently the intersection geometry of

Murray Ridge Road and Sandrock Road (**MM-TRAF-14)** provides for bike lanes that would likely be removed under this mitigation. The proposed mitigation in measures **MM-TRAF-8, MM-TRAF-9, MM-TRAF-10, and MM-TRAF-14** would cause a substantial conflict with applicable City land use and mobility policies (e.g., the City's General Plan, Bicycle Master Plan, Pedestrian Master Plan, Serra Mesa Community Plan, and Quarry Falls Specific Plan). Due to the uncertainty of being able to implement measures **MM-TRAF-8, MM-TRAF-9, MM-TRAF-10, MM-TRAF-13, and MM-TRAF-14** in light of countervailing considerations, this analysis does not assume these mitigation measures will occur. In the event it does not, impacts would remain significant and unavoidable.

Implementation of mitigation measures **MM-TRAF-15 and MM-TRAF-16** would improve LOS at the intersections of Murray Ridge Road/I-805 NB ramps and Murray Ridge Road/I-805 SB ramps; however, LOS would not be reduced to an acceptable level at these intersections in the PM peak hour. No other feasible mitigation has been identified and, as such, the impacts at these intersections in the PM peak hour under the Long-Term scenario would remain cumulatively significant and unavoidable.

Transportation/Circulation – Traffic Hazards (Issue 4)

Potentially Significant Impacts

The proposed project would result in transportation/circulation impacts related to traffic hazards because the roadway connection requires a signalized intersection at Phyllis Place, which would in turn result in possibly unsafe conditions for motorists entering or exiting the City View Church parking lot, as the driveway would be 150 feet east of the signalized intersection. Therefore, impacts would be potentially significant and mitigation is required.

Finding

Pursuant to CEQA Guidelines §15091(a)(3), specific economic, legal, social, technological or other considerations make infeasible the mitigation measures for Transportation/Circulation (Traffic Hazards) as identified in the FEIR.

Facts in Support of Finding

Implementation of the proposed project would result in significant environmental impacts from traffic hazards at the proposed signalized intersection of the roadway connection and Phyllis Place, particularly at the City View Church driveway. Mitigation measure **MM-TRAF-19**, described below, would reduce the significant impacts that would occur related to traffic hazards to less than significant; however, the City's ability to implement this measure may be limited.

MM-TRAF-19: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, the City View Church driveway shall be relocated as part of the four-way intersection design with the proposed roadway connection and Phyllis Place.

Rationale and Conclusion

Implementation of mitigation measure **MM-TRAF-19,** detailed above, would reduce traffic hazard impacts to a level below significance; however, the City's ability to implement this measure may be limited due to current driveway alignment. The City View Church is a privately owned property. The relocation of the driveway may in turn require the removal of trees and the reconfiguration of other internal access considerations within the Church property, such as the drop-off area in front of the church that is connected to the existing driveway. Discretionary review for a change in the location or alignment of the driveway may be required; further, it is not certain if the driveway's relocation would fully mitigate the traffic hazard. Similarly, any other measures that would limit left turns from the existing church driveway would not be permitted by the current permits issued to the City View Church. It is legally and practically infeasible for the City and/or the applicant that implement the project to force a private entity with its own Conditional Use Permit to agree to relocate the driveway or preclude left-hand turns from the existing church driveway. However, this mitigation measure is included in the MMRP, and the City will continue to work with the ultimate developer of the roadway and any affected private property owners on potential solutions to improving traffic hazards in the project vicinity. Due to the uncertainty of being able to implement this measure in light of countervailing considerations, this analysis does not assume it will occur. In the event it does not, the impact would remain significant and unavoidable.

A. Findings Regarding Alternatives (CEQA §21081(a) and CEQA Guidelines §15091(a)(3)

The City, having reviewed and considered the information contained in the FEIR and the Record of Proceedings, and pursuant to PRC Section 21081(a) and CEQA Guidelines Section 15091(a)(3), makes the following findings with respect to the alternatives identified in the FEIR.

Background

The Final PEIR evaluated the following alternatives:

- No Project Alternative (Alternative 1)
- Bicycle, Pedestrian, and Emergency Access Only Alternative (Alternative 2)

These Project alternatives are summarized below, along with the findings relevant to each alternative.

No Project Alternative (Alternative 1)

The No Project Alternative assumes that the proposed roadway connection and associated Community Plan Amendment to the Serra Mesa Community Plan would not occur. As such, the inconsistency between the Mission Valley and Serra Mesa Community Plan would remain, and any future proposal for a road connection would require an amendment to the Serra Mesa Community Plan.

The project site is located partially within the boundary of the Quarry Falls site and partially within an undeveloped, primarily disturbed hillside. The project site is also within a San Diego Gas & Electric easement, which contains an energy transmission line (four transmission poles) running east-west at the northern portion of the project site, adjacent to Phyllis Place. The project site is primarily disturbed, although it does not contain any buildings or structures. The project site contains one vegetation community (0.25 acre of disturbed coastal sage scrub) and two land cover types (1.0 acre of disturbed habitat and 0.91 acre of developed land).

The northernmost portion of the project site (immediately south of Phyllis Place) is likely to be developed as a park if the proposed project were not to be implemented. There are two approved general development plans for the Phyllis Place Park—one with the proposed roadway and one without. Although a subsequent action to obtain a notice to proceed or grading permit may be required, the park was approved as part of the Quarry Falls Specific Plan and has conceptual design plans, grading plans, etc. Therefore, it is reasonable to assume that a portion of the site would be developed going forward under the No Project Alternative. The remaining portion of the project site is designated as "Open Space" within the Quarry Falls Specific Plan. Therefore, it is reasonable to assume that no other development within this portion of the project site would occur under the No Project Alternative.

Potentially Significant Impacts

Significant and unmitigated impacts of the No Project Alternative are summarized below.

- Transportation/Circulation (Issues 1, 2, 3, and 6)
- Air Quality (Issues 2, 3, and 4)
- Greenhouse Gas Emissions (Issues 1 and 2)

Finding

Pursuant to CEQA Guidelines §15091(a)(3), specific economic, legal, social, technological or other considerations make infeasible this project alternative as identified in the FEIR.

Facts in Support of Finding

Implementation of the No Project Alternative would increase impacts associated with land use, transportation and circulation, air quality, and greenhouse gas (GHG) emissions when compared to the Project due to the increase in regional and study area vehicle miles traveled (VMT). The No Project Alternative would result in significant and greater land use impacts (Issue 2) when compared to the less than significant impacts of the Project. Under the No Project Alternative, significant and unmitigated impacts would remain related to transportation and circulation (Issues 1, 2, 3, and 6); however, they would be greater when compared to the Project. The No Project Alternative would result in significant and unmitigated impacts related to air quality (Issues 2, 3, and 4) and GHG emissions (Issues 1 and 2) when compared to the less than significant impacts of the Project. However, the No Project Alternative would result in reduced significant but mitigable impacts related to noise (Issue 1), biological resources (Issues 1 and 2), historical resources and Tribal Cultural Resources (Issues 1 through 4), and visual effects and

neighborhood character (Issue 5) than would occur under the Project. This alternative would also result in reduced impacts to hydrology and water quality (Issues 1 through 4) when compared to the less than significant impacts of the Project, and similar impacts to paleontological resources (Issue 1) when compared to no impacts from the Project. With adoption of the No Project Alternative, none of the five Project objectives would be achieved.

Rationale and Conclusion

Implementation of the No Project Alternative, detailed above, would increase the significant impacts as compared to the Project. The No Project Alternative traffic would cause impacts to occur on the existing circulation network and cause failing levels of service to street segments and intersections, which would affect emergency response and accessibility. In addition, the No Project Alternative would not resolve the inconsistency between the Mission Valley and Serra Mesa community plans by providing a multi-modal linkage from Friars Road in Mission Valley to Phyllis Place in Serra Mesa. Implementation of the No Project Alternative would not meet any of the five objectives for the Project. Due to these considerations, the No Project Alternative is infeasible.

Bicycle, Pedestrian, and Emergency Access Only Alternative (Alternative 2)

The Bicycle, Pedestrian, and Emergency Access Only Alternative would provide a narrower roadway design, as it would not allow vehicle traffic aside from emergency responders. It would also provide access for pedestrians and cyclists. The roadway design would include bollards, gates, or another type of control subject to the approval of the San Diego Fire and Police Departments. The final width of the roadway design and type of control would be determined in conjunction with these departments. However, for the purposes of analysis, it can reasonably be concluded that the roadway would be narrower than the proposed project (120 feet wide), as it would only be required to include a bollard/gate and an entry on either side for pedestrians and cyclists. Due to the reduced width, it is also reasonable to assume that the construction schedule would be shorter for this alternative when compared to the proposed project. This alternative would still require an amendment to the Serra Mesa Community Plan, as it currently does not provide for any roadway connection.

Potentially Significant Impacts

Significant and unmitigated impacts of the Bicycle, Pedestrian, and Emergency Access Only Alternative are summarized below.

- Transportation/Circulation (Issues 1, 2, 3, and 4)
- Air Quality (Issues 2, 3, and 4)
- Greenhouse Gas Emissions (Issues 1 and 2)

Finding

Pursuant to CEQA Guidelines §15091(a)(3), specific economic, legal, social, technological or other considerations make infeasible this project alternative as identified in the FEIR.

Facts in Support of Finding

Implementation of the Bicycle, Pedestrian, and Emergency Access Only Alternative would not eliminate any of the significant impacts associated with the Project. In fact, the Bicycle, Pedestrian, and Emergency Access Only Alternative would result in significant and greater impacts related to land use (Issue 2) when compared to the less than significant impacts of the Project. Under the Bicycle, Pedestrian, and Emergency Access Only Alternative, significant and unmitigated impacts would remain related to transportation and circulation (Issues 1, 2, 3, and 4); however, Issues 1, 2, and 3 would be greater when compared to the Project. The Bicycle, Pedestrian, and Emergency Access Only Alternative would result in significant and unmitigated impacts related to air quality (Issues 2, 3, and 4) and GHG emissions (Issues 1 and 2) when compared to the less than significant impacts of the Project. However, the No Project Alternative would result in slightly reduced significant but mitigable impacts related to noise (Issue 1), biological resources (Issues 1 and 2), historical resources and Tribal Cultural Resources (Issues 1 through 4), and visual effects and neighborhood character (Issue 5) than would occur under the Project. This alternative would also result in slightly reduced impacts to hydrology and water quality (Issues 1 through 4) when compared to the less than significant impacts of the Project, and similar impacts to paleontological resources (Issue 1) when compared to no impacts from the Project. With adoption of the Bicycle, Pedestrian, and Emergency Access Only Alternative, two out of the five Project objectives would not be achieved. These include the following:

- Resolve the inconsistency between the Mission Valley Community Plan and the Serra Mesa Community Plan by providing a multi-modal linkage from Friars Road in Mission Valley to Phyllis Place in Serra Mesa.
- Alleviate traffic congestion and improve navigational efficiency to and from local freeway on and off-ramps for the surrounding areas.

In addition, the Bicycle, Pedestrian, and Emergency Access Only Alternative would only partially meet three objectives, two of which apply only to pedestrians and cyclists, and one of which applies to emergency access; none of these three objectives would improve mobility or evacuation route options for vehicles. These include the following:

- Improve local mobility in the Serra Mesa and Mission Valley planning areas.
- Provide a safe and efficient street design for motorists, cyclists, and pedestrians that minimizes environmental and neighborhood impacts.
- Improve emergency access and evacuation route options between the Serra Mesa and Mission Valley planning areas.

Rationale and Conclusion

Implementation of the Bicycle, Pedestrian, and Emergency Access Only Alternative, detailed above, would increase the significant impacts associated with the Project. The Bicycle, Pedestrian, and Emergency Access Only Alternative improves emergency service response and accessibility; however, this alternative does not improve future vehicular congestion. In addition, the Bicycle, Pedestrian, and Emergency Access Only Alternative would not resolve the inconsistency between the Mission Valley and Serra Mesa community plans by providing a multi-modal linkage from Friars Road in Mission Valley to Phyllis Place in Serra Mesa because the road connection would not allow vehicles. Implementation of the t Bicycle, Pedestrian, and Emergency Access Only Alternative would only partially meet three of the five objectives for the Project. Due to these considerations, the Bicycle, Pedestrian, and Emergency Access Only Alternative is infeasible.

EXHIBIT B

STATEMENT OF OVERRIDING CONSIDERATIONS

(PUBLIC RESOURCES CODE §21081(b))

FINAL ENVIRONMENTAL IMPACT REPORT

FOR THE

SERRA MESA COMMUNITY PLAN AMENDMENT

ROADWAY CONNECTION PROJECT

PROJECT NUMBER 265605

SCH # 2012011048

August 2017

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STATEMENT OF OVERRIDING CONSIDERATIONS
(PUBLIC RESOURCES CODE §21081(b))

Pursuant to Section 21081(b) of the California Environmental Quality Act (CEQA) and CEQA Guidelines Sections 15093 and 15043, CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the Serra Mesa Community Plan Amendment Roadway Connection Project (hereinafter referred to as the "Project"), as defined in the Final Environmental Impact Report (FEIR). As set forth in the Findings, and as described in the FEIR, the amendment to the Serra Mesa Community Plan to show a roadway connection extending from Phyllis Place in the Serra Mesa community plan area, southward to the Mission Valley community plan area boundary (proposed project), for which the result would be the construction and operation of a four-lane major street with bicycle lanes and pedestrian pathways, will result in significant and unavoidable impacts related to transportation/circulation (roadway network capacity and planned transportation systems).

The City Council of the City of San Diego, (i) having independently reviewed the information in the FEIR and the record of proceedings; (ii) having made a reasonable and good faith effort to eliminate or substantially lessen the significant impacts resulting from the Project to the extent feasible by adopting the mitigation measures identified in the EIR; and (iii) having balanced the benefits of the Project against the significant environmental impacts, chooses to approve the proposed project, despite its significant environmental impacts, because, in its view, specific economic, legal, social, and other benefits of the proposed project render the significant environmental impacts acceptable.

The following statement identifies why, in the City Council's judgment, the benefits of the proposed project outweigh the unavoidable significant impacts. Each of these benefits serves as an independent basis for overriding all significant and unavoidable impacts. Any one of the reasons set forth below is sufficient to justify approval of the proposed project. Substantial evidence supports the various benefits and such evidence can be found either in the preceding sections, which are incorporated by reference into this section, the FEIR, or in documents that compose the record of proceedings in this matter.

A. FINDINGS FOR STATEMENT OF OVERRIDING CONSIDERATIONS

1. The Proposed Project is consistent with the Mission Valley Community Plan and resolves the inconsistency between the Mission Valley and Serra Mesa Community Plans.

In 2008, as a result of the approval of the Quarry Falls (Civita) project in Mission Valley, City Council initiated a plan amendment (City Council R-304297) directing staff to amend the 1977 Serra Mesa Community Plan to include a street connection between Phyllis Place and Friars Road, which is identified in the 1985 Mission Valley Community Plan. The proposed plan amendment to add the roadway connection to the adjacent Serra Mesa Community Plan, which includes revisions to text and figures, would reconcile the conflict between the Mission

Valley Community Plan and the Serra Mesa Community Plan. The Mission Valley Community Plan also contains policy direction to provide a roadway connection with Interstate 805 (I-805) at Phyllis Place from Friars Road. The northern portion of this roadway connection would be located within the Serra Mesa community planning area. The proposed plan amendment identifying the road connection in the Serra Mesa Community Plan is necessary to implement the Mission Valley community plan policy objective for better connectivity. Further, the proposed roadway connection between the two adjacent communities would help achieve the General Plan goal of providing an interconnected street system that provides multiple linkages within and between communities.

2. The Project improves local mobility in the Serra Mesa and Mission Valley planning areas and completes the pedestrian and bicycle network connection with the Mission Valley trolley stations and the region's transit system.

The road connection would be constructed as a four-lane major road including bicycle and pedestrian facilities, providing additional access for vehicles, bicycles, and pedestrians between the Mission Valley and Serra Mesa communities. The road connection would also improve regional connectivity for pedestrians and cyclists as it would ultimately provide another north-south route for travel. The road connection would also provide pedestrians and cyclists in Serra Mesa access to the amenities within Civita, such as parks and other public spaces, and to the Rio Vista and Hazard Center trolley stations located south of Friars Road.

The City's Bicycle Master Plan proposes Class II (Bike Lane) facilities along Phyllis Place, Via Alta, Franklin Ridge Road, and Civita Boulevard. The Class II Bike Lane is shown connecting north toward Phyllis Place and across I-805 to Murray Ridge Road. It is also shown connecting to Friars Road from two points on the south from Civita Boulevard. In addition, one of the goals of the Bicycle Master Plan is to increase the number of bicycle-to-transit trips by providing safe routes to transit stops and stations. The proposed project would "complete" a Class II facility that would allow a dedicated bicycle connection from Phyllis Place southward past Friars Road to the Rio Vista trolley stop, approximately 4,000 feet away from the proposed roadway. This connection would allow cyclists north of the project site to utilize a dedicated bike lane to access the trolley stop.

Construction of the proposed project would include sidewalks along both sides of the roadway, thus allowing a dedicated pedestrian connection between the Mission Valley and Serra Mesa communities in the vicinity of Phyllis Place. While the City's Pedestrian Master Plan currently has no plans for the Mission Valley and Serra Mesa communities, the proposed roadway would increase pedestrian connectivity in an area that is in close proximity to transit (i.e., approximately 1.0 mile to both the Mission Valley Center and Rio Vista stations along the MTS trolley system's Green Line), and other "pedestrian attractors" identified in the Pedestrian Master Plan, such as schools, parks facilities,

neighborhood retail, and other community-serving destinations (e.g., libraries, post offices).

3. The Project improves the efficiency of the local circulation network for buildout of these communities.

Implementation of the proposed roadway would provide a link between the Serra Mesa and Mission Valley planning areas and an additional ingress and egress off Phyllis Place for a more efficient, integrated circulation network. The updated circulation network analysis for the proposed project demonstrated that without the road connection, vehicular circulation would result in greater congestion and failing levels of service.

4. The Project improves emergency access in the area, potentially reducing emergency response times associated with police responders, and increases evacuation route options between the Serra Mesa and Mission Valley planning areas.

Police and fire response times would be improved with the implementation of the proposed road connection. Analysis of five existing and planned fire stations and four existing hospitals within the Mission Valley and Serra Mesa community plan areas shows that travel times with the road connection, was either the same or improved in every scenario, versus travel times without the road connection. The San Diego Fire-Rescue Department and the San Diego Police Department's Eastern Division both confirmed that additional access points (such as the proposed roadway connection) generally improve emergency access and associated response times. Fire stations were chosen for analysis as they are static (non-moving), while police dispatch usually occurs from dynamic (moving) locations. The assumption can be made that travel times would similarly improve with the road connection for police response times.

The road connection would add an additional access point, inherently providing better emergency evacuation routing should it be necessary. Specifically, the road connection would provide a third point of evacuation for residents in Civita where two currently exist via Mission Center Road or Friars Road to the I-805; and a second point of evacuation for the 200 or so homes at the western end of Phyllis Place in the Abbotshill neighborhood of the Serra Mesa Community Plan Area where only one currently exists via Phyllis Place leading to I-805.

5. The Project provides a more direct and efficient travel route, resulting in a reduction in regional vehicle miles traveled (VMT), which is consistent with the Climate Action Plan's overarching land use and transportation strategy.

The proposed project is a mobility project that would provide a multi-modal connection between two communities that currently lack connectivity. As detailed in the Vehicle Miles Traveled Output and Summary, Appendix H to the EIR, the VMT for the study area without the project under the Near-Term scenario (Year

2017) is 531,382. The region-wide total (i.e., San Diego region) without the project under this scenario is 1,523,630. An analysis of the regional VMT was conducted with the implementation of the proposed roadway connection. The modeled VMT with the roadway connection under the Near-Term Scenario (Year 2017) within the study area is 521,826. This represents a 1.8 percent decrease of VMT within the study area. With the proposed project, the region-wide VMT total is 1,518,696, a decrease of 0.32 percent.

VMT was also analyzed for the Long-Term Scenario (Year 2035; Vehicle Miles Traveled Output and Summary, Appendix H). Under 2035 cumulative baseline conditions, the VMT within the study area would be 733,403 in Year 2035. Region-wide, the VMT prior to consideration of the project's contribution would be 1,633,653 in Year 2035. With the proposed project, VMT within the study area would be 720,196, a 1.8 percent decrease in VMT when compared to the baseline condition in Year 2035. Region-wide, the VMT with the project would be 1,629,137, a 0.28 percent decrease compared to the baseline condition in Year 2035. VMT within the study area and region-wide would therefore decrease with implementation of the proposed project.

Implementation of the proposed project would reduce VMT and associated emissions by providing a direct linkage that is consistent with the VMT and emissions reduction targets within the Climate Action Plan (CAP). Improving local transportation efficiency by providing a new bicycle and pedestrian connection is consistent with the CAP's overarching land use and transportation strategy. Strategy 3 (Bicycling, Walking, Transit, & Land Use) goals include increasing commuter walking and bicycling opportunities, increasing the use of mass transit, and reducing vehicle fuel consumption. The VMT reductions achieved by the project would be consistent with these goals.

Regardless of whether the proposed project is implemented, population and vehicular trips will increase over the next several decades with buildout of the Mission Valley and Serra Mesa community plans areas. No new trips would be added by the proposed roadway connection. Rather, vehicle trips would be redistributed onto other existing regional circulation infrastructure. The proposed roadway connection would improve navigational efficiency to and from local freeway on- and off-ramps for the surrounding areas. As such, the proposed roadway connection would provide commuters a more direct route to regional freeways, which would lead to a reduction in regional vehicle miles traveled.

B. CONCLUSION

For the foregoing reasons, the City finds that the proposed project's significant and unavoidable impacts are outweighed by the above-referenced benefits, any one of which individually would be sufficient to outweigh the adverse environmental effects of the proposed project. Therefore, the City has adopted this Statement of Overriding Considerations.

EXHIBIT C

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

FINAL ENVIRONMENTAL IMPACT REPORT

FOR THE

SERRA MESA COMMUNITY PLAN AMENDMENT

ROADWAY CONNECTION PROJECT

PROJECT NUMBER 265605

SCH # 2012011048

August 2017

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EXHIBIT C

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

SERRA MESA COMMUNITY PLAN AMENDMENT
ROADWAY CONNECTION PROJECT
CITY OF SAN DIEGO, CALIFORNIA
ENVIRONMENTAL IMPACT REPORT No. 265605
SCH No. 2012011048

This Mitigation Monitoring and Reporting Program (MMRP) is designed to ensure compliance with Public Resources Code Section 21081.6 during implementation of mitigation measures. The environmental analysis reflects all mitigation measures determined to be feasible in the Findings for the proposed project (SCH No. 2012011048; PROJECT NUMBER 11002155/21004254), which resulted in the identification of a mitigation framework that would reduce potentially significant impacts. The MMRP for the Serra Mesa Community Plan Amendment (CPA) Roadway Connection Project (hereinafter referred to as the "Project") Final Environmental Impact Report (FEIR) is under the jurisdiction of the City. A record of the MMRP will be maintained at the offices of the Land Development Review Division, 1222 First Avenue, Fifth Floor, San Diego, CA, 92101.

1.1 Transportation/Circulation

Impact

Implementation of the proposed project would have a significant impact at roadway segments, intersections, and a freeway ramp meter as detailed in the FEIR. The impacts at these roadway segments and intersections would occur because the Level of Service (LOS) would degrade to an unacceptable E or F, or because the volume to capacity (V/C) ratio increase would exceed the significance threshold at a location operating at LOS E or F. The impacts at a freeway ramp meter would occur because ramps would operate with more than 15 minutes of delay.

There would also be significant traffic impacts to the existing or planned transportation system and circulation movements at build-out of the community plan area with implementation of the proposed project. As described in the analysis within the FEIR, these significant impacts would result because the City's ability to implement these measures may be limited due to other planning considerations. These mitigation measures to roadways include providing Class II bike lanes that would likely be removed under the mitigation, roadway reclassification as part of the forthcoming update to the Mission Valley Community Plan which in turn may require a median or other reconfiguration in order to meet that classification, or proposed mitigation that would eliminate the bike lanes, which would cause a substantial conflict with applicable City land use and mobility policies (e.g., the City's General Plan, Bicycle Master Plan, Pedestrian Master Plan, and Serra Mesa Community Plan) that call for multi-modal linkages to provide a balanced, interconnected street network. Due to the uncertainty of being able to implement these measures

in light of these countervailing considerations, the analysis contained with the FEIR does not assume they will occur. In the event the mitigation measures do not occur, impacts would remain significant and unavoidable.

In addition, implementation of the proposed project would result in a traffic hazard because the roadway connection requires a signalized intersection at Phyllis Place, which would in turn result in possibly unsafe conditions for motorists entering or exiting the City View Church parking lot, as the driveway would be 150 feet east of the signalized intersection. The City's ability to implement mitigation, which involves relocation of the driveway, may be limited due to current driveway alignment and because the City View Church is a privately owned property. The relocation of the driveway may in turn require the removal of trees and the reconfiguration of other internal access considerations within the Church property, such as the drop-off area in front of the church that is connected to the existing driveway. Similarly, any other measures that would limit left turns from the existing church driveway would not be permitted by the current permits issued to the City View Church. However, this mitigation measure is included in this MMRP, and the City will continue to work with the ultimate developer of the roadway and any affected private property owners on potential solutions to improving traffic hazards in the project vicinity. Due to the uncertainty of being able to implement this mitigation measure in light of countervailing considerations, the analysis contained within the FEIR does not assume it will occur. In the event it does not, the impact would remain significant and unavoidable.

Mitigation

The FEIR identified several roadway segment and intersection improvements and one driveway relocation that would reduce potentially significant impacts to all of the Transportation/Circulation impacts summarized above. Impacts would be reduced through implementation of transportation mitigation adopted in association with the FEIR. The timing of the mitigation along with the method to accomplish the mitigation is provided below.

Near-Term Scenario (Roadway Capacity)

MM-TRAF-3: Phyllis Place, from Franklin Ridge Road to I-805 SB ramps: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, Phyllis Place shall be widened from Franklin Ridge Road to I-805 SB ramps to accommodate five total lanes (three EB and two WB), including a median. The new classification for this segment of Phyllis Place will be a five-lane Major Arterial.

MM-TRAF-4: Phyllis Place, from I-805 SB ramps to I-805 NB ramps: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, Phyllis Place shall be restriped from I-805 SB ramps to I-805 NB ramps to accommodate a total of five lanes.

MM-TRAF-5: Murray Ridge Road/I-805 NB ramps: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, at the intersection, in coordination with Caltrans, the NB off-ramp approach shall be restriped, the EB approach shall be restriped, the WB approach shall be reconfigured, and the NB on-ramp approach shall be widened.

MM-TRAF-6: Murray Ridge Road/I-805 SB ramps: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, at the intersection, the EB approach shall be widened to accommodate two through lanes and an exclusive right-turn lane, the SB on-ramp shall be widened, and the SB off-ramp shall be widened to accommodate one share-through-left lane and two exclusive right-turn lanes.

MM-TRAF-7: Qualcomm Way/Friars Road WB ramps: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, the Qualcomm Way and Friars Road WB ramps intersection shall be reconfigured with the following improvements: the SB approach shall be widened to accommodate two through lanes and one exclusive right-turn lane; the NB approach shall be restriped to accommodate two through lanes and two left-turn lanes; and the WB onramp shall be widened to accommodate two receiving lanes.

Long-Term Scenario (Planned Transportation Systems)

MM-TRAF-11: Phyllis Place, from Franklin Ridge Road to I-805 SB ramps: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, Phyllis Place from Franklin Ridge Road to I-805 SB ramp shall be widened to accommodate five total lanes (three EB and two WB), including a median. The new classification for this segment of Phyllis Place will be a five-lane Major Arterial.

MM-TRAF-12: Phyllis Place, from I-805 SB ramps to I-805 NB ramps: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, Phyllis Place from I-805 SB ramp to I-805 NB ramp shall be restriped to accommodate five total lanes.

MM-TRA-17: Via Alta and Franklin Ridge Road: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, this intersection shall be reconfigured such that the EB through/right-turn lane will be converted to a left/through/right-turn lane to account for additional EB to NB traffic.

MM-TRAF-18: I-805 SB on-ramp at Murray Ridge Road: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, the applicant shall contribute a fair share contribution, in coordination with Caltrans, which would be applied toward an additional regular traffic ramp lane on the I-805 SB on-ramp from Murray Ridge Road.

Traffic Hazards

MM-TRAF-19: Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, the City View Church driveway shall be relocated as part of the four-way intersection design with the proposed roadway connection and Phyllis Place.

Mitigation Funding, Timing, and Responsibility

The proposed project would result in transportation/circulation impacts related to two roadway segments and three intersections in the Near-Term scenario (Year 2017) and to two roadway segments, one intersection, and one freeway ramp meter in the Long-Term scenario (Year 2035). Implementation of mitigation measures **MM-TRAF-3** through **MM-TRAF-7** and **MM-TRAF-11, MM-TRAF-12, MM-TRAF-17,** and **MM-TRAF-18** would improve the unacceptable LOS of the impacted roadway segments, intersection, and freeway ramp meter to an acceptable LOS. In addition, the proposed project would result in significant environmental impacts from traffic hazards at the proposed signalized intersection of the roadway connection and Phyllis Place, particularly at the City View Church driveway. Mitigation measure **MM-TRAF-19**, while it may not fully mitigate impacts to less than significant, would reduce the significant impacts that would occur related to traffic hazards. Therefore, traffic impacts associated with these mitigation measures would be reduced to less than significant. The party responsible for funding and implementing mitigation measures **MM-TRAF-3** through **MM-TRAF-7** and **MM-TRAF-11, MM-TRAF-12, MM-TRAF-17, MM-TRAF-18,** and **MM-TRAF-19** is the permittee/developer. The implementation of the MMRP, including appropriate timing, method of implementation and reporting is subject to verification by the City. The City is committed to ensuring implementation of all mitigation measures indicated as feasible, consistent with the Findings made pursuant to CEQA.

1.2 Noise

Impact

Noise from project construction activities would be temporary and would cease at the completion of construction. However, significant impacts could result if construction occurs outside of the hours permitted by the City's Noise Ordinance or at any time within 65 to 125 feet (depending on the phase of construction) of occupied residences. Therefore, impacts associated with construction noise on future occupied residences would be potentially significant and mitigation is required (**Impact NOI-1**).

Mitigation

In order to mitigate impacts related to construction noise, the following mitigation measure would be implemented. The timing of the mitigation along with the method to accomplish the mitigation is provided below.

MM-NOI-1: Construction Noise Levels

- All construction and general maintenance activities, except in an emergency, shall be limited to the days and hours permitted in Section 59.5.0404 of the City of San Diego Municipal Code. Outside of these hours, construction personnel shall not be permitted on the job site, and material or equipment deliveries and collections shall not be permitted. The construction contractor shall develop and implement a noise control plan that demonstrates to the City's satisfaction that the Noise Ordinance standard would not be exceeded. The plan may include the following:
  - All construction equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification.
  - All mobile or fixed construction equipment used on the project that is regulated for noise output by a local, state, or federal agency shall comply with such regulation while in the course of project activity.
  - All construction equipment shall be properly maintained.
  - All construction equipment shall be operated only when necessary and shall be switched off when not in use.
  - Construction employees shall be trained in the proper operation and use of the equipment.
  - Electrical power from the local power grid (as opposed to onsite generators) shall be used to the maximum extent feasible to run compressors, power tools, and similar equipment.
  - Stationary equipment, such as generators or compressors, shall be located as far as feasible from noise-sensitive receptors.
  - Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.
  - Construction site speed limits shall be established and enforced during the construction period.
  - The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.
  - Temporary construction noise barriers shall be installed as necessary to adequately control noise levels. Barriers may be constructed around specific equipment items or larger work areas as required. Barriers shall be constructed of materials with a minimum sound transmission class (STC) rating of 25 (sound absorptive acoustical panels, acoustical blankets, etc.).
  - The project developer and/or its contractor shall prominently post signage at the north and south ends of the project site in a highly visible location, not less than 72 hours prior to the start of any construction activity using heavy construction equipment (e.g., graders, dozer, backhoes). These two signs shall provide the project name, indicate the anticipated dates of construction, and advise that there will be loud noise associated with some construction activities. The signage shall provide a telephone contact number for affected parties to ask questions and/or relay concerns. This signage shall either consist of stand-alone signs or be combined with any other project-related signage at the project boundary, but shall be clearly visible from outside the project site. The project developer shall include this measure in the construction specification documents for the project. Prior to the commencement of heavy construction activities, the project developer and/or

its contractor shall submit documentation (including photographs) to the City demonstrating compliance with this measure.

Mitigation Funding, Timing, and Responsibility

Project construction activities occurring outside of the hours permitted by the City's Noise Ordinance or at any time within 65 to 125 feet (depending on the phase of construction) of occupied residences within the project area would potentially result in significant noise impacts, and the Project is required to implement mitigation measure **MM-NOI-1**, which addresses the significant impacts related to construction noise along the proposed roadway connection. Noise from project construction activities would be temporary and would cease at the completion of the project. With implementation of mitigation measure **MM-NOI-1**, impacts associated with construction noise at future occupied residences (**Impact NOI-1**) would be less than significant. The party responsible for funding and implementing **MM-NOI-1** is with the permittee/developer. The implementation of **MM-NOI-1**, including appropriate timing, method of implementation, and reporting is subject to verification by the City. Specific funding and timing of noise mitigation is not known at this time because it is unknown when the construction would take place; however, as indicated in **MM-NOI-1**, implementation of the mitigation measure would occur during the construction phase when the parameters described in **MM-NOI-1** are met.

1.3 Biological Resources

Impact

Construction of the proposed project could result in direct impacts on sensitive species that have moderate potential to utilize the disturbed coastal sage scrub on site (**Impact BIO-1**). The proposed project would also have the potential to result in significant indirect impacts on raptors or other migratory birds if the species nests in trees adjacent to the project site (**Impact BIO-2**). Therefore, impacts would be potentially significant and mitigation is required. In addition, the proposed project would directly affect (both temporarily and permanently) a total of approximately 0.25 acre of coastal sage scrub habitat, a Tier II habitat (**Impact BIO-3**). The proposed project would not indirectly affect (either temporarily or permanently) any sensitive habitats. Direct impacts would be significant and mitigation is required. Impacts would occur outside the MHPA; therefore, in accordance with the City's Biology Guidelines, a 1:1 mitigation ratio would be required if mitigation occurs within the MHPA, for a total of 0.25 acre. If mitigation is proposed outside the MHPA, a mitigation ratio of 1.5:1 would be required, for a total of 0.38 acre.

Mitigation

In order to mitigate impacts related to sensitive species and sensitive habitat, the following mitigation measures would be implemented. The timing of the mitigation along with the method to accomplish the mitigation is provided below.

MM BIO-1: Sensitive Species and Migratory Birds

BIOLOGICAL RESOURCE PROTECTION DURING CONSTRUCTION

I. Prior to Construction

A. Biologist Verification: The owner/permittee shall provide a letter to the City's Mitigation Monitoring Coordination (MMC) section stating that a Project Biologist (Qualified Biologist) as defined in the City of San Diego's Biological Guidelines (2012) has been retained to implement the project's biological monitoring program. The letter shall include the names and contact information of all persons involved in the biological monitoring of the project.

B. Preconstruction Meeting: The Qualified Biologist shall attend the preconstruction meeting, discuss the project's biological monitoring program, and arrange to perform any follow-up mitigation measures and reporting including site-specific monitoring, restoration or revegetation, and additional fauna/flora surveys/salvage.

C. Biological Documents: The Qualified Biologist shall submit all required documentation to MMC verifying that any special mitigation reports including, but not limited to, maps, plans, surveys, survey timelines, or buffers are completed or scheduled per City Biology Guidelines, MSCP, ESL Regulations, project permit conditions; CEQA, endangered species acts, and/or other local, state or federal requirements.

D. BCME: The Qualified Biologist shall present a Biological Construction Mitigation/Monitoring Exhibit (BCME), which includes the biological documents in C above. In addition, it shall include: restoration/revegetation plans, plant salvage/relocation requirements (e.g., coastal cactus wren plant salvage, barrel cactus recovery and relocation, burrowing owl exclusions), avian or other wildlife surveys/survey schedules (including general avian nesting and USFWS protocol), timing of surveys, wetland buffers, avian construction avoidance areas/noise buffers/barriers, other impact avoidance areas, and any subsequent requirements determined by the Qualified Biologist and the City's Assistant Deputy Director or the MMC. The BCME shall include a site plan, written and graphic depiction of the project's biological mitigation/monitoring program, and a schedule. The BCME shall be approved by MMC and referenced in the construction documents.

E. Avian Protection Requirements: To avoid any direct impacts to sensitive, MSCP Covered, listed, threatened, or endangered species, or species in the list of raptors provided on page 12 (Restrictions on Grading) of the Biology Guidelines, removal of habitat that supports active nests in the proposed area of disturbance should occur outside of the established breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The applicant shall submit the

results of the pre-construction survey to City MMC for review and approval prior to initiating any construction activities. If nesting birds are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines and applicable state and federal law (e.g., appropriate follow-up surveys, monitoring schedules, construction barriers/buffers) shall be prepared and include proposed measures to be implemented to ensure that take of birds or eggs is avoided. The report or mitigation plan shall be submitted to the City for review and approval and implemented to the satisfaction of the City. The City's MMC Section or Resident Engineer, and Qualified Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction.

F. Resource Delineation: Prior to construction activities, the Qualified Biologist shall supervise the placement of orange construction fencing or equivalent along the limits of disturbance adjacent to sensitive biological habitats and verify compliance with any other project conditions as shown on the BCME. This phase shall include flagging plant specimens and delimiting buffers to protect sensitive biological resources (e.g., habitats/flora & fauna species, including nesting birds) during construction. Appropriate steps/care should be taken to minimize attraction of nest predators to the site.

G. Education: Prior to commencement of construction activities, the Qualified Biologist shall meet with the owner/permittee or designee and the construction crew and conduct an on-site educational session regarding the need to avoid impacts outside of the approved construction area and to protect sensitive flora and fauna (e.g., explain the avian and wetland buffers and the flag system for removal of invasive species or retention of sensitive plants, and clarify acceptable access routes/methods and staging areas).

II. During Construction

A. Monitoring: All construction (including access/staging areas) shall be restricted to areas previously identified, proposed for development/staging, or previously disturbed as shown on the BCME. The Qualified Biologist shall monitor construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas, or cause other similar damage, and that the work plan has been amended to accommodate any sensitive species located during the pre-construction surveys. If barrel cactus are identified during construction, they shall be recovered and relocated off the project site to a suitable location. In addition, the Qualified Biologist shall document field activity via the Consultant Site Visit Record. The Consultant Site Visit Record shall be e-mailed to MMC on the first day of monitoring, the first week of each month, the last day of monitoring, and immediately in the case of any undocumented condition or discovery.

B. Subsequent Resource Identification: The Qualified Biologist shall note/act to prevent any new disturbances to habitat, flora, and/or fauna on site (e.g., flag plant specimens for avoidance during access). If active nests or other previously unknown sensitive resources are detected, all project activities that directly impact the resource shall be delayed until species specific local, state, or federal regulations have been determined and applied by the Qualified Biologist.

III. Post Construction Measures

A. In the event that impacts exceed previously allowed amounts, additional impacts shall be mitigated in accordance with City Biology Guidelines, ESL and MSCP, State CEQA, and other applicable local, state and federal law. The Qualified Biologist shall submit a final BCME/report to the satisfaction of the City Assistant Deputy Director or MMC within 30 days of construction completion.

MM BIO-2: Coastal Sage Scrub Habitat

Prior to the commencement of any grading activities or, if a grading permit is required, prior to issuance of a grading permit, evidence shall be provided that demonstrates a total of 0.25 acre of credit from the San Diego Habitat Acquisition Fund or another approved mitigation bank (such as Marron Valley) has been acquired to mitigate the loss of disturbed coastal sage scrub (Tier II).

Mitigation Funding, Timing, and Responsibility

Mitigation measure **MM BIO-1** would reduce impacts on sensitive wildlife species, raptors, and other migratory birds (**Impact BIO-1** and **Impact BIO-2**) to less than significant levels by ensuring that construction would not directly affect species and that construction noise would not adversely affect nests by providing appropriate avoidance measures. Mitigation measure **MM BIO-2** would reduce impacts on disturbed coastal sage scrub (**Impact BIO-3**) to less than significant levels, as the project would be required to ensure in-kind replacement of this sensitive vegetation community. The party responsible for funding and implementing **MM-BIO-1** and **MM-BIO-2** is with the permittee/developer. The implementation of **MM-NOI-1**, including appropriate timing, method of implementation, and reporting is subject to verification by the City. The timing of each mitigation measure is identified within the mitigation measure itself.

1.4 Historical and Tribal Cultural Resources

Impact

Although no historical (archaeological) or tribal cultural resources were identified within the area of potential effect (APE), the project would have the potential to disturb or alter subsurface resources during construction related activities. Therefore, impacts would be significant and mitigation is required. Construction activities are not expected to disturb human remains. In the unlikely event of discovery, compliance with existing state laws set forth in **MM-HIST-1** would be required, including relevant sections of the California Pubic Resources Code and Health and Safety Code.

Mitigation

In order to mitigate impacts related to historical and tribal cultural resources and human remains, the following mitigation measures would be implemented. The timing of the mitigation along with the method to accomplish the mitigation is provided below.

MM-HIST-1: Subsurface Archaeological and Tribal Cultural Resources

I. Prior to Permit Issuance (for projects that include ground disturbance)

A. Entitlements Plan Check
1. Prior to issuance of any construction permits including, but not limited to, the first Grading Permit, Demolition Plans/Permits, and Building Plans/Permits, but prior to the first preconstruction (precon) meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for archaeological monitoring and Native American (Kumeyaay) monitoring have been noted on the applicable construction documents through the plan check process.

B. Letters of Qualification Have Been Submitted to ADD
1. The project's cultural resources consultant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines. If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour Hazardous Waste Operations and Emergency Response training with certification documentation.
2. MMC would provide a letter to the project's cultural resources consultant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the Historical Resources Guidelines.
3. Prior to the start of work, the project's cultural resources must obtain written approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search
1. The PI shall provide verification to MMC that a site-specific records search (quarter-mile radius) has been completed. Verification includes, but is not limited to, a copy of a confirmation letter from SCIC, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.
3. The PI may submit a detailed letter to MMC requesting a reduction to the quarter-mile radius.

B. PI Shall Attend Precon Meetings
1. Prior to beginning any work that requires monitoring; the City shall arrange a precon meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American monitor shall attend any

grading/excavation-related precon meetings to make comments and/or suggestions concerning the archaeological monitoring program with the CM and/or Grading Contractor.

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

2. Identify Areas to Be Monitored
   a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American (Kumeyaay) consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11 inches x 17 inches) to MMC identifying the areas to be monitored, including the delineation of grading/excavation limits.
   b. The AME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).
3. When Monitoring Will Occur
   a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring would occur.
   b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents that indicate site conditions such as depth of excavation and/or site graded to bedrock, etc. that may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor(s) Shall Be Present during Grading/Excavation/Trenching
   1. The Archaeological Monitor shall be present full time during all soil-disturbing and grading/excavation/trenching activities that could result in impacts on archaeological resources as identified on the AME. The CM is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances, Occupational Safety and Health Administration safety requirements may necessitate modification of the AME.
   2. Native American (Kumeyaay) consultant/monitor shall determine the extent of their presence during soil-disturbing and grading/excavation/trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American (Kumeyaay) consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Sections III.B–C and IV.A–D shall commence.
   3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition—such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or encountering of native soils—that may reduce or increase the potential for resources to be present occurs.

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

B. Discovery Notification Process
   1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil-disturbing activities including, but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate.
   2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
   3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.
   4. No soil shall be exported off site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered.

C. Determination of Significance
   1. The PI and Native American (Kumeyaay) consultant/monitor, where Native American resources are discovered, shall evaluate the significance of the resource. If human remains are involved, follow protocol in Section IV below.
      a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.
      b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program that has been reviewed by the Native American (Kumeyaay) consultant/monitor, and obtain written approval from MMC. Impacts on significant resources must be mitigated before ground-disturbing activities in the area of discovery would be allowed to resume. Note: If a unique archaeological site is also a historical resource as defined in CEQA, then the limits on the amount(s) that the project may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.
      c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts would be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and no soil shall be exported off site until a determination can be made regarding the provenance of the human remains, and the following procedures as set forth in CEQA Section 15064.5(e), California PRC (Section 5097.98), and State HSC (Section 7050.5) shall be undertaken:

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

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

C. If Human Remains Are Determined to Be Native American
   1. The Medical Examiner would notify the NAHC within 24 hours. By law, only the Medical Examiner can make this call.
   2. The NAHC would immediately identify the person or persons determined to be the MLD and provide contact information.
   3. The MLD would contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California PRC, and HSC.
   4. The MLD would have 48 hours to make recommendations to the City or representative for the treatment or disposition, with proper dignity, of the human remains and associated grave goods.
   5. Disposition of Native American human remains would be determined between the MLD and the PI, and, if:
      a. The NAHC is unable to identify the MLD, or the MLD failed to make a recommendation within 48 hours after being notified by the Commission, or;
      b. The City or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the City, then,
      c. In order to protect these sites, the City shall do one or more of the following:
         1) Record the site with the NAHC;
         2) Record an open space or conservation easement on the site; or
         3) Record a document with the County.
      d. Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the City may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate

treatment measures, the human remains and cultural materials buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.

D. If Human Remains Are Not Native American
   1. The PI shall contact the Medical Examiner with notification of the historic era context of the burial.
   2. The Medical Examiner would determine the appropriate course of action with the PI and City staff (PRC 5097.98).
   3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for interment of the human remains shall be made in consultation with MMC, EAS, any known descendant group, and the San Diego Museum of Man.

V. Night and/or Weekend Work

A. If Night and/or Weekend Work Is Included in the Contract
   1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.
   2. The following procedures shall be followed.
      a. No Discoveries
         In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVR and submit to MMC via fax or email by 8 a.m. of the next business day.
      b. Discoveries
         All discoveries shall be processed and documented using the existing procedures detailed in Sections III – During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.
      c. Potentially Significant Discoveries
         If the PI determines that a potentially significant discovery has been made, the procedures detailed under Sections III – During Construction and IV – Discovery of Human Remains shall be followed.
      d. The PI shall immediately contact MMC, or by 8 a.m. of the next business day, to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.

B. If Night and/or Weekend Work Becomes Necessary during the Course of Construction
   1. The CM shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
   2. The RE, or BI, as appropriate, shall notify MMC immediately.

C. All Other Procedures Described Above Shall Apply, as Appropriate

VI. Post Construction

A. Preparation and Submittal of Draft Monitoring Report
   1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines, that describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results, or other complex issues, a schedule shall be submitted to MMC establishing agreed-upon due dates and the provision for submittal of monthly status reports until this measure can be met.
      a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.
      b. Recording Sites with State of California Department of Parks and Recreation (DPR)
      c. The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the SCIC with the Final Monitoring Report.
   2. MMC shall return the Draft Monitoring Report to the PI for revision or for preparation of the Final Report.
   3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
   4. MMC shall provide written verification to the PI of the approved report.
   5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Artifacts
   1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued.
   2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.
   3. The cost for curation is the responsibility of the property owner.

C. Curation of Artifacts: Accession Agreement and Acceptance Verification
   1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing, and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American (Kumeyaay) representative, as applicable.
   2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.
   3. When applicable to the situation, the PI shall include written verification from the Native American (Kumeyaay) consultant/monitor indicating that Native American

resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5.

D. Final Monitoring Report(s)
   1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
   2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC that includes the Acceptance Verification from the curation institution.

Mitigation Funding, Timing, and Responsibility

Implementation of **MM-HIST-1** would reduce impacts related to historical and tribal cultural resources and human remains to less than significant levels because the recommended monitoring of any ground-disturbing activities on the project site would minimize the potential to damage, or result in the loss of, unknown subsurface archaeological or tribal cultural resources. The party responsible for funding and implementing **MM-HIST-1** is with the permittee/developer. The implementation of **MM-HIST-1**, including appropriate timing, method of implementation, and reporting is subject to verification by the City. The timing of each mitigation measure is identified within the mitigation measure itself.

1.5 Visual Effects and Neighborhood Character

Impact

Construction of the roadway segment could result in the substantial alteration of an existing landform. The project site is on a steep hillside with natural gradients equal to or in excess of 25%, and is, therefore, subject to the City's ESL regulations. The proposed project would entail 43,500 cubic yards of fill and 0 yards of cut. The maximum fill would be approximately 46 feet. Therefore, the project would alter more than 2,000 cubic yards of earth per graded acre and/or result in a change in elevation of a steep hillside from existing grade to proposed grade of more than 5 feet. As such, the proposed project would result in a significant impact related to landform alteration (**Impact VIS-1**). Impacts would be significant and mitigation would be required.

Mitigation

In order to mitigate impacts related to landform alteration, the following mitigation measure would be implemented. The timing of the mitigation along with the method to accomplish the mitigation is provided below.

MM-VIS-1: Landform Alteration

Prior to issuance of grading permits, the project applicant shall implement design features and grading techniques specific to the alteration of the hillside. The grading plans shall be subject to the review and approval by the City prior to issuance of a grading permit.

The grading plans shall clearly demonstrate, with both spot elevations and contours, that:

1. The proposed landforms shall very closely imitate the existing on-site landform and/or the undisturbed, pre-existing surrounding neighborhood landforms. This can be achieved through "naturalized" variable slopes.

2. The proposed slopes follow the natural existing landform and at no point vary substantially from the natural landform elevations.

3. The gradient of the slopes will be varied rather than left at a constant angle, in order to create a more natural appearance.

4. Natural landform plantings are incorporated to soften the appearance of manufactured slopes.

Mitigation Funding, Timing, and Responsibility

With implementation of **MM-VIS-1**, the visual impacts of landform alteration on a steep hillside would be reduced to less than significant levels. The party responsible for funding and implementing **MM-VIS-1** is with the permittee/developer. The implementation of **MM-VIS-1**, including appropriate timing, method of implementation, and reporting is subject to verification by the City. The timing of each mitigation measure is identified within the mitigation measure itself.

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The City of SAN DIEGO

Mission Valley & Serra Mesa Community Vicinty Map

PLANNING DEPARTMENT

2014 AERIAL

SanGIS

SERRA MESA
COMMUNITY PLAN

SAN DIEGO, CALIFORNIA

SERRA MESA
COMMUNITY PLAN

Proposed Street Connection Community Plan Amendment 2016 DRAFT

Prepared by
The Serra Mesa Community Planning Group

and

City of San Diego Planning Department
202 C Street, MS 4A
San Diego, CA 92101

SERRA MESA COMMUNITY PLAN

The following information has been incorporated into this April 2011 posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Adoption of the Serra Mesa Community Plan	March 3, 1977	840	July 27, 1977	R-218949
Southern boundaries of Serra Mesa incorporated into the Mission Valley Community Plan	September 8, 1994 January 24, 1985	2123-PC	June 25, 1985	R-263537
Adoption of Stonecrest Specific Plan	November 19, 1987		February 9, 1988	R-270335
Redesignate 2.5 acres in Murphy Canyon Gateway from light industrial to visitor-serving commercial	April 24, 1986		June 10, 1986	R-265932
Adopt the alignment for State Route 52	June 5, 1986	6340-PC	June 17, 1986	R-266024
Graves Tract, Lot 2, redesignated	February 12, 1987		March 31, 1987	R-268002
Adoption of Highlands Corporate Center	August 17, 1989		November 21, 1989	R-274777
Kearny Mesa Community Plan adopted separating the commercial and industrial areas from the SMCP			October 6, 1992	R-280821
Update existing conditions information, update Housing & Environmental Management Elements in conjunction w/ rezonings for Open Space Element	October 28, 1999	2869-PC	May 16, 2000	R-293135
Added Montgomery Field ALUCP policy language and deleted references to the Montgomery Field CLUP.	February 17, 2011		April 26, 2011	R-306737
Added a street connection from Phyllis Place toward Mission Valley	----------		----------	----------

Members involved with the 1977 Plan

Ted Gavett, President
Tom Barbour
Dale Bramble
Russ Breese
John Brewer
Maxine Brubaker
Claude Burnett
Charles Carr
Thelma Collins
Phil Conner
John Cooper
Russ Crane
Frank Darling
Guy Deeks
Darryl De Silva
Neil Douglas
Jack Edwards
Jean Eichorn
Lou Elkins
J. Elke Ertle
Mark Evetovich
Bill Gills
Ed Goodwin
Russell Grant
E.W. Hale
Kent Hales
Dicken Hall
Dawn Hill
Dave Hopphaus
H.B. Jenkins
Mary Johnson
Anne Marie Kaukonen
Phil Laviolette
Bill Levin
Deane Martinez
James McCarthy
Louis Messier
Victor Miranda
Pat Norris
Elmer Olson
Louis Ojeda
Bill Pfender
Ted Pierce
Dick Pilgrim
Rick Randol
Dick Scott
James Smyth
Marilyn Tighe
Anne Trammell
Dorothy Vadnais
Pete Vivoli
Frank Wahl
William Walker
Marvin Washburn
John White
Ruth Whitehead
Bruno Witte
Richard Wright
Sam Zanin

Members involved with the 2000 Plan amendment

Kathy Elliott, President
Jackie Ander
Michael Barbusca
George Delabarre
Lowell Farris
Mary Johnson
Karl Krohn
Sandi Kuperstein
Peggy Lacy
Nina McCarthy
Barbara McLachlan
Carol Ann McManus
Clark Rasmussen
Tim Reeves
Barbara Ryan
Joan Sounder

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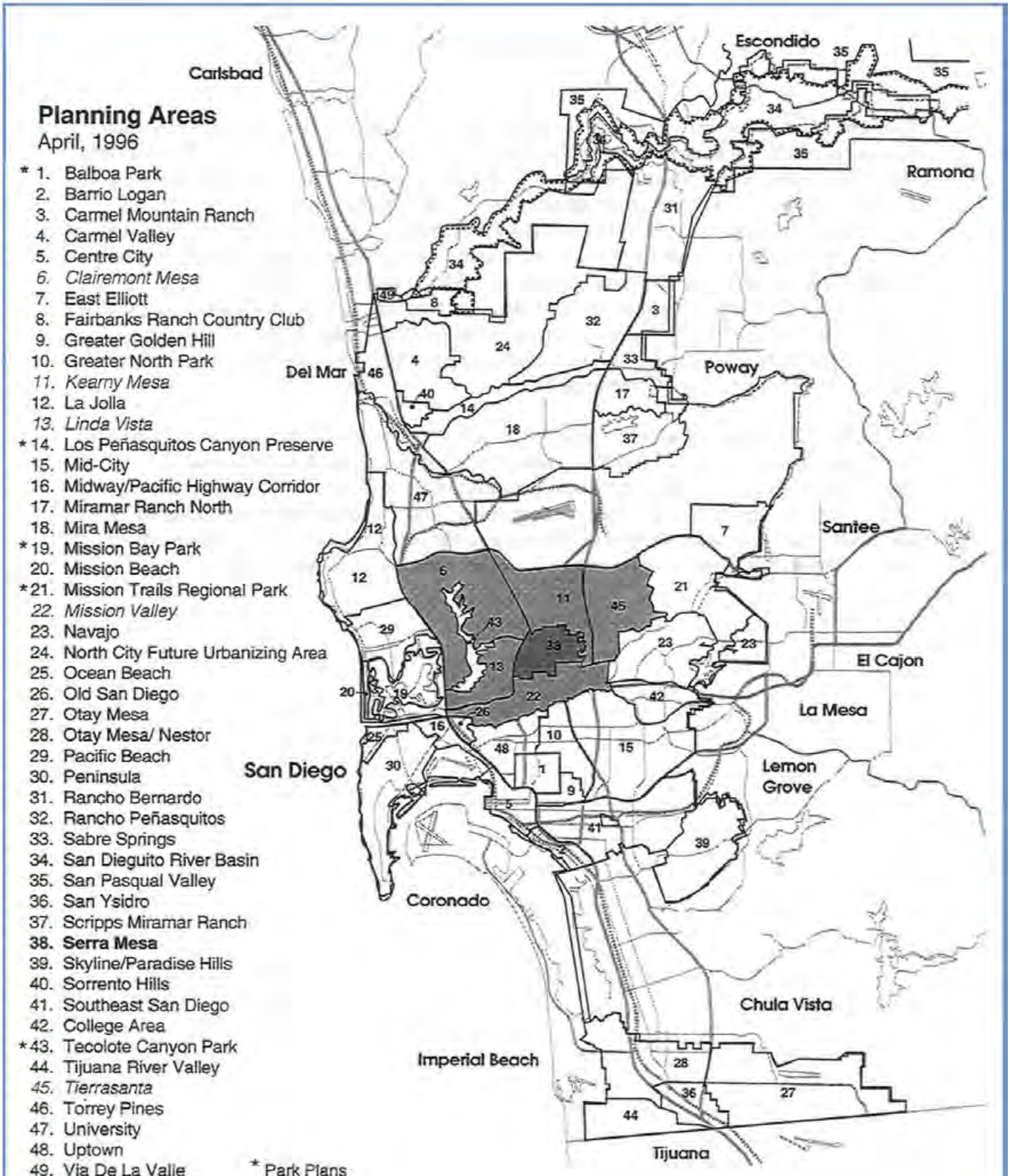
INTRODUCTION



General Location Map **1** FIGURE

Serra Mesa Community Plan

INTRODUCTION

PREFACE

The Serra Mesa Community Plan (Plan) was adopted in 1977. At that time, the planning area included the present residential neighborhoods of Serra Mesa as well as the entire "Regional Employment Center" of Kearny Mesa, which is generally located to the north of Aero Drive and adjacent to Interstate 15 (I-15) and the sand and gravel extraction sites and adjacent properties in the southerly portion of the planning area. In 1986, the Kearny Mesa area was separated from the Serra Mesa planning area and incorporated into a new community plan called the Kearny Mesa Community Plan, subsequently adopted by separate actions in 1992. In addition, the sand and gravel extraction sites and adjacent properties were separated from the Serra Mesa planning area and incorporated into the Mission Valley Community Plan in 1985. Many of the references to Kearny Mesa and the sand and gravel extraction properties have therefore been removed from the original 1977 Serra Mesa Community Plan.

In 2000, an amendment to the Plan was processed to update the outdated 1977 plan language and specifically to update the Plan's Housing and Environmental Management Elements in conjunction with rezonings undertaken to bring the zoning into consistency with the **Open Space Element** of the Plan. In conjunction with this amendment, all community plan maps were updated to reflect the earlier deletions of the Kearny Mesa and I-15 sand and gravel extraction areas from the Serra Mesa community planning area.

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PLAN ELEMENTS

The Serra Mesa Community Plan is divided into seven "elements" or categories of land use considerations. The Plan elements are devoted to precise proposals and recommendations for land use and community improvement. Each of the first seven elements contains information on existing conditions and trends, problems and issues where significant goals and objectives (statements that reflect what conditions should be achieved) and proposals (statements as to what should be done to achieve the desired goals and objectives). These are related to five "Overriding Community Goals" that were established for the community. The **Implementation Element** outlines how the proposals could be put into effect and establishes priorities. It also states whether responsibility is primarily that of public agencies or private interests and indicates where close cooperation of public and private interests is necessary or desirable. The elements are as follows:

HOUSING

COMMERCIAL

PARKS AND RECREATION

COMMUNITY FACILITIES

REGIONAL EMPLOYMENT CENTER

TRANSPORTATION

ENVIRONMENTAL MANAGEMENT

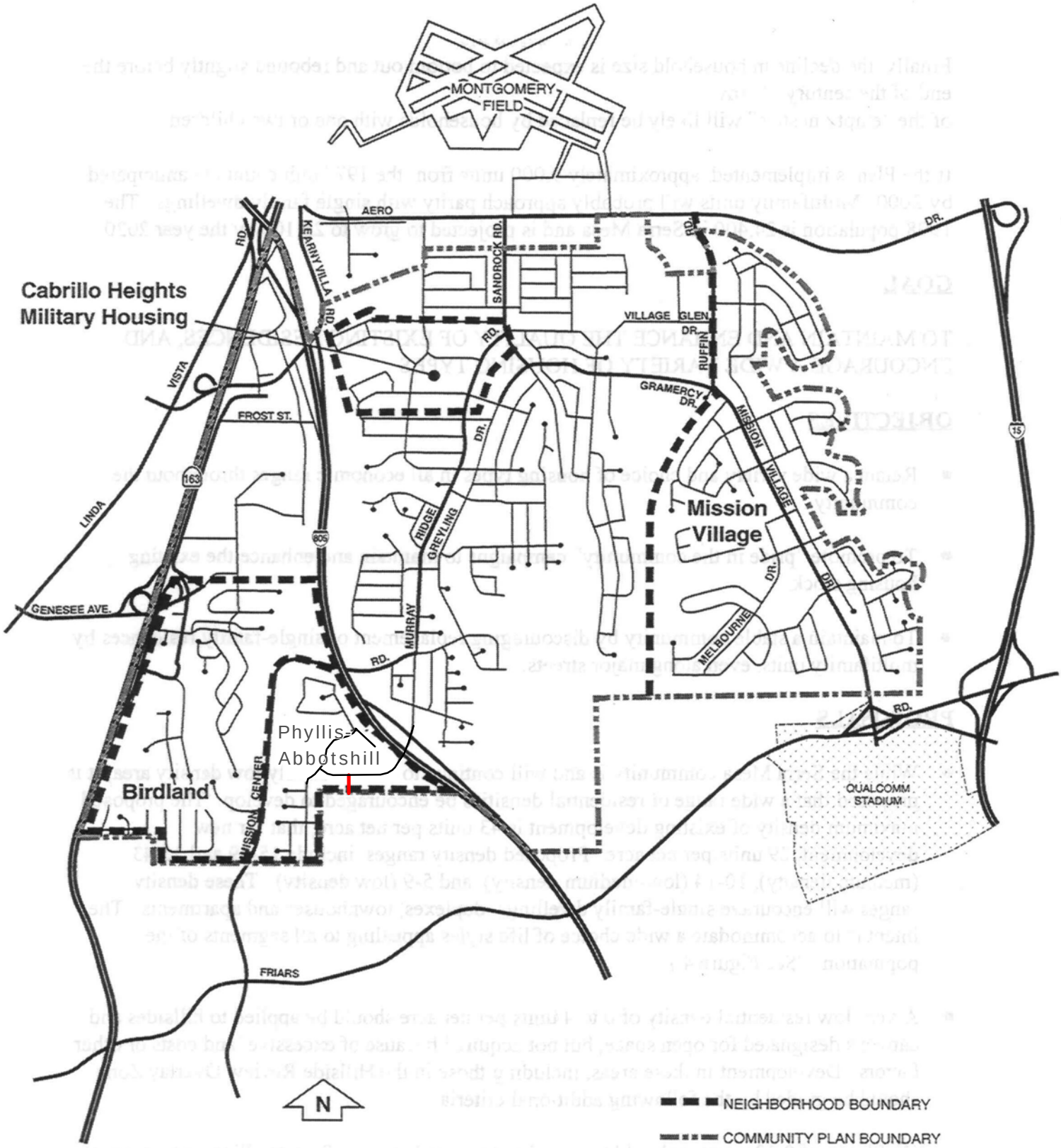
The established Overriding Community goals are below:

- RETAIN THE RESIDENTIAL CHARACTER OF SERRA MESA.
- PROVIDE ADEQUATE COMMUNITY SERVICES.
- ESTABLISH GUIDELINES FOR THE UTILIZATION OF HILLSIDES AND CANYONS.
- ENHANCE THE PHYSICAL AND SOCIAL ENVIRONMENT.
- FOSTER THE DEVELOPMENT OF A RACIALLY, ETHNICALLY AND ECONOMICALLY DIVERSE COMMUNITY.

Subareas and Neighborhoods

Serra Mesa Community Plan

FIGURE 2



SERRA MESA

FIGURE 2

SUBAREAS AND NEIGHBORHOODS

HOUSING ELEMENT

EXISTING CONDITIONS

After experiencing a period of rapid growth (3,825 in 1955 to 27,269 in 1970), population in the study area leveled off and declined somewhat (25,182 in 1976 and 24,400 in 1998). The decline is attributable to several factors. These include the tendency for grown children to leave home, changing life styles (fewer children, higher divorce rate) and recent emphasis on adult housing.

There were approximately 8,100 housing units in Serra Mesa in 1977, and 8,361 units in 1998. Although the community is overwhelmingly single-family in character on an area basis, 42 percent of the units are classified as multifamily. Virtually all construction since 1970 has been in apartments and other multifamily products, such as townhomes, reflecting the scarcity of vacant land readily available for residential use. Most of this new apartment construction has occurred adjacent to the Mission Village Shopping Center.

Multifamily units are clustered near shopping facilities and the health-institutional complex. These range in density from about 14 to 61 units per net acre. The 812-unit Cabrillo Heights Military Housing Project is built to a density of ten units per net acre. It provides housing for enlisted military personnel and their families. Since this housing is old, it may soon be replaced and the preferred alternative is 900 units (see **Figure 2**).

The overall condition of the housing stock is excellent, with 97 percent considered to be sound. No redevelopment is anticipated during the period through 2000, but some older units will require rehabilitation or extensive repairs.

A major attraction to Serra Mesa has been the availability of moderately priced housing. Originally, new houses sold for about $13,000 and the median value had risen to only $22,950 in 1970. Median home prices were over $40,000 in 1977, and in 1990 the median value was $173,000.

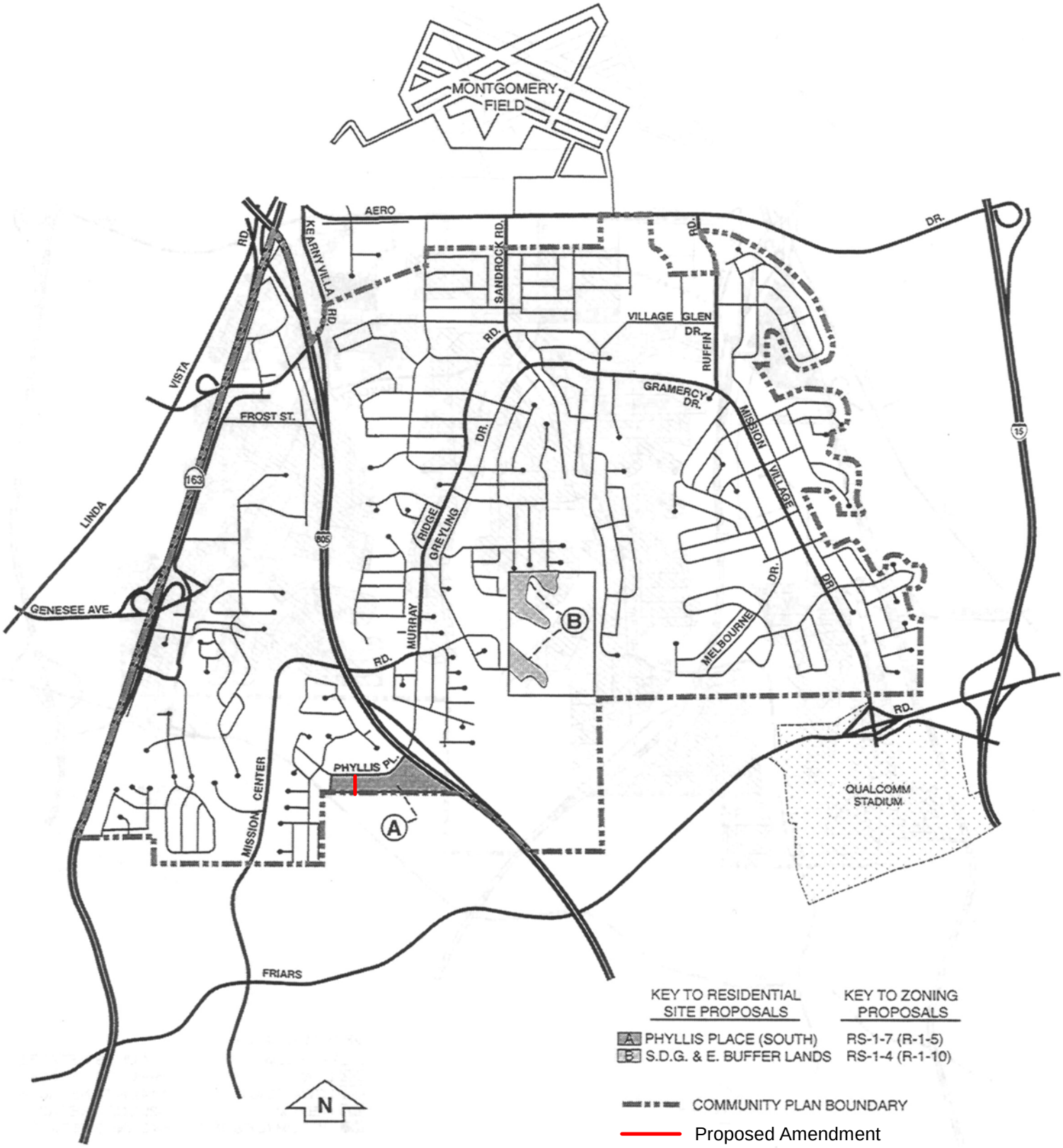
Of the 71 acres considered suitable for new housing in the community in 1977, there are 21 left, much of it located adjacent to environmentally sensitive lands. Of this land, few acres are readily developable without major landform modification. Included is a two-acre piece planned for a 51-unit retirement complex. The remaining 49 acres consist primarily of mesa rim land overlooking Mission Valley and tributary canyons. Of the 49 acres, 30 are owned by sand and gravel or related interests. These 30 acres are excluded from future resource extraction plans. The final 19 acres consist of several promontories included in buffer lands owned by San Diego Gas & Electric Company (SDG&E) and several isolated pieces scattered about the community.

It should be pointed out that 781 people resided in non-household quarters in 1977. These consist primarily of institutional facilities such as Juvenile Hall and several convalescent homes near Sharp Hospital. This figure has risen to 1,095 in 1998, with additional growth expected if further development of this kind occurs as anticipated.

Residential

Serra Mesa Community Plan

3 FIGURE



SERRA MESA

FIGURE 3

RESIDENTIAL

Finally, the decline in household size is expected to bottom out and rebound slightly before the end of the century. Many of the "empty nesters" will likely be replaced by households with one or two children.

If the Plan is implemented, approximately 9,000 units from the 1977-unit count are anticipated by 2000. Multifamily units will probably approach parity with single-family dwellings. The 1998 population is 24,400 in Serra Mesa and is projected to grow to 25,100 by the year 2020.

GOAL

TO MAINTAIN AND ENHANCE THE QUALITY OF EXISTING RESIDENCES AND ENCOURAGE A WIDE VARIETY OF HOUSING TYPES.

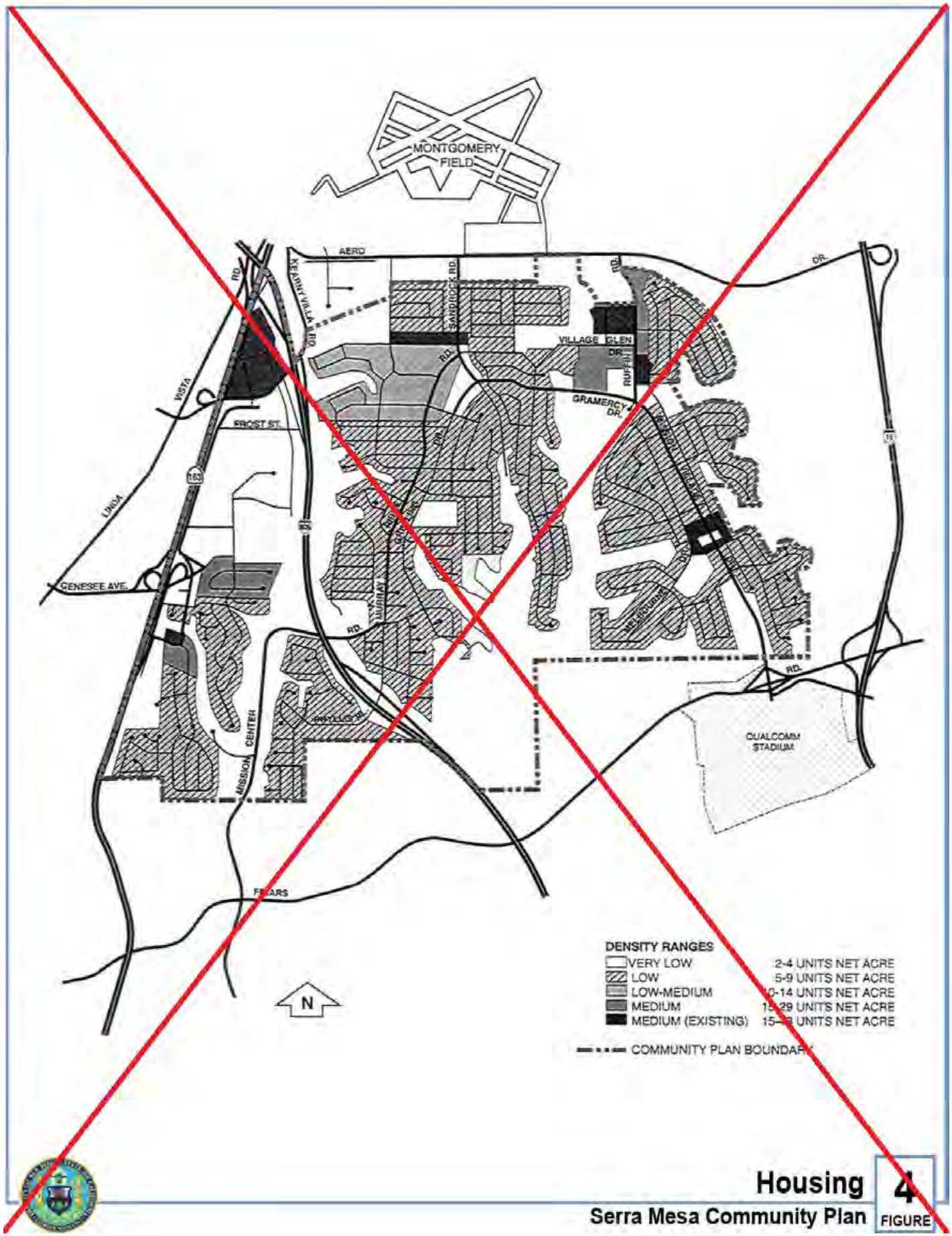
OBJECTIVES

- Retain a wide variety and choice of housing types in all economic ranges throughout the community.
- To promote "pride in the community" campaigns to maintain and enhance the existing housing stock.
- To maintain a stable community by discouraging replacement of single-family residences by multifamily units, even along major streets.

PROPOSALS

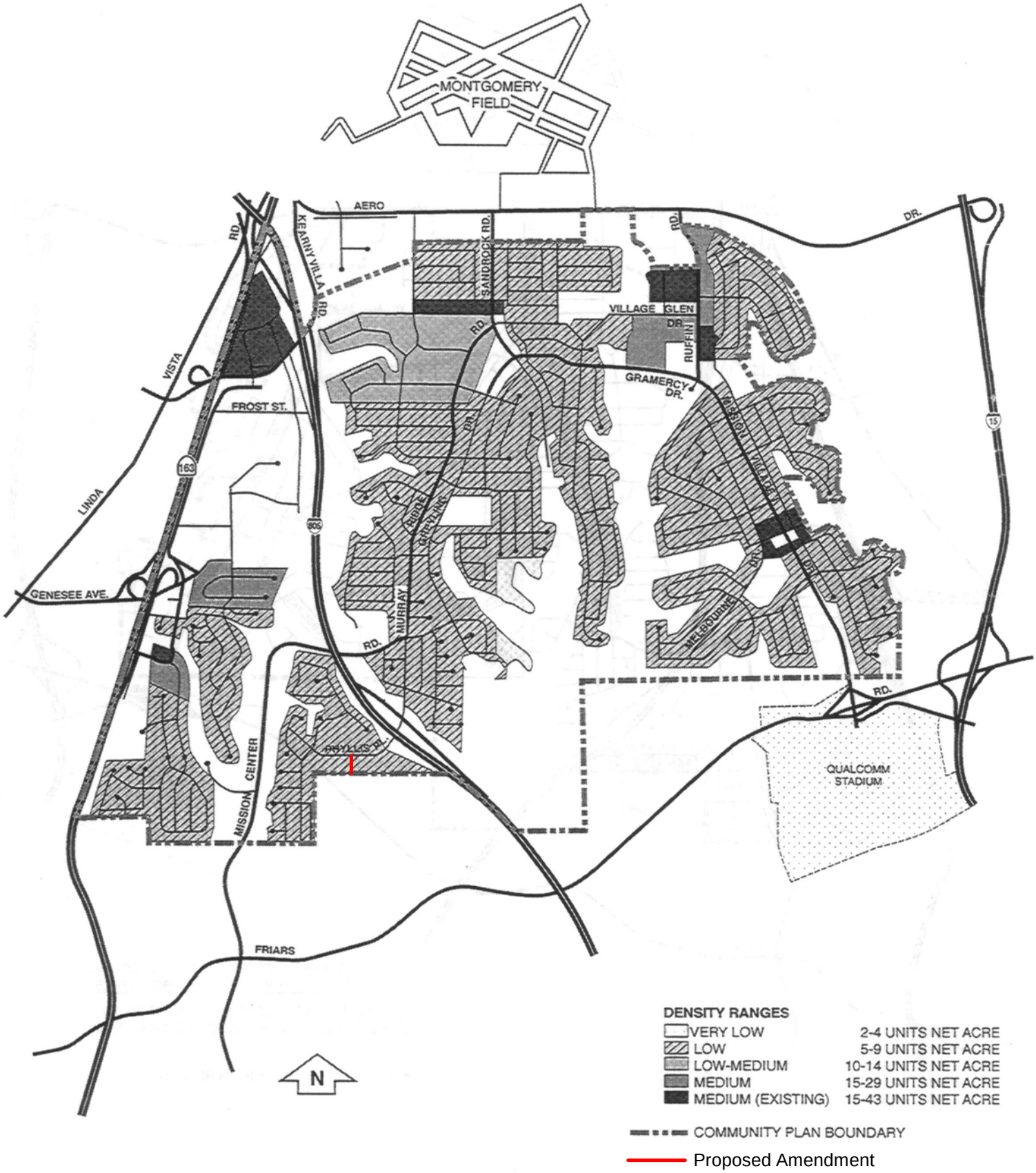
- While the Serra Mesa community is, and will continue to be, a relatively low-density area, it is proposed that a wide range of residential densities be encouraged to develop. The proposed maximum density of existing development is 43 units per net acre; that for new development, 29 units per net acre. Proposed density ranges include 15-29 and 15-43 (medium-density), 10-14 (low-medium density), and 5-9 (low-density). These density ranges will encourage single-family dwellings, duplexes, townhouses and apartments. The intent is to accommodate a wide choice of life styles appealing to all segments of the population (see **Figure 4**).
- A very low residential density of zero to four units per net acre should be applied to hillsides and canyons designated for open space but not acquired because of excessive land costs or other factors. Development in these areas, including those in the Hillside Review Overlay Zone, should be guided by the following additional criteria:

  1. Slopes of 0-12 percent should be permitted to develop up to four dwelling units per net acre.
  2. Slopes of 13-24 percent should be permitted to develop up to two dwelling units per net acre.
  3. Slopes of 25 percent or greater should be permitted to develop to no more than one dwelling unit per net acre.
  4. Slopes of 25 percent or greater should be permitted to develop to no more than one dwelling unit per net acre.



Housing **4**

Serra Mesa Community Plan FIGURE



SERRA MESA

FIGURE 4

HOUSING

5. Slopes of 25 percent or greater should be permitted to develop to no more than one dwelling unit per net acre.

6. Properties located in open space sensitive habitat designated areas covered by the Multiple Species Conservation Program should be developed to a one unit per ten-acre density and zoned accordingly.

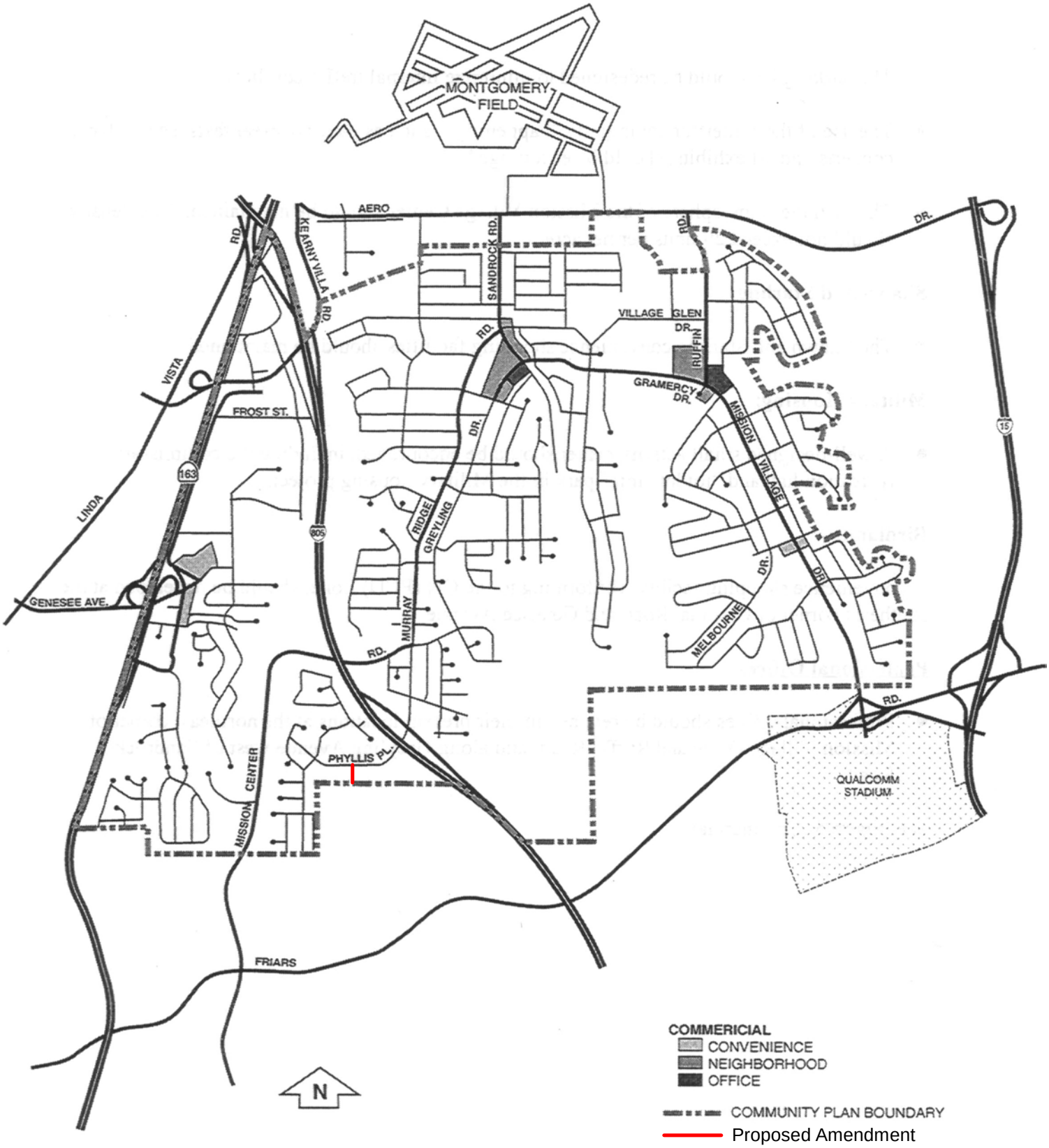
- New multifamily construction should be contiguous to existing shopping facilities and multifamily developments. All such development should incorporate good design standards in relation to building location, parking and landscaping. Driveway cuts along major streets should be minimized.
- The Cabrillo Heights Military Family Housing complex should be retained to provide affordable housing. However, if the military should relinquish ownership, transfer to public ownership or control should be guaranteed.
- A wide variety of housing types combined with open space preservation should be accomplished by Planned Residential Developments (PRD) and the housing type should be in character with the surrounding neighborhood. This approach shall be required on the limited mesa rim lands still available.
- The following are criteria recommended for specific portions of the approximately 21 acres still available for residential development (see **Figure 3**).

  1. South side of Phyllis Place, west of Interstate 805 (I-805), approximately six acres. This site overlooks Mission Valley. It is bordered on the south by a major sand and gravel operation. A large religious institution and retirement units are located to the north. This site is specifically excluded from extraction plans. An overriding community concern is to preserve the integrity of the single-family neighborhood located to the west of the property. The site appears suitable for low-density residential development to a maximum of seven to nine units per net acre. Development could be constrained by existing overhead transmission lines and towers. Development must be done through the use of a PRD and in character with the single-family neighborhood to the west.

  2. San Diego Gas & Electric Buffer Area (south of Kobe and Chauncey Dr. and east of Zencaro and Sandmark Ave), approximately 15 acres. This group of developable sites consists of several promontories of rim land extending into the Ruffin Canyon system. These promontories appear capable of accommodating very-low density development to two to four units per net acre. Approximately 53.65 acres, excluding the three promontory sites, are designated open space (see **Environmental Management Element**). Views are spectacular despite the overhead transmission lines and towers converging on the Mission Switching Substation.

     Kobe and Chauncey Drives, Zencaro and Sandmark Avenues should be extended onto the three promontories and cul-de-sacs created. The Chauncey Drive/Zencaro Avenue promontory should include a public viewpoint and pedestrian access for the Ruffin Canyon system. Development must be done through the use of a large lot single-family Planned Residential Development (PRD) and in character with the single-family neighborhood to the north and west.

Commercial **5**
Serra Mesa Community Plan FIGURE



SERRA MESA

FIGURE 5

COMMERCIAL

COMMERCIAL ELEMENT

This element deals with retail facilities intended to serve residents of the community.

EXISTING CONDITIONS

The two neighborhood shopping districts in Serra Mesa are Serra Mesa, located at Sandrock Road and Greyling Drive, and Mission Village, located at Mission Village Drive and Ruffin Road.

The 9.1-acre Serra Mesa Shopping District includes a shopping center and adjacent commercial development. Major uses include a supermarket, drugstore and variety store within the center, and a bank, three service stations, medical-dental offices, post office and a branch library. There are 38 establishments in the district, equivalent to a community shopping center. Many of the businesses are small and marginal and the district suffers from a lack of maintenance.

The newer Mission Village Shopping District is 12 acres in size and is located at Mission Village Drive and Ruffin Road. Major occupants of the Mission Village Shopping Center are a supermarket and large drugstore. These two major uses are supplemented by 15 additional establishments. A service station and a professional office complex are located outside of the shopping center. Efforts have been made to make the center attractive to shoppers. The supermarket and adjoining stores have been extensively remodeled, new shops being built with contrasting materials. Parking has been provided at a relatively generous 2.5 to 1 ratio and is attractively landscaped.

The Mission Village Shopping District appears to have the more advantageous long-term position. It has room for expansion and could benefit from additional nearby residential development. However, the Serra Mesa Shopping District was established first and for a decade was the only neighborhood center in Serra Mesa. It has virtually functioned as a community shopping center, reinforced by the nearby location of a bank, branch library and post office. As a result, the Mission Village Center has operated at a competitive disadvantage being only marginally successful despite extensive improvements.

These larger shopping districts are supplemented by two convenience facilities, each covering less than two acres. The major uses of the Shawn Avenue facility are a small convenience market, service station and delicatessen. The delicatessen occupies an attractively designed wood-faced commercial structure that blends with adjoining residential uses. The Starling Avenue center includes a small convenience market, service station and three other stores.

The small commissary serving the Cabrillo Heights Military Housing project provides day-to-day convenience goods. As its range of goods is limited, military personnel shop elsewhere for meat and produce.

There are two Serra Mesa neighborhoods effectively isolated by topography from existing shopping facilities. These are Birdland, located south of Mockingbird Drive and west of Mission Center Road, and Phyllis-Abbotshill, located between Mission Center Road and I-805. Residents must drive up to two miles to provide for everyday needs.

There are no movie theaters, bowling alleys or other forms of commercial recreation, savings and loan institutions, bookstores or record shops within Serra Mesa. There is only one bank and only one family restaurant and the variety store is marginal and poorly situated. Finally, the centers serve only commercial functions, rarely being used for other community activities.

GOAL

TO ENCOURAGE COMMERCIAL DISTRICTS WHICH PROVIDE A WIDE VARIETY OF GOODS AND SERVICES TO SERRA MESA BUT ALSO ENHANCE THE COMMUNITY ENVIRONMENT.

PROPOSALS

Neighborhood Shopping Facilities

Serra Mesa

- The Serra Mesa Shopping District should be designated as a neighborhood shopping center even though the number of establishments exceeds that usually found in typical neighborhood centers. The library, post office and establishments across the street support this neighborhood activity center. Appearance should be enhanced by removing sign clutter and rehabilitating structural exteriors. If the Military Housing Project is removed, the Serra Mesa Shopping District should be incorporated into any redevelopment plan, including redesign of the street system.

Mission Village

- The Mission Village Shopping District should be designated as a neighborhood shopping center. Because of the center's location, it has the potential for becoming the nucleus for a community activity center, integrating cultural, recreational and educational functions with retail and office uses. Adjacent facilities that could relate to this center are: Taft Junior High School, Saint Columbia Church and Parochial School, Serra Mesa Community Park and Recreation Center, Wegeforth Elementary School and Extended Day Care Center and Cubberley Elementary School.
- At least one facility suitable for club or organizational meetings should be provided.
- Pedestrian and bicycle access to the center should be provided. These paths should connect the center with nearby community facilities and land uses.
- The parking lot should be redesigned to minimize internal traffic conflicts.

- The use of the center for community “happenings” such as pancake breakfasts, school band concerts and art exhibits, should be encouraged.

- The “village” atmosphere of the Mission Village Center should be maintained. The density should not exceed 29 units per net acre.

Shawn and Starling

- The Shawn and Starling convenience shopping facilities should be maintained.

Military Housing

- A well-designed small activity center should be encouraged, including the commissary, recreation hall and “tot lot” mini-park in the military housing project.

Birdland

- A convenience shopping facility, conforming to the CN (PCD) Zone, should be developed at the southeast corner of Cardinal Road and Genesee Avenue.

Professional Offices

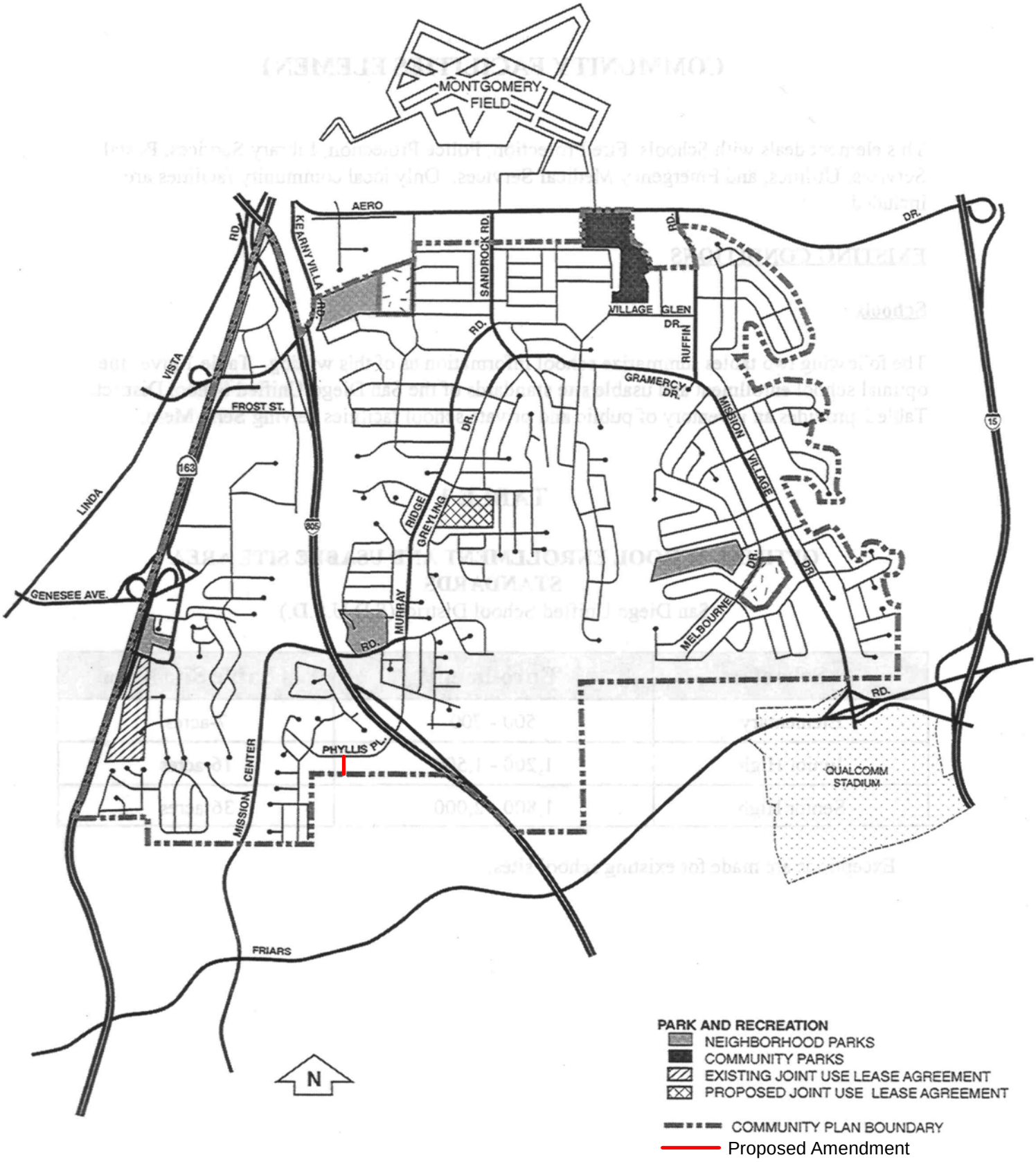
- Professional offices should be retained in their present locations at the northeast corner of Mission Village Drive and Ruffin Road and along Greyling Avenue west of Sandrock Road.

See **Figure 5**: Commercial.

Parks and Recreation

Serra Mesa Community Plan

6 FIGURE



SERRA MESA

FIGURE 6

PARKS AND RECREATION

PARKS AND RECREATION ELEMENT

EXISTING CONDITIONS

There are two developed neighborhood parks, one partially developed community park and three joint-use school/park sites in the Serra Mesa community. Cabrillo Heights Neighborhood Park is on a 13.68-acre site located adjacent to Angier Elementary School and Murray Ridge Neighborhood Park is on an 11.09-acre site located northwest of Murray Ridge Road and Mission Center Road. The partially developed Serra Mesa Community Park is on a 22.55-acre site stretching south from Aero Drive to Village Glen Drive; Wegeforth Elementary School is located immediately to the west. The 7.40-acre and 5.20-acre joint-use facilities at Fletcher Elementary and Juarez Elementary Schools address additional park needs for the community. A four-acre joint-use facility at Algiers Elementary School has not been developed under the original lease.

Cabrillo Neighborhood Park includes lighted multi-sport fields, children's play area, picnic facilities, a concession stand, two comfort stations (restrooms) and parking. Murray Ridge Neighborhood Park is developed with a multi-purpose court, tennis court, horseshoe area, open play areas, a comfort station and picnic facilities.

Serra Mesa Community Park site occupies a 20.55-acre site of which ten acres are developed. Existing facilities include the Serra Mesa Recreation Center, lighted sports fields, multi-purpose courts, playgrounds and parking. The long-range plan for the remaining portion of the community park, adjacent to Aero Drive, at one time called for additional active recreational uses such as lighted ball fields, children's play area, open lawn, picnic facilities, concession stand/comfort station and parking. This area of the community park is now proposed to house a new Serra Mesa/Kearny Mesa Branch Library.

The community's joint-use facilities are used by the children of the San Diego Unified School District during school hours and by the general public after school hours, on weekends and during holidays. The Fletcher Elementary School joint-use lease area, referred to as "Birdland Neighborhood Park," contains a children's play area, picnic facilities, turfed ball fields, hard court game area and parking. The Juarez Elementary School joint-use lease area contains decomposed granite ball fields, picnic facilities, children's play area and hard court area. The Angier Elementary School joint-use area was once proposed for development by local citizens but was never built. The decomposed granite fields are used by the Little League.

Recreational opportunities within the Serra Mesa community are somewhat limited for adult usage since the majority of the current facilities serve the youth of the community. The recreation center is heavily used and in need of improvement; meeting rooms within the building are not conductive to public use due to noise impacts from the gymnasium located in the same building. The proposed Serra Mesa/Kearny Mesa Branch Library is planned to have meeting space to serve the needs of the general public.

A 1999 evaluation made of Serra Mesa's park and recreation needs, and the community's compliance with the City's Progress Guide and General Plan (General Plan), established the following park needs:

1. General Plan Standard For Neighborhood Parks	One neighborhood park per 3,500-5,000 people, ten acres in size or five acres if adjacent to an elementary school.
2. General Plan Standard	One community park per 18,000-25,000 people, 20 acres in size or 13 acres if adjacent to a junior high school.
3. General Plan Standard Resource Based Parks*	15-17 acres per 1,000 people.

Serra Mesa, with an ultimate buildout of approximately 25,100 population (according to the San Diego Association of Governments' 2020 Cities/County Forecasts), has a park acreage need based on General Plan standards shown in the table below.

Population	**Neighborhood Parks**	**Community Parks**	**Resource-Based Parks***
Existing Conditions 1999	3 Parks	1 Park	444 acres
24,000 population	3 joint-use agreements		
General Plan Standard for Build Out	5 Parks	1 Park	376 acres (15-acres per 1,000 people, times 25,000 population
25,100 population			

GOALS

- TO DEVELOP SUFFICIENT AND CONVENIENT PARKS AND RECREATIONAL FACILITIES TO SERVE THE EXISTING AND FUTURE RESIDENTIAL AND WORKING POPULATION OF THE COMMUNITY.

- TO DEVELOP PEDESTRIAN AND BICYCLE LINKAGES CONNECTING OPEN SPACE, NEIGHBORHOOD AND COMMUNITY PARKS, SCHOOLS AND SHOPPING FACILITIES.

- TO FOSTER COOPERATION BETWEEN THE CITY OF SAN DIEGO AND THE SAN DIEGO UNIFIED SCHOOL DISTRICT TO PROVIDE JOINT-USE FACILITIES, INCLUDING TURFED MULTI-SPORTS FIELDS, FOR THE RESIDENTS OF SERRA MESA.

* The Progress Guide and General Plan defines Resource Based Parks as natural hillsides, canyons and other natural areas that are designated open space in the community plan.

PROPOSALS

- Serra Mesa Community Park should be enhanced as follows:

  1. The recreation center building should be extensively upgraded and expanded to relieve the chronic overuse of the existing facility.

  2. The portion of the community park near Aero Drive should be improved with active and passive recreational facilities to the extent feasible while also accommodating the needs of the proposed Serra Mesa/Kearny Mesa Branch Library.

- Serra Mesa Community Park should be combined with the Wegeforth Elementary School playground and the eight acres of City-owned land in Research Park subdivision addition. This would provide a park with a full range of recreational facilities, including tennis courts and a community pool. The community park and recreation center should be integrated with the Mission Village Community Activity Center. The proposed park expansion would enhance the working environment in the San Diego Research Park and could be considered support facility for the working population.

- Cabrillo Heights Park should be retained as a developed park with four baseball diamonds.

- The Murray Ridge Neighborhood Park should be retained as a neighborhood park, emphasizing picnic and leisure activities.

- A five to ten-acre neighborhood park site should be developed in Park District 391 (Juarez Elementary School). The parcel at the west end of Shawn Avenue appears to be the best potential site.

- A joint-use agreement between the City of San Diego and the San Diego Unified School District should be considered for joint-use improvements at or adjacent to the Jones Elementary School site. Additionally, the Angier Elementary School site should also be evaluated for joint-use opportunities.

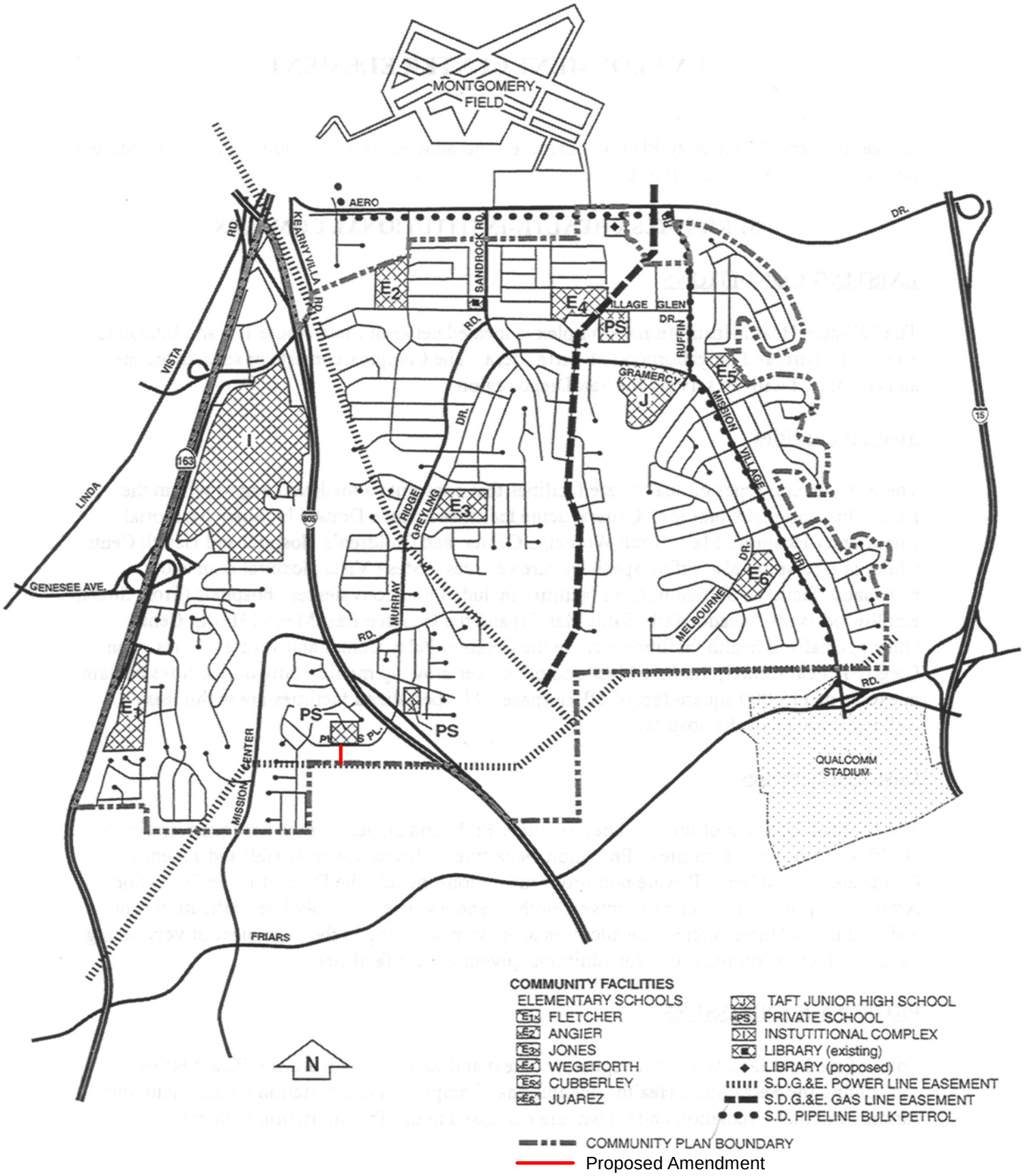
- A three-acre neighborhood park site should be acquired and developed in Park District 402 (Fletcher Elementary School, Birdland). The vacant piece located on the west side of Cardinal Road north of Cardinal Drive appears to be the best potential site. This proposed park site could be supplemented by turfing a portion of the Fletcher School playground. This could be accomplished by a joint development agreement between the City and the school district.

- A least one facility for quiet meetings or passive indoor recreation should be designated in the community, preferably in the proposed Serra Mesa/Kearny Mesa Branch Library.

See **Figure 6**: Parks and Recreation

Community Facilities **7**

Serra Mesa Community Plan FIGURE



SERRA MESA

FIGURE 7

COMMUNITY FACILITIES

COMMUNITY FACILITIES ELEMENT

This element deals with Schools, Fire Protection, Police Protection, Library Services, Postal Services, Utilities and Emergency Medical Services. Only local community facilities are included.

EXISTING CONDITIONS

Schools

The following two tables summarize school information as of this writing. **Table 1** gives the optimal school enrollment and usable site standards of the San Diego Unified School District. **Table 2** provides an inventory of public and private school facilities serving Serra Mesa.

TABLE 1

OPTIMAL SCHOOL ENROLLMENT AND USABLE SITE AREA STANDARDS

San Diego Unified School District (SDUSD)

School	Enrollment	Usable Site Area
Elementary	500 - 700	7 acres
Junior High	1,200 - 1,500	16 acres
Senior High	1,800 - 2,000	36 acres

Exceptions are made for existing school sites.

Council Policy 600-22 (adopted June 26, 1975, and last updated November 4, 1985), is concerned with the ability of schools to accommodate school-age children living in new housing developments. One important consideration is the availability policy of each individual school district. A school is considered overcrowded by the San Diego Unified School District if enrollment exceeds the stated school capacity. (See SDUSD Policy for determining the availability of schools - revised March 15, 1977 and 1998). The Council Policy realizes, however, that a particular development project may have varying impact on school enrollment depending on the intended market.

Kearny Senior High in 1999 had an enrollment of 1,683 which exceeds the school's capacity (1,613).

TABLE 2

INVENTORY OF SCHOOL FACILITIES SERVING SERRA MESA

Schools	Enrollment October 1976	Enrollment October 1998	Usable Acres	Construction Date[a]
Public Elementary				
Angier	685	439	7.4	1953
Cubberly	399	349	8.1	1959
Fletcher	310	307	8.2	1960
Jones	523	426	9.4	1958
Juarez	345	333	8.8	1961
Wegeforth	467	308	8.0	1958
Public Junior High				
Montgomery[b]	1,408	804	12.8	1942
Taft	1,227	925	16.3	1962
Public Senior High				
Kearny[b]	2,554	1,683	32.8	1954
Public Community College				
Mesa[b]	9,582	23,313	76.7	1964
Private School				
St. Columbia (K-8th)	346	312	3.5	1958

Notes:
a. Date of original construction.
b. Serve the study area, but are located outside the community.

Total enrollment of the six public elementary schools in Serra Mesa peaked at 5,023 in 1969, declining steadily to 2,729 in 1976 and to 2,162 in 1998. The drop is attributable to the general decline in family size and birth rates occurring since the mid-1960s. Enrollment at the two junior high schools and Kearny High peaked in 1975. Enrollment declined at Kearny High (from 3,090 in 1975 to 2,554 in 1976), at Taft Junior High (from 1,592 to 1,227) and at Montgomery Junior High (from 1,961 to 1,408). In 1999, a portion of the school population came from outside the Serra Mesa community area.

Fire Protection

Station 28, located on Kearny Villa Road north of Aero Drive, is the only station within the study area. Its service area includes Serra Mesa (east of I-805). Station 28 maintains one engine and one truck company and accommodates eight personnel. This station also serves as a maintenance and repair facility.

Station 23, located at Comstock and Ulric Streets in Linda Vista, serves the Birdland neighborhood.

Station 39, located at La Cuenta Drive and Tierrasanta Boulevard, in Tierrasanta, also serves the area west of Interstate 15 (I-15).

As a rule, response times in the City are rated as (a) commercial/industrial areas, two minutes; (b) "target hazards" (schools, hospitals, rest homes, etc.), four minutes; (c) residential areas, six minutes; and (d) medical emergencies within eight minutes. The community appears to have adequate fire protection.

Police Protection

Patrol units are assigned to the Serra Mesa planning area from the Eastern Division Police Sub-station on Aero Drive. Service is considered adequate according to police department records.

Library Services

Serra Mesa Branch Library is located immediately north of the Serra Mesa Shopping Center on Sandrock Road. Circulation peaked in the 1971 Fiscal Year at 219,600 volumes then dropped substantially when the Balboa Branch Library opened in October, 1971. The most recent circulation volume was 160,850 in Fiscal Year 1976. In 1997, the library held 50,000 items (including books, videos and compact discs) and 122,000 items were checked out. The Library was opened in 1963 and contains 4,860 square feet.

In the early 1990s, a fund-raising effort was begun to provide a larger replacement library for needed community meeting space, a computer lab and other services. The goal is to develop a 15,000 square-foot Serra Mesa/Kearny Mesa Branch Library on the portion of the Serra Mesa Community Park site fronting Aero Drive.

Postal Services

The Serra Mesa post office station is located on Greyling Drive across the street from the Serra Mesa Shopping Center. Its service area (zip code 92123) includes Serra Mesa. However, there are enough post office boxes at the station to satisfy demand.

Utilities

- Gas and Electricity:

  Gas and electric service is provided for the entire Serra Mesa planning area.

- Water and Sewer Services:

  The City of San Diego provides water and sewer services to the community.

  All of the mesa areas of the community are served by water from the Miramar Filtration Plant. The water flows from Miramar through two major pipeline systems to a central distribution facility along I-805 between Clairemont Mesa Boulevard and Balboa Avenue. A major crosstie pipeline is planned along Clairemont Mesa Boulevard from I-805 to Santo Road. This will weld the pipelines together to complete the Miramar Loop. This

project will be needed soon to assure reliable water service to the city north of Mission Valley from the Pacific Ocean to Camp Elliott. The Mission Valley fringe of the community is served by the Alvarado Filtration Plant.

The Mission Valley/Kearny Mesa trunk sewer system collects all liquid wastes from the study area.

- Telephone Service:

  Telephone service is provided to all parts of the community on demand. No major projects are anticipated and service is adequate.

- Cable TV (CATV) Service:

  Cable television service is provided to all parts of the community on demand.

- Bulk Petroleum Pipeline:

  A high pressure underground pipeline that brings liquid fuels from Norwalk, California, to the petroleum tank farm located at Friars Road and I-15. The pipeline, built in 1963, extends from Ruffner Street near Clairemont Mesa Boulevard, southeastward along Kearny Villa Road and Aero Drive, then south of Ruffin Road and Mission Village Drive to Friars Road.

  Although the pipeline serves the community only indirectly, it is worthy of discussion because of safety risks. It could develop leaks by either natural deterioration or mishaps occurring during periodic maintenance.

- Emergency Medical Services:
  (also, see Institutional Complex Section that follows)

  Donald N. Sharp Memorial Community Hospital is the only general medical facility in the community. It provides emergency care for Serra Mesa and nearby communities. Children's Hospital provides medical and emergency care for children and Mary Birch Women's Hospital provides facilities for women. All these are part of the Serra Mesa Medical Campus located between State Route 163 (SR-163) and I-805.

  Kaiser Permanente operates a hospital on Zion Avenue near Mission Gorge Road in the Navajo community. All health services, including emergency care, are available to Kaiser Plan members. Kaiser/Permanente also operates a medical facility on Clairemont Mesa Boulevard at I-805 in the Kearny Mesa area.

GOAL

TO ASSURE THAT A HIGH LEVEL OF ALL COMMUNITY SERVICES IS REACHED AND MAINTAINED BY ADHERING TO STANDARDS SET FORTH IN THE PROGRESS GUIDE AND GENERAL PLAN.

OBJECTIVES

Schools

- To urge maximum utilization of school facilities for educational, recreational, cultural and other activities.

- To assure all students direct, safe access to schools.

- To encourage community participation in identification, evaluation and implementation of the educational needs of the community.

Community Facilities

- To assure that all community facilities and services adequately respond to changing community characteristics.

PROPOSALS

Schools

- All schools should be maintained in accordance with board of education policy and the highest possible standards.

- Elementary school attendance boundaries should generally remain stable. However, changes should be considered when necessary to ensure safer access and balance school enrollments.

- If the board of education classifies any schools as “surplus property” the community and the City should be given the opportunity to acquire the land for public purposes before the property is sold for private development.

- Available space at Taft Junior High School should be reserved for a community swimming pool as an alternative to the proposed site at Serra Mesa Community Park. This would be consistent with current board of education policy.

Fire Protection

- Evaluation of fire protection should be continued to assure adequate coverage in the community.

Police Protection

- The present response time should be continually evaluated. Police emphasis should be placed on protection of the community. Crime prevention, community relations and crime-inhibiting design programs should be emphasized both in residential and in commercial/industrial areas.

Library

- The Plan anticipates that the Serra Mesa/Kearny Mesa Branch Library will relocate and be expanded on City-owned property adjacent to Aero Drive. This branch should eventually be expanded in accordance with library department standards.

- Periodic studies should be conducted to ensure that adequate sewer, water and drainage facilities are provided in the community.

- Flood control facilities should be designed to ensure adequate protection for the community while preserving the natural topography and minimizing adverse environmental effects.

Emergency Medical Services

- The emergency medical support system should be improved through better utilization of existing ambulance services, increasing the level of paramedic training and improving the use and development of communication equipment.

See **Figure 7**: Community Facilities.

EMPLOYMENT CENTER ELEMENT

A Kearny Mesa Community Plan was prepared and adopted by City Council in 1992 to address development issues within this area.

SERRA MESA HEALTH-INSTITUTIONAL COMPLEX

EXISTING CONDITIONS

The 127-acre health-institutional complex is located between SR-163 and I-805, in the Birdland neighborhood of Serra Mesa. The complex consists of specialized medical and custodial facilities serving the San Diego region.

Medical Facilities

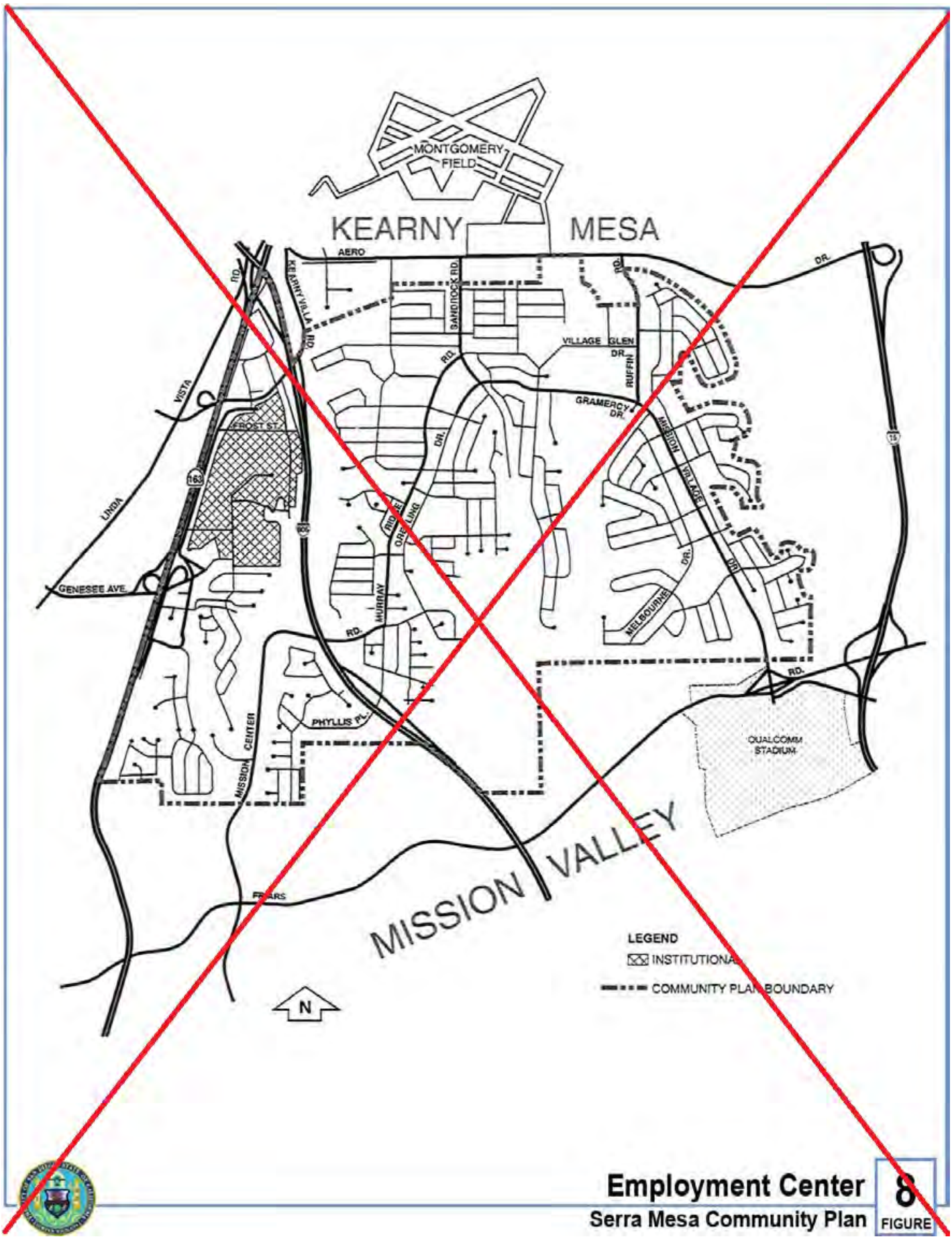
There are several types of health care facilities that constitute a medical campus within the health-institutional complex. General acute facilities include Donald N. Sharp Memorial Community Hospital, Mary Birch Women's Center and Children's Hospital and Health Center. Children's Hospital also offers specialty care services. Mesa Vista Hospital is an acute psychiatric facility. Skilled nursing facilities include four convalescent hospitals (Frost Street, Knollwood West, Meadowlark and Saint Mary's) and the Genesee East Mental Health Center. Other specialized health facilities include the Cerebral Palsy Center and several clinics. San Diego Medical Center, Starling Plaza and other ever-growing medical support facilities contain in excess of 115,000 square feet of office space. All specialized facilities are within easy walking distance of the hospitals.

Custodial Facilities

The juvenile division of the San Diego County Probation Department is headquartered in the health-institutional complex. Probation department offices, juvenile hall and juvenile courts are located here. Private non-profit institutions include the Door of Hope (Salvation Army), comprised of a home for unwed mothers and a women's alcohol detoxification center and Children's Home Society, an adoption agency specializing in the placement of very young children. Expansion plans call for additional juvenile court facilities.

PROBLEMS AND ISSUES

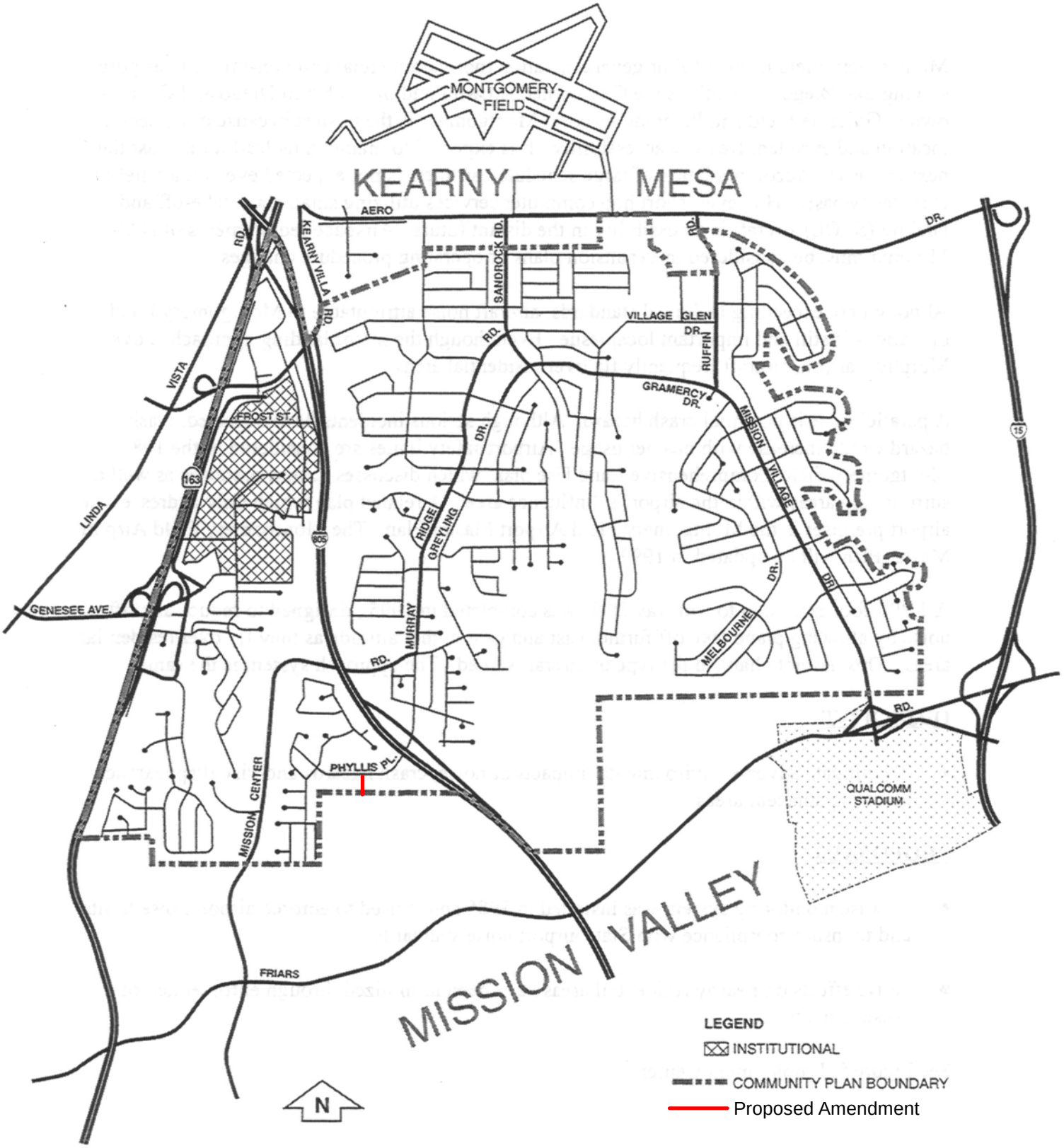
Roles of medical facilities in the regional context and future growth are significant issues confronting the Serra Mesa Health-Institutional Complex. Transportation issues, including parking, internal circulation and transit, are discussed in the **Transportation Element**.



Employment Center

Serra Mesa Community Plan

8 FIGURE



SERRA MESA

FIGURE 8

EMPLOYMENT CENTER

The Comprehensive Health Planning Association (CHPA) produced a report called the 1975 Health Systems Plan. It proposes a regional health-care delivery system for San Diego, Imperial and Riverside counties. A major goal is to prevent unnecessary duplication of very costly, infrequently used (tertiary level) facilities. The report recommended tertiary level responsibility for the Serra Mesa Health-Institutional Complex in four specialties - rehabilitation, convalescence, general pediatrics and high-risk neonatal (newborn) care. These functions would complement tertiary level general acute care provided by the designated regional facility, the Uptown Medical Complex (UCSD and Mercy Hospitals) in Hillcrest.

Sharp's, Mary Birch, Children's and Mesa Vista comprise one of several medical centers designated by the health systems plan. All hospitals are regulated by Master Conditional Use Permits (CUP). It is expected that over time, as the hospital complexes cope with the new requirements and growth, new proposals for improvements will be brought forward. These should be accommodated since the hospital uses are a major activity with substantial public service and provide economic and employment resources to Serra Mesa and the City of San Diego. The success of the medical campus has generated demand for other ancillary facilities such as doctors' offices, clinics and childcare facilities. These facilities provide general and emergency care (primary) and frequently used specialized care (secondary) for significant geographic areas. In this case, the service area includes Serra Mesa, Kearny Mesa, Linda Vista and southeast Clairemont Mesa.

OBJECTIVE

- To foster coordinated development of the Serra Mesa Health-Institutional Complex as a regional human care facility comprised of a medical campus, a juvenile hall-probation center and related medical and custodial agencies and services.

PROPOSALS

- The following kinds of facilities should be encouraged for remaining developable land in the complex: rehabilitative, convalescent, psychiatric, children's health, high-risk neonatal care, medical office and laboratory.

- Development of tertiary care facilities offered by the Uptown Medical Complex and the Kearny Mesa Health-Institutional Complex should be jointly planned.

- Sharp's and Children's Hospitals should continue to give high-priority outpatient, primary care and emergency services.

- The provision of adequate public transit and off-street parking, including garages if necessary, should be required as a condition for future expansion of facilities.

- Juvenile hall should be rezoned to a zone consistent with the remainder of the Health-Institutional Complex.

- A network of paths, planting strips, benches and other street furniture should be provided along Birmingham Drive in the vicinity of the convalescent hospitals and the Cerebral Palsy Center. Emphasis should be placed on environmental enhancement and pedestrian safety.

- The medical campus area of the Serra Mesa Health-Institutional Complex should be rezoned commercial office. Complex development will be governed by the "long-range" plan for expansion and development (i.e., Master Conditional Use Permit, DEP No. 89-1416) for Children's Hospital and Health Center, San Diego Medical Center and Donald N. Sharp Memorial Community Hospital which includes the Mary Birch Women's Center. Future development for the described facilities that exceed the projected 24,575 ADT evaluated for this Master CUP will be subject to Environmental Review and a traffic study in order to identify and provide necessary mitigation measures.

MONTGOMERY FIELD

EXISTING CONDITIONS

Montgomery Field is located north of Serra Mesa in Kearny Mesa adjoining SR-163 and Aero Drive. The total area is 588 acres, including the approach way northwest of Murphy Canyon. Although Montgomery Field is located just outside of Serra Mesa, its function impacts the Serra Mesa residents and, due to that fact, it is discussed in this Plan. Montgomery Field is a municipal airport that includes leased property developed with businesses hotels and golf course adjacent to Aero Drive and several airport operators and stored aircraft.

Aircraft operations (takeoffs and landings) have increased dramatically from 156,000 in 1965, to 324,500 in 1975, and 340,500 in 1979, but declined during the 1980s. In 1998, there were 266,308 takeoffs and landings. These volumes make Montgomery the busiest airport in San Diego County and the 22nd busiest in the nation, however no increase is anticipated. In 1998, about 600 aircraft were based at Montgomery. Users of Montgomery Field include recreational, executive and business flyers (mostly prop-driven craft but also a few small jets and helicopters), air flight instructors, flying clubs and small charter operators.

PROBLEMS AND ISSUES

The role of Montgomery Field as part of a regional transportation system should be mentioned. Montgomery Field is designated by the FAA as a reliever airport. Issues that concern Serra Mesa residents and other nearby communities include noise, approach pattern-crash hazards. The basic task appears to be reconciliation of City policies with regional and FAA regulations and policies, demands of business interests and the concerns of nearby residents.

Montgomery Field is one of four general aviation (non-commercial and non-military) airports serving San Diego. The others are City-owned Brown Field in south San Diego and County-owned Gillespie Field and Palomar Airport. Montgomery is the busiest because of its

central location and excellent freeway accessibility. It is expected to maintain its lead for at least the next 20 years. Accommodation of large scheduled airliners is not expected even on a relief or emergency basis. However, short hop commuter services utilizing small short take-off and landing (STOL) aircraft is a possibility in the distant future. Airspace requirements of Marine Corps Air Station (MCAS) Miramar must be considered in expansion plans or operating procedure changes.

Although not exceeding technical standards, aircraft noise attributable to Montgomery Field operations is still an important local issue. Even though the major landing approach is over Murphy Canyon, aircraft frequently fly over residential areas.

A parallel issue is potential crash hazard. Although serious incidents have occurred, crash hazard would increase with heavier usage. Airport safety, noise, overflight, and airspace issues are considered in the Montgomery Field Airport Land Use Compatibility Plan, which discusses airport premises as well as surrounding areas within the airport's "influence area." Refer to the Airport Influence Area Appendix for additional discussion of the Airport Land Use Compatibility Plan. A related plan, which only addresses the airport premises, is the Montgomery Field Airport Master Plan.

A 1,200-foot extension to Runway 28-R was completed in 1995. It was designed to reduce aircraft noise by allowing planes to take off further east and gain higher altitude as they fly over residential areas. This has not changed the type of aircraft served. The approach system is the same.

OBJECTIVE

- To mitigate adverse environmental impacts of noise, crash hazards and visual appearance affecting adjacent areas.

PROPOSALS

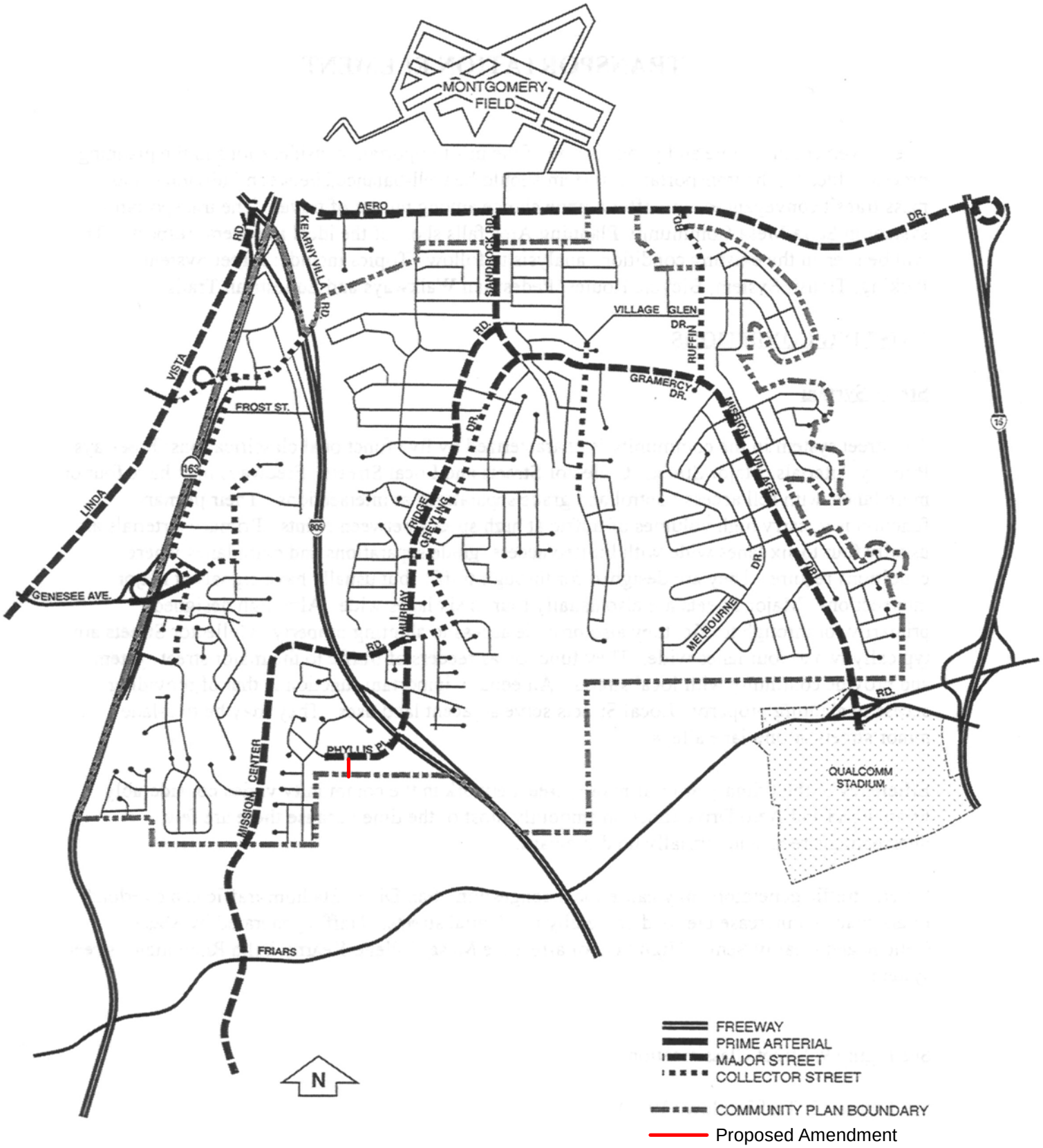
- A noise monitoring system was installed in 1985, and is used to enforce airport noise limits and to ensure compliance with state airport noise standards.

- Noise effects on nearby residential areas have been minimized through enforcement of noise regulations.

See **Figure 8**: Employment Center.

Street Classification **9**

Serra Mesa Community Plan FIGURE



SERRA MESA

FIGURE 9

STREET CLASSIFICATION

TRANSPORTATION ELEMENT

The movement of people and goods is one of the most important considerations in the planning process. Ideally, the transportation system should be well balanced between individual and mass transit conveyances and offer a wide choice among modes of travel. The transportation system in Serra Mesa community planning area falls short of the ideal in several respects. This will be seen in the existing conditions analysis to follow. Topics include: Street System, Parking, Transit System, Bicycle Routes, Pedestrian Walkways and Equestrian Trails.

EXISTING CONDITIONS

Street System

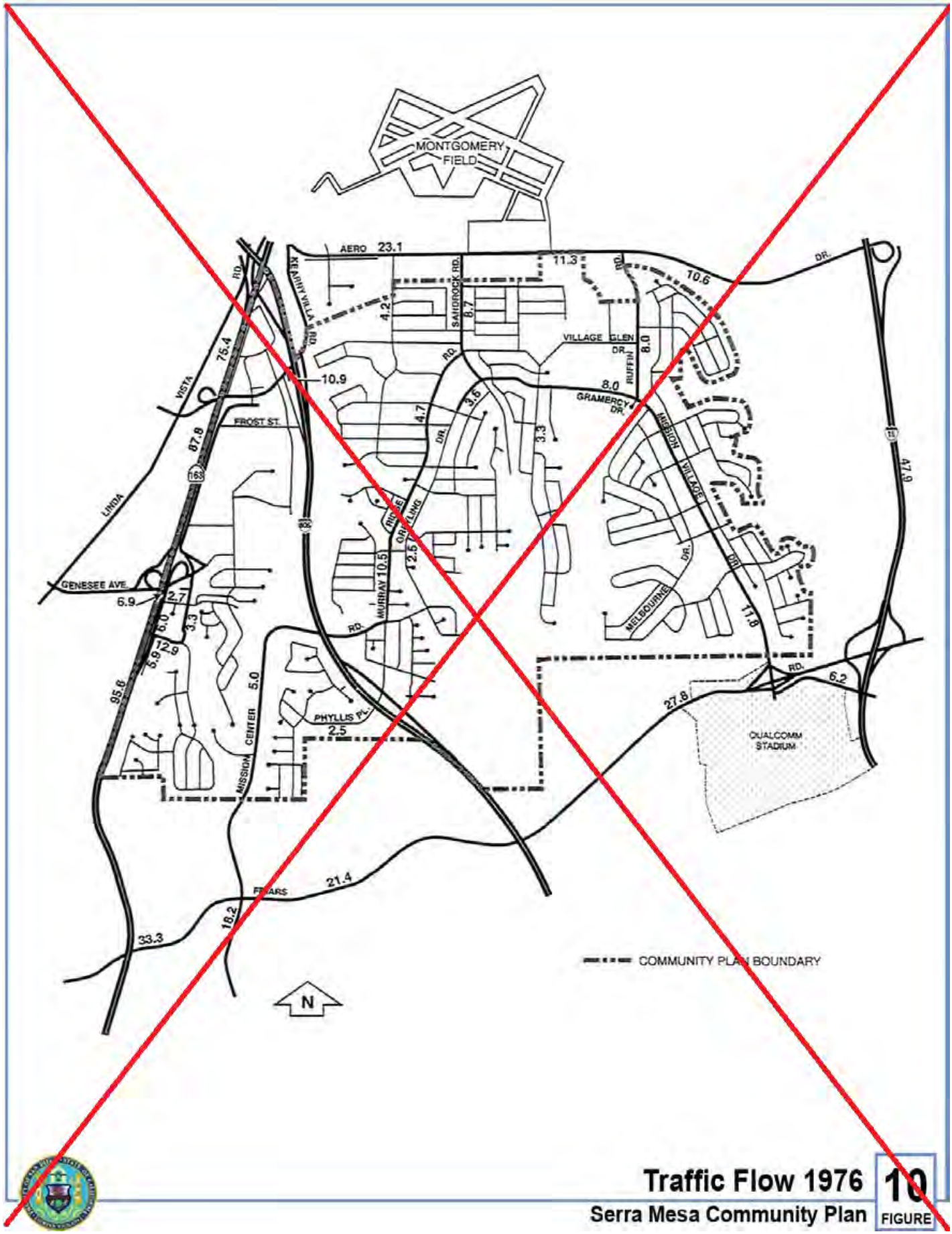
The street system in the community is characterized by five functional classifications: Freeways, Primary Arterials, Major Streets, Collector Streets and Local Streets. Freeways may have four or more lanes, with full access control and grade separations at intersections. Their primary function is to carry high volumes of traffic at high speeds between points. Primary arterials are usually four to six lanes wide with limited access, grade separations and extra lanes where conditions require. They are designed for through-traffic but usually have signals at major intersections. Major Streets are also usually four to six lanes wide. Although designed primarily for through traffic they also provide access to abutting property. Collector Streets are typically two to four lanes wide. They function as feeders of traffic to the major street system and provide continuity with local streets. An equally important function is that of providing access to abutting property. Local Streets serve adjacent land uses. They may be two-lane minor streets or one-lane alleys.

Efficiency of the primary arterial-major street network in the community varies considerably. Friars Road and Aero Drive function smoothly most of the time because there are few intersecting streets and virtually no driveways.

Several traffic generators may cause local congestion. San Diego Stadium traffic can overload Friars road and increase the load on nearby residential streets. Traffic generated by Mesa College and Kearny Senior High School affect the Mesa College/Kearny Villa Road major street system.

See **Figure 9**: Street Classification.

See **Figure 10**: Traffic Flow 1976



Traffic Flow 1976 **FIGURE 10**

Serra Mesa Community Plan

SERRA MESA

FIGURE 10

TRAFFIC FLOW 1976

Parking

On-street parking occurs either by necessity, because parking lots are inadequate or non-existent, by individual choice to avoid fees or for convenience. Examples of inadequate off-street parking are found in the Kearny Mesa Health-Institutional Complex and the Serra Mesa Shopping Center. On-street parking has been a source of irritation in some residential areas. Patrons of San Diego Stadium park along Mission Village Drive and adjacent residential streets to avoid parking fees. Another problem area is along Ruffin Road north of the Mission Village Shopping Center.

Transit

An element of the transportation network destined to become more important as pressure mounts to relieve traffic congestion conserve energy and to improve air quality, is the public transit system.

Currently serving the northern portion of Serra Mesa along Aero Drive is Route 25, providing service between Clairemont and downtown San Diego. Route 25 provides direct service to Kaiser Clinic, Sharp Hospital and Fashion Valley and Mission Valley shopping centers. Two transfer points on Route 25, the Kearny Mesa and Fashion Valley Transit Centers, offer connections to the following routes: 6, 16, 20, 27, 41, 81 and 990, offering access to destinations such as Escondido, UCSD, Old Town, La Mesa, SDSU, Pacific Beach, Tierrasanta, Carmel Mountain Ranch, Hillcrest, Linda Vista and downtown San Diego. Route 25 offers 30-minute frequency during weekdays and 60-minute frequency on evenings and weekends. Route 16 provides service through the southern portion of Serra Mesa with destination points of the Euclid Trolley Station and Mission Village. Route 16 provides 15 and 30-minute frequency during weekdays and 60-minute frequency during evenings and weekends. A concern of residents is direct access to the Mission Valley West trolley line.

In 1999, two transit studies are underway. One is to evaluate existing internal service in the Serra Mesa area, service to destinations outside of the area, and address concerns voiced in a survey of residents.

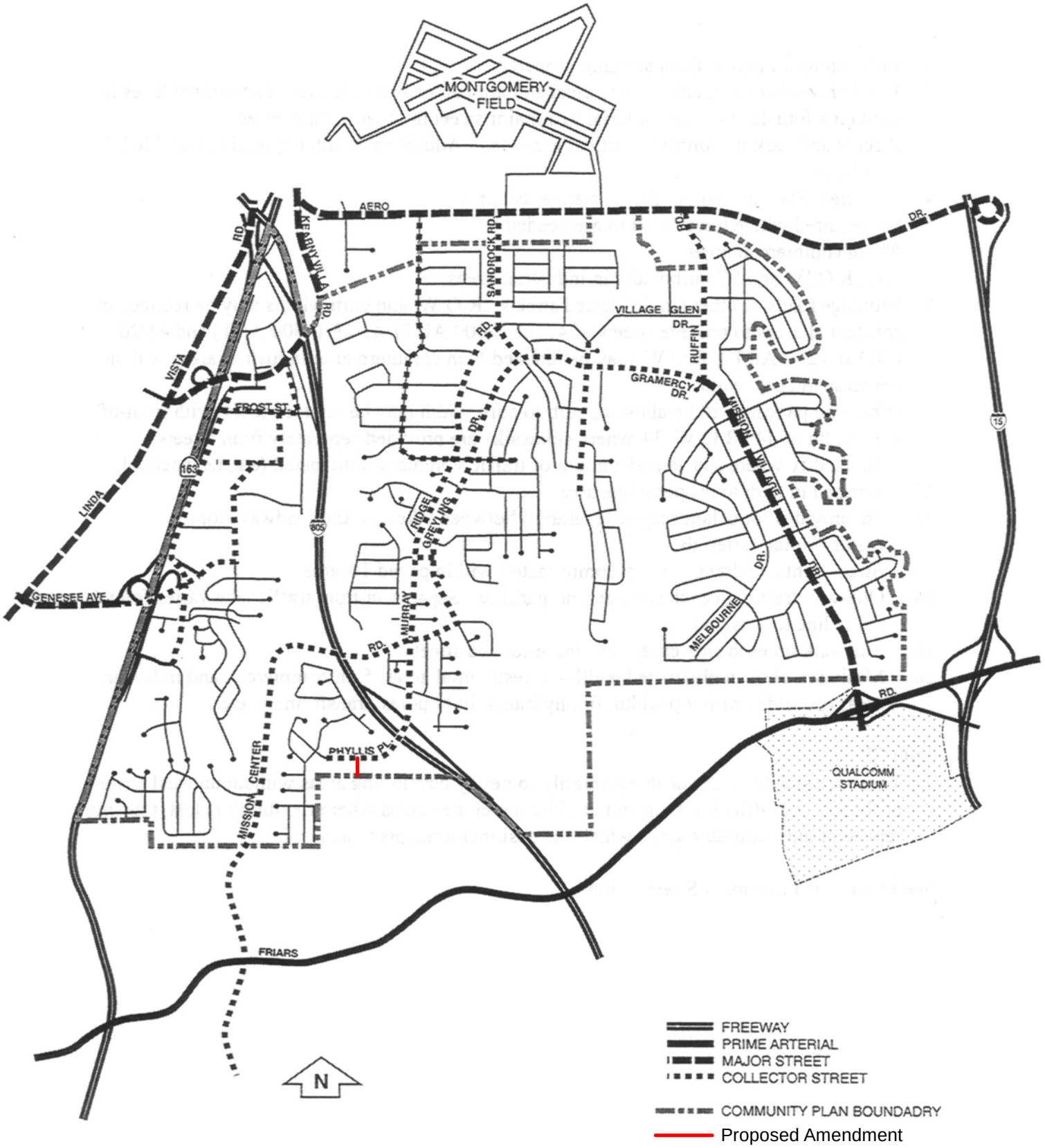
Bicycle, Pedestrian and Equestrian Trails

Non-motorized forms of transportation have achieved great popularity in recent years in response to increased concerns over personal and environmental health. The result has been a boom in bicycling, walking, jogging and horseback riding. Although these activities are oriented to both transportation and recreation, trails are a part of the circulation system.

An important issue in the community is the establishment of an adequate bicycle route plan. Major bicycle generators include the six public elementary schools, St. Columbia Parochial School, Taft and Montgomery Junior Highs, Kearny Senior High, the library and the community park and recreation center. Problems confronting bicyclists are: (1) steep roads leading out of the community, (2) on-street parking along designated route lines and (3) general traffic.

Functional Street System — **FIGURE 11**

Serra Mesa Community Plan



SERRA MESA

FIGURE 11

FUNCTIONAL STREET SYSTEM

High costs preclude the provision of separate bike trails throughout the community. The only alternative is to utilize existing streets for most of the bicycle route system.

Fortunately for pedestrians, nearly all streets are improved with sidewalks. Pedestrian over crossings at SR-163/Cardinal Lane and I-805/Othello Avenue provide access to schools and parks outside the community. However, few walkways intended solely for pedestrians exist in the study area. There is a need for separate pedestrian access to parts of the Mission Village Shopping Center and other activity centers. Hiking trails have not been designated in the community but the regional bikeways could serve as major hiking routes. These could be linked to urbanized areas by trails through the attractive natural canyons.

Horseback riding has also increased in popularity, necessitating trails and facilities, (see A Plan for Equestrian Trails and Facilities). A major trail is recommended that would connect San Clemente Natural Park with Fortuna Mountain through MCAS Miramar lands. The trail would cross I-15 north of its intersection with SR-163, with the alignment continuing along State Route 52 (SR-52). A local trail from Ruffin Court through Shepherd's Canyon to Fortuna Mountain is already in use.

FUTURE TRAVEL FORECASTS

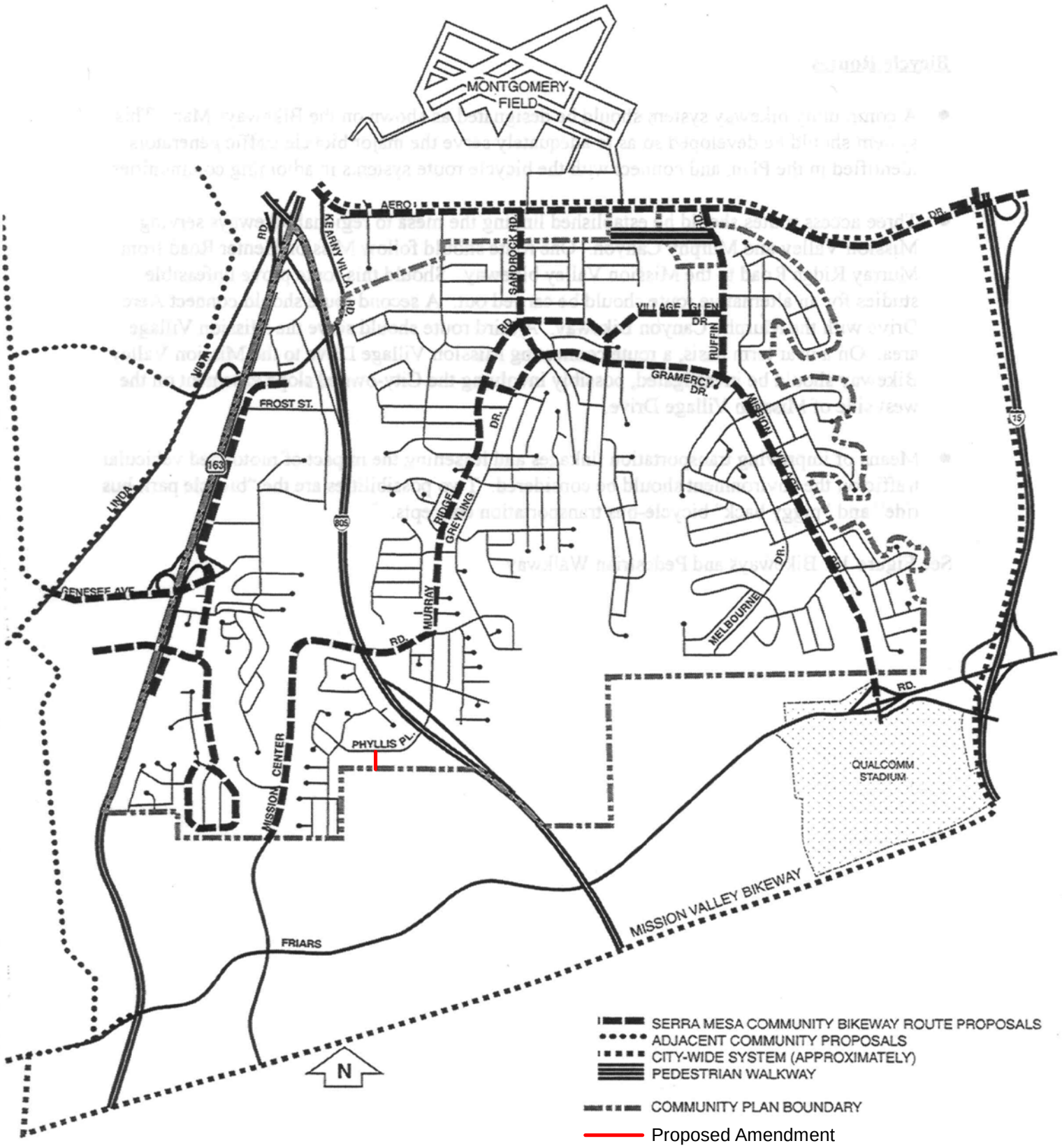
Street and Highway System

While increases are forecast in pedestrian, bicycle and transit usage, the auto should remain as the dominant form of transportation in the community for the next 15 to 20 years. Using the City's Streets and Highways Standards (**Table 4**) as a guide, the projected 1995 traffic demand volume, expressed in auto trips, is translated into street requirements on the 1995 Street System map.

As auto trips begin to exceed the street capacity, safety performance will diminish and congestion, driver irritation and delay will occur. Because the circulation system is already established, remedies for future conditions must necessarily involve changes to existing streets. These changes are basically limited to parking removal, street widening, left-turn prohibitions during "peak" periods, costly grade separated interchanges, access control and establishment of one-way pairs.

Bikeways and Pedestrian Walkway **12**

Serra Mesa Community Plan FIGURE



SERRA MESA

FIGURE 12

BIKEWAYS AND PEDESTRIAN WALKWAY

TABLE 3

CITY OF SAN DIEGO STREET DESIGN STANDARDS

Functional Street Classification	Number of Lanes	Approximate Maximum ADT	R.O.W. Width	Curb or Other Width	Median Width	Shoulder Width	Minimum Radius of Curve	Maximum Grade
Primary Arterial	6	47,000	122’ (1)	102’	14’	8’ (4)	1000’	6%
	4	28,000	98’ (1)	78’	14’	8’-10’ (4)	1000’	6%
Major	6 (2)	32,000	122’ (3)	102’ 78’	14’	8’-10’ (4)	1000’	7%
	4	25,000	98’ (3)	68’-78’	14	8’-10’ (4)	1000’	7%
	4	18,000	88’-98’ (5)		4’	8’-10’ (4)	1000’	7%
Collector Street	4	10,000	84’-98’ (5)	64’-78’	0-14’	8’-13 (4)	500’	12% (6)
	2	5,000	60’-70’ (7)	40’-50’ (7)	0’	8’-13’	300’	12% (6)
Local Street (8)								
Industrial	2	5,000	70’	50’	0’	13’	200’	8%
Commercial	4	10,000	84’	64’	0’	8’	200’	8%
	2	5,000	60’	40’	0’	8’	200’	8%
Residential	2	5,000	60’	40’	0’	8’	200’	8%
	2	1,500	56’	36’	0’	8’	200’	8%
	2	700	52’ (9)	32’	0’	8’	200’	8%
	2	200	50’ (9)	30’	0;	8’	200’	8%
Bikeways	2							
Separated Facility		---	12’	8’-10’ (10)	0’	---	15’	7%
Within Street								
R/W (11)	2	---	10’-16’ (12)	10’ (13)	0’	---	15’	Grade St.
Within Roadway								
(14)	2	---	---	5’8’	0’	---	15’	Grade St.
Alley	2	---	20’	20’	0’	---	100’	15%
Sidewalk (15)	2	---	---	4’-5’ (16)	0’	---	---	Grade St.

FOOTNOTES FOR TABLE 3

1. Full control of access from abutting property.
2. Used only where property owners elect and are authorized to construct additional lanes to convert a four-lane primary arterial to a major street in order to gain access.
3. Access and parking control at critical locations. Additional width required for double left turn lanes.
4. Ten feet where state or federal design standards apply.
5. Ninety-eight feet required where left-turn lanes are needed.
6. Eight percent in commercial areas.
7. Seventy percent R.O.W. and 50-foot curb width in industrial areas.
8. Frontage roads or other single-located streets. R.O.W. and curb widths may be reduced in residential areas to provide streets of 47/32 feet (5000 ADT), 43/28 feet (1500 ADT) and 41/26 feet (700 and 200 ADT). R.O.W. may be reduced five feet in commercial or industrial areas with no decrease in curb width.
9. Where no parking will be allowed, curb-to-curb width may be reduced to 24 feet with right-of-way width of 44 feet (R.O.W. 34 feet where sidewalks are provided separately from streets).
10. Ten-foot facility where substantial amount of traffic volume is anticipated (e.g. near schools).
11. Located in curb to property line area.
12. 16-foot provides for six-foot landscaped separation between bikeway and roadway along major/primary arterials.
13. Street lights, hydrants, etc., accommodated within paved ten-foot area.
14. One-way traffic on each shoulder, no parking. Separation from traffic lane varies from six inches white line to two-foot island.
15. Sidewalk on each side except on single-loaded streets.
16. Minimum clear unobstructed width, four-foot residential areas, five feet in commercial and industrial areas (excludes curb top width, fire hydrants, light poles, transformers, etc.).

*Note: These are standards applicable primarily to newly developing areas without unusual terrain problems. In difficult terrain and in older developed areas where flexibility is lost, they may represent only desirable goals which the designer attempts to achieve.

See **Figure 11**: Functional Street System.

In the Kearny Mesa Health-Institutional Complex, increased demand on health and custodial services combined with existing internal circulation problems necessitates the extension of Berger Avenue to connect with Birmingham Drive.

All other streets in the Serra Mesa area are considered to be adequate to handle future travel demands. Projected traffic flow on these streets may result in increased congestion, but will not require major operational or reconstruction changes. The freeways serving the area are marked by a substantial increase in travel demand which cannot be allocated to an individual community. Rather it must be treated on a regional basis.

Interstate 15 between I-8 and SR-163 will be constructed subject to the availability of state funds. Major interchanges are planned along I-15 at Aero Drive and Friars Road.

GOAL

TO PROVIDE A SAFE, BALANCED, EFFICIENT TRANSPORTATION SYSTEM WITH MINIMAL ADVERSE ENVIRONMENTAL EFFECTS.

PROPOSALS

Streets and Highways

- The freeway network should be completed as soon as monies are available.

- Hillside and canyon views should be preserved when new streets are constructed.

- Street widening and other improvements should be minimized and compatibility with the total landscape should be assured.

- Curb cuts along designated primary arterial and major streets should be discouraged.

- Unsightly barricades at the ends of minor residential streets should be replaced with attractive cul-de-sacs and loop streets. These should be constructed by developers of mesa rim lands.

- The City Manager's office should evaluate alternatives for:

    1. Improving the intersection design at the intersections of: (1) Kearny Villa Road and Health Center Drive and (2) Kearny Villa Road and I-805.

    2. Improving Health Center Drive to four lanes. Projected 1995 traffic volumes for this street exceed the City standards for desirable daily traffic volumes. The recommended improvement should be incorporated into the City's 20-year needs list for determining a priority and timetable for completion. Such improvement may be accomplished by parking removal and/or widening.

3. Signalizing the following intersections when warranted: Health Center Drive and Frost Street, and Murray Ridge and Mission Center Roads.

4. Giving highest priority to parking removal on the following streets: Health Center Drive, Frost Street.

- The internal street network in the Kearny Mesa Health-Institutional Complex consisting of Berger Avenue and Birmingham Drive should be completed. The intersection of Mesa College Drive and Berger Avenue should be designed to control left turn traffic.

- A name change for Ruffin Road should be made to avoid confusion between the two segments within the community.

Public Transportation

- Studies should be conducted to determine the feasibility of an express bus pickup point at the intersection of Murray Ridge Road and I-805. This would be connected by shuttle bus to the rest of Serra Mesa via the Murray Ridge-Sandrock-Gramercy-Mission Village-Shawn major street link.

- Express bus and/or other mass transit services linking Serra Mesa with major employment centers and other destinations should be accorded the highest priority.

- Studies should be conducted to determine the feasibility of an express bus terminus in the vicinity of Genesee Avenue and Health Center Drive.

- Bus service to the Kearny Mesa Health-Institutional Complex should be improved with scheduling taking into account the 24-hour operating basis of medical facilities.

Parking

- On-street parking along Ruffin Road south of Aero Drive, and non-residential parking along Mission Village Drive and adjacent residential streets should be recognized as sources of irritation. Although there is no practical way to discourage these kinds of parking, the community should look into means of persuading people to park elsewhere.

Pedestrian Walkway

- A walkway should be established connecting Ruffin Road with Serra Mesa Community Park.

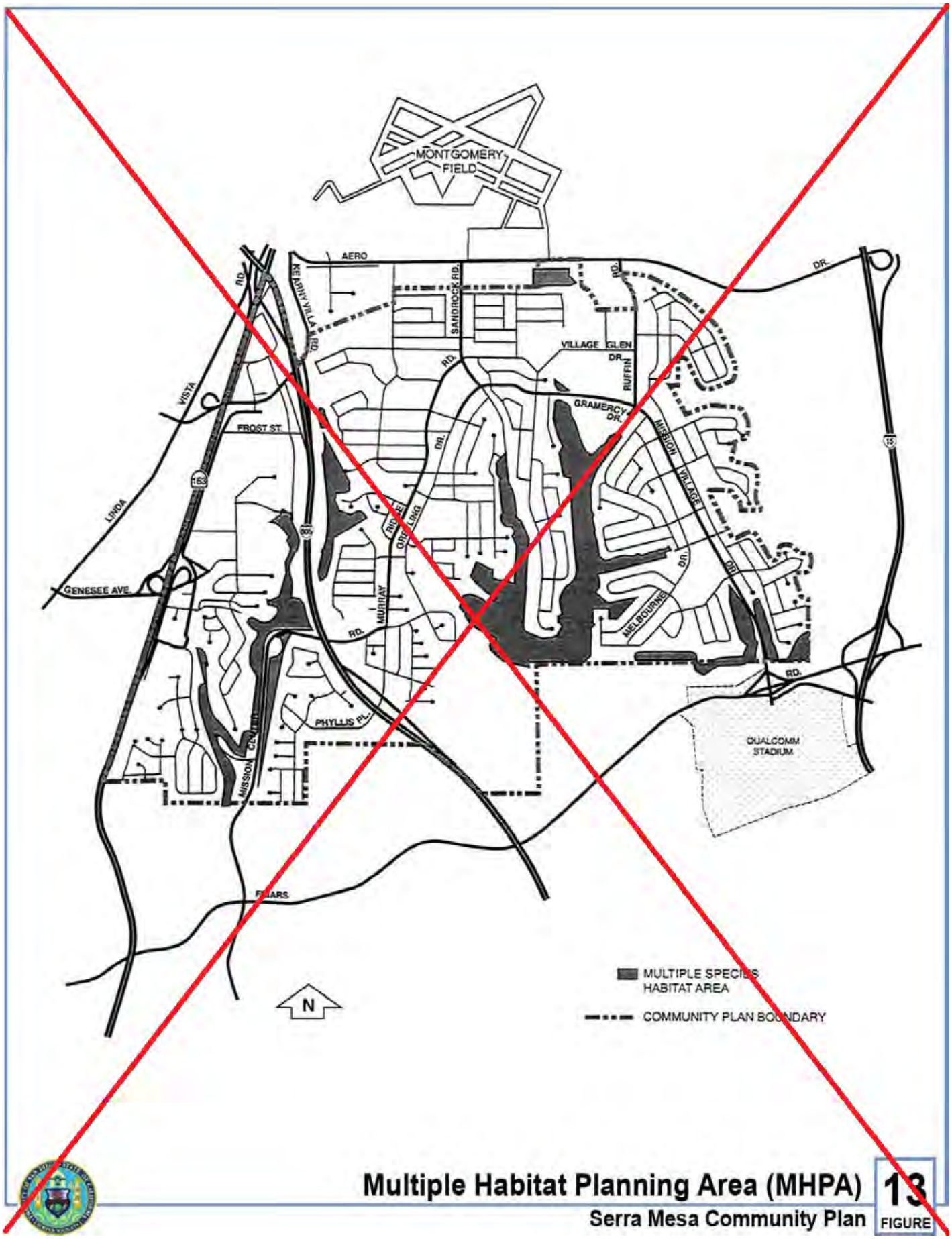
Bicycle Routes

- A community bikeway system should be designated as shown on the Bikeways Map. This system should be developed so as to adequately serve the major bicycle traffic generators identified in the Plan and connect with the bicycle route systems in adjoining communities.

- Three access routes should be established linking the mesa to regional bikeways serving Mission Valley and Murphy Canyon. One route should follow Mission Center Road from Murray Ridge Road to the Mission Valley bikeway. Should this route prove unfeasible, studies for an alternative route should be carried out. A second route should connect Aero Drive with the Murphy Canyon Bikeway. A third route should serve the Mission Village area. On a near term basis, a route connecting Mission Village Drive to the Mission Valley Bikeway should be investigated, possibly involving the City-owned slope easement on the west side of Mission Village Drive.

- Means of improving transportation linkages and lessening the impact of motorized vehicular traffic on the environment should be considered. Two possibilities are the "bicycle park-bus ride" and "piggy back" bicycle-bus transportation concepts.

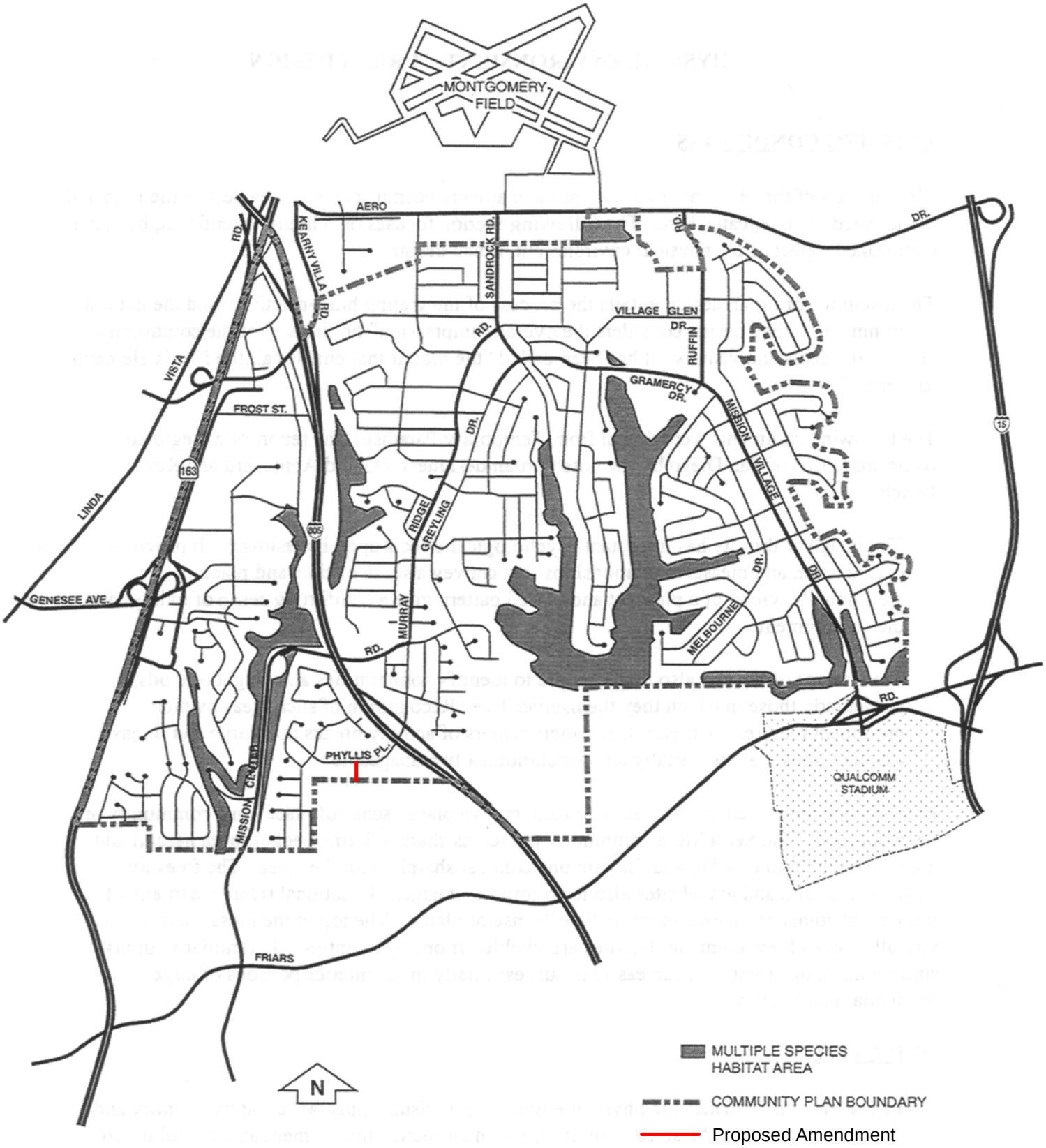
See **Figure 12**: Bikeways and Pedestrian Walkway.



Multiple Habitat Planning Area (MHPA)

Serra Mesa Community Plan

FIGURE 13



SERRA MESA

FIGURE 13

MULTIPLE HABITAT PLANNING AREA (MHPA)

ENVIRONMENTAL MANAGEMENT ELEMENT

This element of the Plan considers the total community environment and how it should be managed to achieve the quality of life desired by the Serra Mesa community.

The **Environmental Management Element** sets forth guidelines dealing with the environment, consistent with the following general goal:

TO MANAGE THE PHYSICAL, BIOTIC AND SOCIO-ECONOMIC ENVIRONMENT OF THE COMMUNITY IN THE CONTEXT OF THE SAN DIEGO REGION, TO ASSURE IMPROVED QUALITY OF LIFE, RESPECT ENVIRONMENTAL CONSTRAINTS AND PRESERVE COMMUNITY RESOURCES FOR ALL RESIDENTS AND SUCCEEDING GENERATIONS.

This element will be presented in three sections:

- Open Space and Hillside Conservation
- Physical Environment - Urban Design
- Socio-economic Environment

OPEN SPACE - HILLSIDE CONSERVATION

What is Open Space?

The issue, which has generated the greatest citizen interest in the community, is the preservation of undeveloped canyons as open space.

Open Space may be defined as:

Any urban land or water surface that is essentially open or natural in character, and has appreciable utility for park and recreation purposes, conservation of land, water or other natural resources and historic or scenic purpose.

- The psychological effects of open space have only recently been recognized. A 1968 study observed:

> It is possible that most valuable purpose open space serves is its affording visual and psychological relief form the dreadful tedium and tension of interminable urban development. The human spirit must surely languish when confronted daily with a continuous and confused panorama of buildings, pavements and automobiles.
>
> In that it provides a physical patterning for the metropolitan fabric, open space helps give the urbanized area and its constituent communities a desirable

Environmental Management (Open Space) **14**

Serra Mesa Community Plan FIGURE

SERRA MESA

FIGURE 14

ENVIRONMENTAL MANAGEMENT (OPEN SPACE)

definition, coherence, and character, which would otherwise be lacking. In turn, individual residents are better able to identify, and be identified with, their communities. The importance of these factors, while intangible, is not to be underestimated.

EXISTING CONDITIONS

The Serra Mesa community contains an open space subsystem of hillsides and canyons, identified in the report, A Plan for the Preservation of Natural Parks for San Diego[4]. The westerly branches of Murphy Canyon, all of Ruffin-Sandrock Canyon and portions of Murray Canyon are included in the open space system.

The Multiple Species Conservation Program adopted in 1997, identifies a number of areas that provide helpful support to multiple species of plants and animals. Most of these include the large canyon systems, their wetland-canyon bottoms, slopes and finger canyons.

In addition, the central portion of Murphy Canyon is worthy of inclusion in the open space-hillside protection system. Murphy Canyon is a major scenic feature visible from I-15.

Serra Mesa is characterized by spectacular canyons and hillsides that provide welcome breaks in the urban landscape. These attributes are reflected in premiums of ten to 25 percent for canyon lots. Certainly open space has a true economic value and contributes to the public welfare through higher property assessments and tax revenues.

Countering these benefits, however, is an economic problem - the cost of land to be included in the open space system. The possibility exists that not all land worthy of designation as "open space" can be acquired. Although public funds may become available for open space purposes, the Park Procedural Ordinance (assessment district) method is likely to be the only means of direct acquisition of open space for the foreseeable future. This means of preservation requires a monetary contribution by surrounding property owners.

Acquisition vs. Conservation

In view of the growing possibility that not all canyon and hillside land can be acquired, two approaches appear appropriate — acquisition of a selected open space system and conservation of remaining ecologically-sensitive land by rigorous application of strict development controls.

Lands designated for acquisition are characterized by the following qualities: are recognized by residents as being highly significant to the community, are readily visible and accessible, contain valuable and fragile natural and biotic resources, pose potential risks to development and possess slopes of 25 percent or greater. Approximately 400 acres, including the recently acquired Sandrock Open Space Park, are publicly owned at present. However, the Hillside Review Overlay Zone has been applied to the entire area.

Land designated for conservation is not as significant or as readily accessible, but still possesses the following qualities that warrant consideration: possess slopes of 25 percent or greater, pose potential risks to development such as slope instability, liquefaction and flood danger and contain fragile environments that should be conserved and protected from adverse effects of slope modification. Hillsides should be protected by development controls to conserve their scenic and ecological values. The **Housing Element** of this Plan establishes density guidelines for development in identified open space areas and various slope categories.

OBJECTIVE

- To designate Multiple Species Conservation areas, canyons and hillsides for preservation as open space and for strictly controlled utilization for the enjoyment of this generation and in perpetuity.

PROPOSALS

- Multiple Species Conservation areas identified in the Multiple Special Conservation Program Subarea Plan adopted by City Council in 1997 should be zoned for minimal development with provisions for open space dedication of remaining natural and unbuilt areas conjunction with any development review and approval.

- Open space should be preserved and hillsides conserved by rigorous development controls as shown on the accompanying map. Open space and hillside conservation areas are limited to slopes of 25 percent or greater, pose potential risks to development and are otherwise environmentally sensitive.

- Open space should be initially maintained in its natural condition. Studies should be undertaken to determine uses compatible with the open space concept. Examples of open space utilization are:

    1. Outdoor recreation, such as hiking, biking, horseback riding, golfing, archery, sightseeing, picnicking, camping, wildlife observation, botanical gardens (natural and man-made) and fossil study.

    2. Cultivation for food; ornamental landscaping.

- Steep hillsides and canyons should be protected and preserved in a natural state. Where development is permitted, very low-density urbanization should occur. Natural features should be enhanced and areas of high scenic value and environmental sensitivity, conserved. This proposal can be implemented with steep hillside guidelines, open space zones and PRD which is in character with the surrounding neighborhood.

- The community should be given an opportunity to preserve designated open space affected by the following City Council actions: approval of a Tentative Subdivision Map, Planned Residential Development, Conditional Use Permit, or a Hillside Review Permit

appealed from a decision of the Planning Commission within the open space. Upon demonstration by the community of an interest to acquire open space by assessments levied against benefiting properties, a resolution would be passed by the City Council to hold a hearing on the formation of an proposal could then be deferred for up to one year to provide time to accomplish the acquisition. Should the open space effort fail, the original development proposal would be approved.

- If excessive land costs or other factors preclude purchase of proposed open space, development should be limited to "very low-density" residential use (zero to four dwelling units per net acre, depending on slope), appropriate PRD, or other uses compatible with the open space concept. (See **Housing Element**.) Any unbuilt, vacant or natural open space areas that are part of an approved development should be revegetated with native vegetation and preserved through dedicated open space easement, an open space lot designation or non-buildable easement to assure conservation of this open space area.

- Any public improvements such as roads, drainage channels and utility services or any lessee development should be compatible with open space objectives. Public road improvements within open space areas are often not feasible due to the steep terrain and habitat preservation requirements, therefore, unimproved public road easements located within open space areas should be vacated and remain unbuilt. No through roads should be permitted to traverse designated open space.

- Open space linkages should be established with the regional open space system. Hiking, biking and equestrian trails should be built in Murphy Canyon to connect Fortuna Mountain, San Clemente Canyon and Mission Valley.

- Open space linkages should be established among major activity centers, major public facilities (especially parks and schools) and within the designated open space system.

- Open space that is owned by the City of San Diego should be "dedicated."

See **Figure 13**: Multiple Habitat Planning Area (MHPA).

PHYSICAL ENVIRONMENT - URBAN DESIGN

EXISTING CONDITIONS

Most aspects of the physical environment have already been discussed elsewhere in the Plan and do not need to be repeated here. The following section focuses on a highly significant, but often overlooked aspect of the physical environment, urban design.

The discipline of urban design entails the process of integrating human activity and the natural environment. Urban design considers the overall "impression" or "image" of the community as seen by residents and visitors. It has been called "the mortar that enables all the plan's elements to cohere."

The following comments were drawn from Temporary Paradise?, the report of a "regional reconnaissance" of San Diego by the noted urban designers, Donald Appleyard and Kevin Lynch.

> The image of the City has important psychological effects upon its residents. It provides organization and measures relationships that convey a sense of time and place. Additionally, views of a pleasant and varied pattern give a comforting sense of living with the environment.
>
> Their image of the City also helps people to identify communities and neighborhoods, particularly those in which they themselves live. Recognition of such areas by their prominent features, their edges and their centers of activity breaks up a large and intense city into units that are visually and psychologically manageable.

Prominent features, "edges" and activity centers give one a "sense of place" in a community or neighborhood. The Serra Mesa community possesses sharply defined edges, both natural and manmade. Mission Valley and the canyons contrast sharply with the mesa. The freeway network and sand and gravel sites also form important edges. Locational reference to any of these focal points can create an immediate "sense of place." The top of the mesa, however, is virtually flat and few dominant features are visible. If one is not intimately familiar with his surroundings, disorientation can easily occur, especially in the interior portions of large residential neighborhoods.

OBJECTIVE

- To preserve and enhance the physical environment, visual appearance, safety, identity and character of the Serra Mesa community through aesthetic improvement and careful urban design.

PROPOSALS

- Community resources and development constraints are environmental considerations that should be respected at all times.

- Potential sources of water contamination should be monitored, especially sand and gravel operations, sanitary sewers and petroleum distillate storage facilities.

- The visual appearance of the community should be improved by: systematic undergrounding of utility distribution lines, encouraging the use of cable television and removal of television and other outdoor antennas, imposing sign controls in all areas, limiting the size and number of billboards and off-premises advertising structures, installing street trees and landscaping along heavily traveled streets and freeways and shielding residences facing Mission Valley from lights emanating from San Diego Stadium.

- The effects of noise should be mitigated by: controlling flight patterns (especially Montgomery Field), discouraging residential uses in areas impacted by environmental noise exceeding 65dB CNEL, using noise-buffering material in all new construction, retaining noise-absorbing native vegetation in open space areas and rigorously enforcing all local, state and federal laws relating to noise abatement. The Airport Land Use Compatibility Plan should be incorporated into the environmental review process.
- Energy resources should be conserved by: encouraging efficient land use and transportation patterns, making available energy-saving modes of travel as alternatives to the automobile, using alternative sources of energy to conventional fossil fuels (for example solar, wind, geothermal), recycling solid waste materials whenever possible and encouraging remodeling and rehabilitation of deteriorating structures in preference to replacement.
- An Environment Impact Report (EIR) or equivalent should be prepared for each project, whether public or private, that would have a significant effect on the environment.
- Litter cleanup and prevention campaigns should be conducted and the weed abatement ordinance vigorously enforced.
- On-street parking of campers, trailers, boats and other pleasure vehicles, trucks and buses should be discouraged. On-site storage should be encouraged in screened parking or storage areas.
- Safety considerations should be introduced into the planning process, including: placement of hydrants to better control canyon fires, adequate assessment of geologic hazards for all new development and installation of devices in institutional care facilities and industrial plants capable of detecting toxic fumes and gases.
- Development proposals should be consistent with the overall growth management policies of the City.
- Development should be managed through appropriate zoning and other development controls.
- Diversity within neighborhoods should be encouraged to improve “sense of place” by: varying the type of street surfaces, sidewalks, lights, signs and other street furniture, innovative yet tasteful remodeling and individually distinctive landscaping.

SOCIO-ECONOMIC ENVIRONMENT

It is appropriate to address social and economic issues based on (1) the need to achieve social comprehensiveness, (2) the desire to enhance the social environment and (3) the realization that plan implementation is largely dependent on economic reality.

The purpose of this section of the Plan is to recommend guidelines for the best social and economic use of physical and human resources in order to improve the quality of life in the community.

EXISTING CONDITIONS

The community's pattern of physical development was largely established during the 1950s and early 1960s. Although physical appearance of residential neighborhoods has changed little, subtle shifts in social characteristics have been occurring.

Population and the average number of persons per household have been declining, despite a growing number of households. Although the decline in household size coincides with a national trend that began about 1955, it strongly suggests that Serra Mesa has matured as a residential community. Initially, the moderately-priced new housing attracted young families with young children. By necessity, community facilities and services were oriented to this group. These included recreational facilities such as baseball fields, elementary schools and heavy emphasis on juvenile books in the library.

Another indicator of community maturation is the age profile. A shift in age group distribution has occurred between 1960, 1975 and 1998. The largest age group in 1998 was "25 to 34" years of age compared with "zero to four" in 1960 and "15 to 19" years of age in 1975. This shift has been strongly reflected in school enrollment figures. In twenty years, it is possible that the cycle will begin anew, with another generation of young families with young children.

Although Serra Mesa has remained a stable middle-income community, two changes in work patterns have occurred. Working women, including mothers with young children comprise a much larger proportion of the labor force than formerly. Secondly, there has been an increase in leisure time (three-day weekends and longer vacations). These two factors have long-term planning implications.

The community is relatively homogeneous in terms of socio-economic characteristics, but there is one readily identifiable subgroup. This group is comprised of military enlisted personnel and families occupying the Cabrillo Heights housing development. Due to rapid turnover, this subgroup has managed to retain the social profile that characterized the entire community in 1960, (large family with young children).

PROBLEMS AND ISSUES

A basic community issue is the existing and future social environment. Problems include:

- Alienation from authority.
- Lack of activities for specific age groups, especially senior citizens and teenagers.
- Inefficient utilization of community facilities (for example, overuse of the recreation center and under-use of schools).
- Economic problems including inflation, joblessness, lack of childcare facilities.

In addition, there are regional issues to be considered. These are:

- Commitment to a socially, ethnically and economically balanced community.
- Growing realization that public funds are limited and must be allocated with care for both physical improvements and social good.

These concerns will be addressed in the objectives and proposals that follow.

OBJECTIVES

- To encourage the most efficient social and economic use of physical and human resources.
- To ensure the maximum opportunity for social and intellectual development of every individual.
- To assist youth in maximizing their potential.
- To ensure that policies and programs funded wholly or in part by government will include provisions to improve the quality of life for the aged and disadvantaged.
- To strive for economic, social and ethnic balance in the community in concert with citywide policies.
- To enable the military families in the Cabrillo Heights housing development to assimilate into and contribute to the community.

PROPOSALS

Community Facilities and Services

- "Rap" sessions should be encouraged between authority figures (police, fire fighters, teachers, principals and the like) and youth in the community. Crime and substance abuse prevention programs should be encouraged and well publicized.
- The City Library Department should continue to evaluate population characteristics and adjust book collections accordingly. Also, additional operating hours should be considered for the Serra Mesa Library.
- A community bulletin board or marquee should be established to announce community-wide events.
- One or more meeting places in the community should be designated to alleviate overtaxed conditions at the recreation center.
- "Community schools" programs should be established at each of the elementary schools and at Taft Junior High School, modeled after the successful Fletcher Community School. Such programs would make schools available to all age groups in the community and would enable more complete utilization of school facilities.
- Alternatives to the conventional K-6, 7-9, 10-12 separation of elementary, junior high and senior high schools should be considered to redistribute enrollment to underused school facilities in the community.

- Religious institutions should be encouraged to offer space and facilities to the community for meeting rooms, movies, recreation, childcare and other activities.
- The location of mail pickup boxes should be evaluated to better service the community, especially with respect to the elderly.

Housing and Other Development

- Housing for the elderly should be encouraged on remaining vacant land located near the Mission Village Shopping District and in the Phyllis-Abbotshill neighborhood.
- Government-assisted housing for low and middle-income households should be encouraged throughout Serra Mesa in accordance with the density proposals of this plan.
- Principles of "defensible space" should be applied, wherever feasible, for individual structures as well as project layouts. Architectural design that prevents or inhibits crime should be strongly encouraged.

Transportation

- The use of carpool formation services (for example "Commuter Computer") should be encouraged to reduce automobile usage.
- The needs of the elderly and handicapped should be considered when determining bus design, sequencing of signals at intersections and wheelchair ramps located at pedestrian crossings that connect shopping facilities and residential areas.

Other Social and Economic Proposals

- Merchants, churches, schools, hospitals and other facilities and organizations should be encouraged to provide volunteer and paid work for teenagers, senior citizens and other groups lacking meaningful employment or activities.
- Activities should be organized that appeal to teenagers, the elderly and other groups. Examples may be skateboarding contests, racquetball and handball contests, movies for young and old, sewing bees.
- Skills training opportunities should be encouraged in the community schools' programs.
- The need for childcare facilities should aid military families in becoming a viable part of the community.
- The community should be made aware of social services available in the community and the San Diego region. Examples include crisis intervention centers, senior citizen affairs, suicide prevention and child abuse hotline.
- The Serra Mesa Community Planning Group and its successors should continue as a clearing-house for community issues, even after adoption of this plan.

See **Figure 14**: Environmental Management.

IMPLEMENTATION ELEMENT

The Serra Mesa Community Plan has set forth a wide range of goals and proposals aimed at enhancing the community, with careful consideration of the environment. Specific actions must be undertaken to realize the Plan. These actions and related financial obligations require joint efforts by private citizens, enterprises, community organizations and government at local, state and federal levels. Some implementation programs, however, may be carried out by private initiative only.

The community is relatively new and developed to relatively high standards. It does not require extensive redevelopment. Implementation will emphasize the retention and enhancement of those qualities that have made the community a desirable place in which to live and work.

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

PLAN REVIEW AND MAINTENANCE

The Serra Mesa Community Planning Group (SMCPG) has been instrumental in preparing this Plan. Once the Plan is adopted, continued citizen involvement is vital for its implementation. The SMCPG and succeeding private citizen organizations should provide leadership for the following plan review and maintenance proposals:

- ACTIONS TO IMPLEMENT PLAN PROPOSALS SHOULD BE INITIATED. These actions vary widely. They may be direct actions such as petitions for forming assessment districts or initiating rezonings. The community may assert itself in other ways to bring about desirable changes such as the formation of a citizen task force to clean up litter.

- DEVELOPMENT ACTIVITY IN THE SERRA MESA COMMUNITY SHOULD BE CONTINUALLY MONITORED. The planning group should review all future public facility improvements, rezonings, and subdivisions, Conditional Use Permits, Hillside Review Permits, planned residential and commercial developments. The planning group should also review and respond to all Environmental Impact Reports relative to public and private projects. These objects and environmental statements should receive strong recommendations regarding their individual conformance to community plan goals and objectives.

- DEVELOPERS SHOULD BE PERSUADED TO INCORPORATE ENVIRONMENTAL CONSIDERATIONS INTO PROJECTS. Some of these considerations are not incorporated into existing ordinances. It is essential that development located on and near canyon rims and hillsides be designed with great care. This can be accomplished through

good design and environmental concern on the part of the developer. Through cooperation between developers and the community, environmentally attractive developments can be realized without total reliance on ordinances that may rigidly dictate the form of new development.

- THE CAPITAL IMPROVEMENTS PROGRAM SHOULD BE REVIEWED. Each year the City prepares a Capital Improvements Program which lists urgent projects that must be financed within the following six years. The first year of this program is formally adopted by the City Council. The community should review the Capital Improvements Program and make recommendations. These recommendations should be consistent with the Plan's goals, objectives and proposals.

- THE PLAN SHOULD BE CONTINUALLY MONITORED TO ENSURE ITS TIMELINESS. This Plan should not be considered a static document. The Plan's intent is to provide guidance for orderly growth and to respond to changing environmental, social and economic conditions. The Plan should also be reviewed with respect to the legislative framework. It should conform to all applicable federal, state and local ordinances. As the Plan is a policy guide, it should also conform to City Council policies, and to those formulated by other public agencies having jurisdiction. In order to accomplish these aims, the Plan must be continually monitored and amended when necessary so that it remains relevant to community and City needs. This process will probably involve a yearly review and a major overhaul and revision every five to ten years. The planning group should be responsible for this task.

CITIZEN PARTICIPATION

Although the City Council has ultimate responsibility for carrying out the Plan, the true burden rests with an interested, active citizenry. The following proposals are intended to encourage constant citizen participation in community affairs in accordance with Council Policy 600-24, Operating Procedures and Responsibilities of Recognized Community Planning Committees:

- THE PLANNING GROUP SHOULD CONTINUE TO MEET ON A REGULAR BASIS AFTER PLAN ADOPTION. These meetings should be open to the public. They may be held either downtown when staff assistance is required, or at a designated meeting place in the community. Although these meetings will generally be concerned with issues of direct relevance to the Plan, they may function as forums for other matters of community concern and interest.

- IF NEIGHBORHOOD ISSUES WARRANT COMMUNITYWIDE ATTENTION THE PLANNING GROUP SHOULD CALL SPECIAL MEETINGS. These special meetings should be held in the neighborhood affected by the issue. Suggested meeting places could be local elementary schools or churches. The planning group can respond more effectively by going to the affected neighborhood than by requiring all neighborhood matters to be heard at regularly scheduled community meetings.

- CITIZEN PARTICIPATION SHOULD BE BROADLY BASED AND EXTEND TO "GRASS ROOTS" LEVELS. The planning group should assume the leadership role in a "community government" that should enable every member of the community to have a voice in neighborhood and community affairs. This may be accomplished through the establishment of a "town hall" in a designated meeting place known to all. Issues brought forth at these meetings then could be made known to the City or other agencies for appropriate responses.

- COMPOSITION OF THE PLANNING GROUP SHOULD BE TRULY REPRESENTATIVE OF THE COMMUNITY. Procedures should be established to ensure that the planning group reflects a wide range of opinions and that a maximum number of citizens participate. These should be accomplished by periodic, democratically conducted elections of representatives to the planning group by all members of the Serra Mesa community.

- ALL GOVERNMENTAL AGENCIES SHOULD SOLICIT CITIZEN INPUT BEFORE MAKING DECISIONS THAT AFFECT THE COMMUNITY. The "community planning" approach should be extended to all facilities and services planning. A hypothetical example is neighborhood park design. A park that is technically well designed but not used by the community would be frustrating to the park designer. Members of the community could have made the park designer aware of neighborhood problems not immediately apparent to an outsider.

- ALL COMMUNITY ORGANIZATIONS SHOULD MAKE THE COMMUNITY AWARE OF THEIR EXISTENCE AND ENCOURAGE PARTICIPATION. A marquee should be established at a prominent location in the community. It should list the names of the organizations together with their meeting times and places. Many of these organizations can be vehicles for implementing Plan proposals.

DEVELOPMENT PHASING

Although Serra Mesa is largely developed, events can plausibly occur that could place heavy pressure on public facilities. City Council Policy 600-10 states that development should proceed only if adequate public facilities are assured.

The following basic requirement is set forth to guide development as proposed in the Plan.

ALL DEVELOPMENT PROPOSED SHALL BE PREDICATED UPON THE ADEQUACY AND AVAILABILITY OF ESSENTIAL PUBLIC SERVICES TO SERVE THE DEVELOPMENT.

In addition, it must be emphasized that the processing of rezonings, PRDs, Conditional Use Permits and tentative maps must comply with normal City requirements. These include: Council Policy 600-4, Standards for Public Rights-of-Way Improvements; Council Policy 600-10, Adequacy of Public Services in Connection with Development Proposals; Council Policy 600-19, Fostering of Balanced Community Development for the City of San Diego,

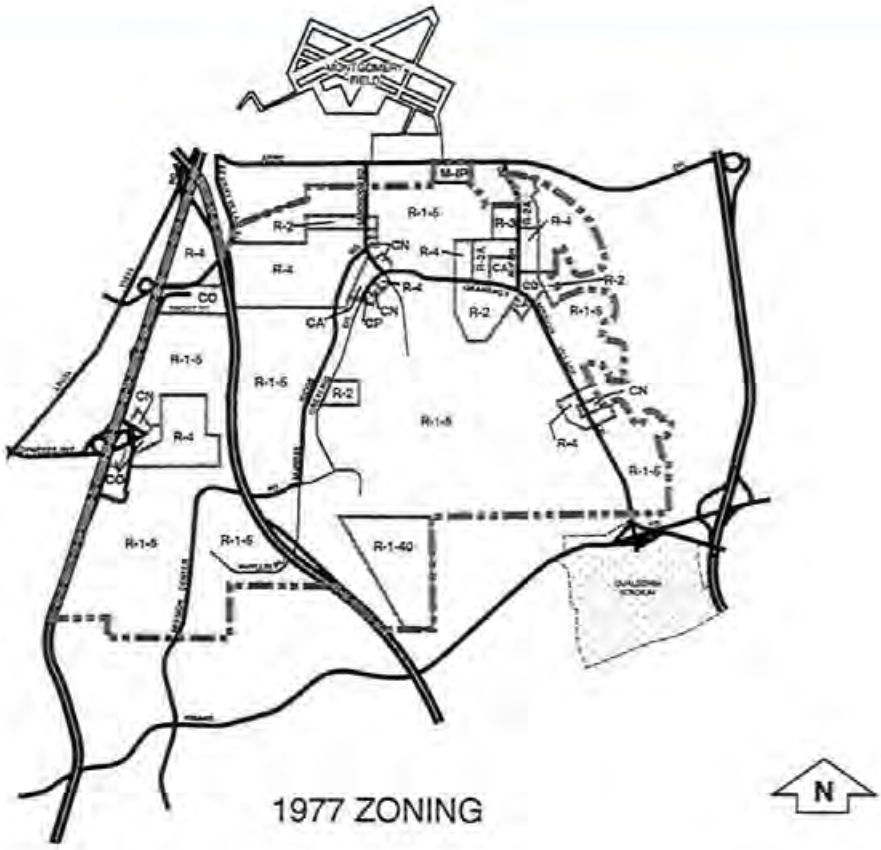
Council Policy 600-22, School Availability; Environmental Impact Report requirements and all other City policy requirements.

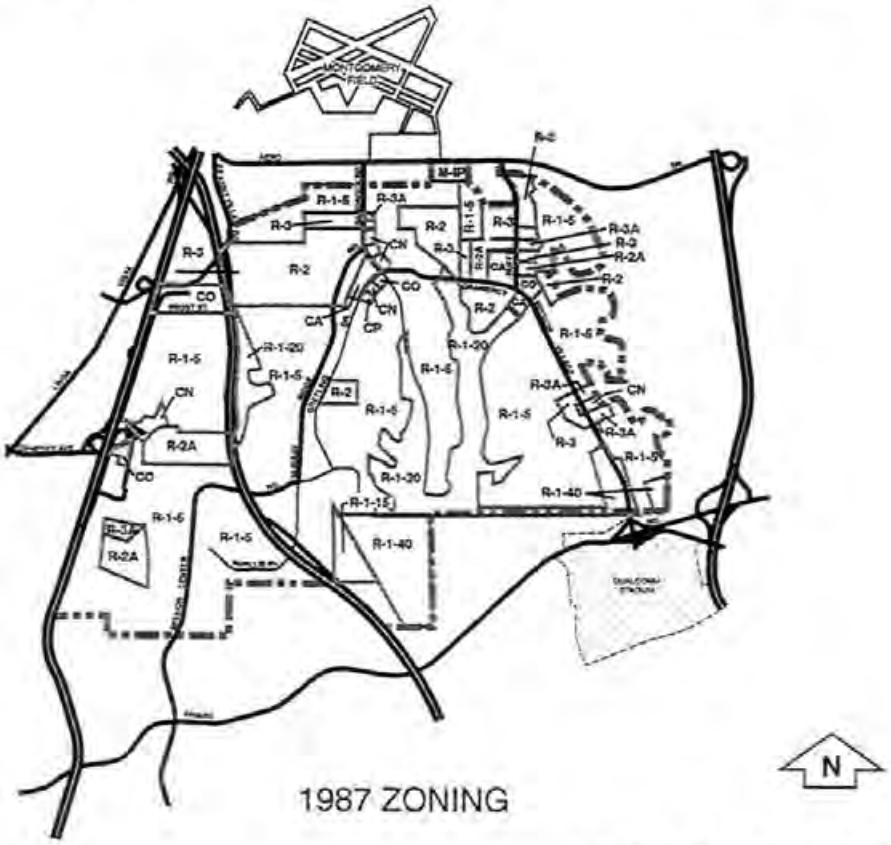
REZONING PROPOSALS

Council Policy 600-6 states that zoning should be used to implement proposals in adopted community plans. This policy is an indication of the City's intent to follow through on its proposed plans.

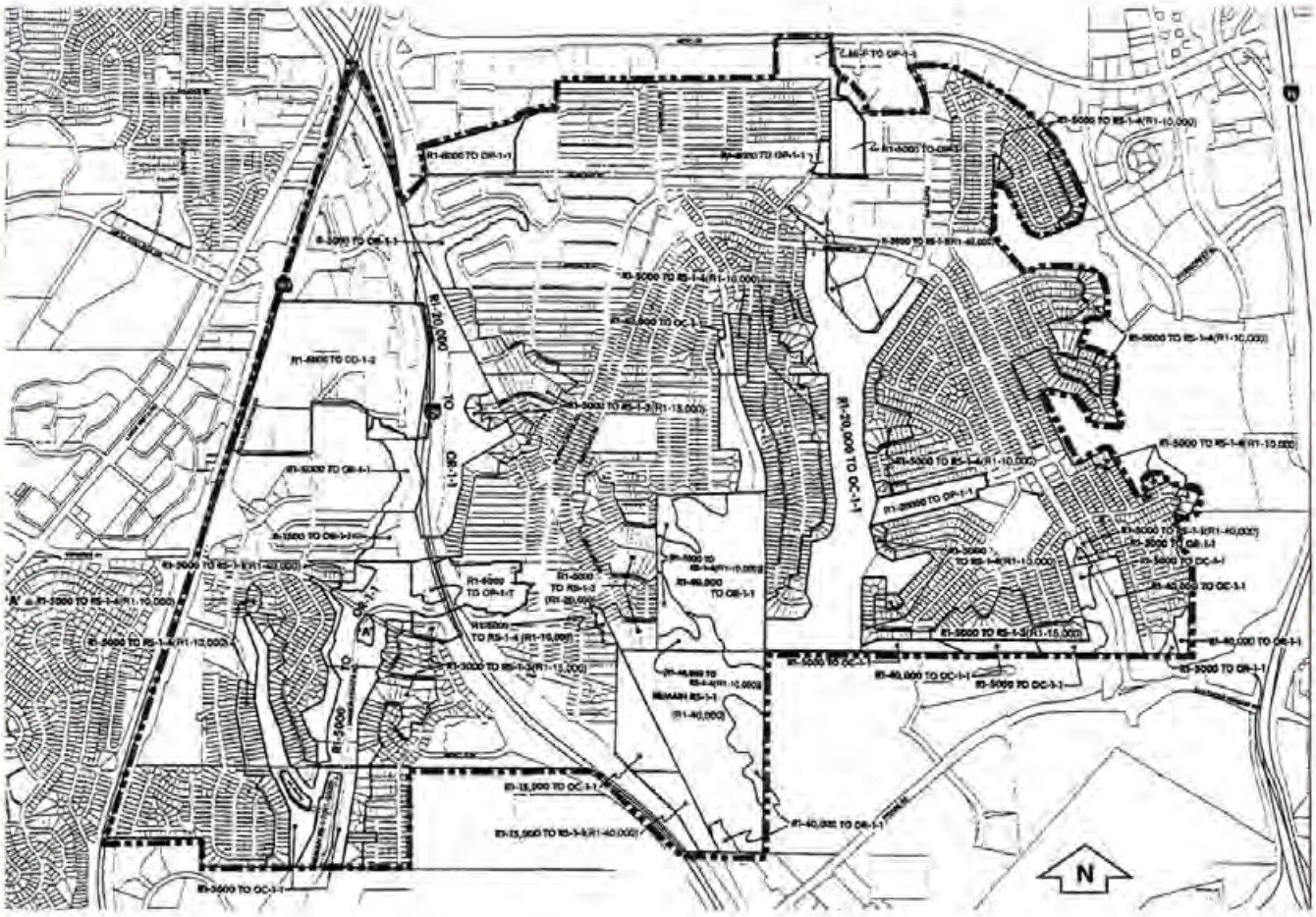
The following maps illustrate those situations where Plan proposals and present zoning are inconsistent. The first map shows the zoning as it existed in October, 1976. The second map specifies the 1987 zoning after amendments to the community plan at that time and the third map shows rezonings to accommodate the 2000 plan amendments.

See **Figure 15**: 1977 and 1987 Zoning.
See **Figure 16**: 2000 Rezoning.





1977 and 1987 Zoning
Serra Mesa Community Plan
15 FIGURE



2000 Rezoning
Serra Mesa Community Plan
16 FIGURE

TABLE 4

SUMMARY OF PLAN PROJECTS

		Priority	Status
Streets and Highways			
I-15 reconstruction		Mid-range	Pending availability of state funds
Park	**(Park District #)**		
Serra Mesa Community Park and Rec. Center	#390	---	Existing, expansion proposed
Neighborhood Park	#391 (Shawn)	Mid-range	Proposed for acquisition
Neighborhood Park	#392 (Rancho Cabrillo)	Immediate	Being acquired
Neighborhood Park	#392 (Cabrillo Heights)	---	Existing
Neighborhood Park	#402 (Fletcher)	Mid-range	Proposed for acquisition
Schools			
Angier Elementary		---	Existing
Cubberley Elementary		---	Existing
Fletcher Elementary		---	Existing
Jones Elementary		---	Existing
Juarez Elementary		---	Existing
Wegeforth Elementary		---	Existing
Taft Junior High		---	Existing
Other Public Facilities			
Branch Library		---	Existing
Fire Station		---	Existing
Northeast Police Substation		Immediate	Proposed in recent consultant study conducted for Police Department

TABLE 5

SUMMARY OF PLAN PROPOSALS

The following is a summary table of implementation projects, including priorities, type of action, responsibility, and, if pertinent, means of financing.

HOUSING ELEMENT

Proposal	Priority	Action	Responsibility
1. Encourage density ranges (5-9, 10-14, 15-29, 15-43 du/ac) to develop and/or maintain these densities as shown on Plan Map.	Continuing	Allow no rezonings that conflict with plan proposals. Initiate rezonings to conform to Plan.	Planning Commission and City Council
2. Relate dwelling units to topography.	Immediate	Work with property owners, realtors and developers to encourage PRD concepts.	Planning Department
3. Encourages maintenance and enhancement of existing housing stock.	Immediate and continuing.	Work with property owners, military (Cabrillo Heights).	SMCPG*
4. Investigate use of housing subsidies and lease programs in the Serra Mesa community.	Continuing	Investigate state and federal housing subsidy and City leased housing programs.	City Council, City Manager, Private Developer
5. Public ownership of Cabrillo Heights Military housing need should be guaranteed even if the military relinquishes ownership.		According to effect transfer of City Council, City ownership from Navy to public agency if the military relinquishes ownership.	Manager

*Serra Mesa Community Planning Group and successors.

COMMERCIAL ELEMENT

Proposal	Priority	Action	Responsibility
1. Rezone parcel at southeast corner Genesee and Mockingbird from R-1-5 to CN.	According to need	Work with owner and/or developer, using CN (PCD) zoning.	Private
2. Enhance appearance of Serra Mesa Shopping District.	Immediately	Work with owners and tenants.	SMCPG
3. Retain CN zoning at Shawn and Starling convenience center.	Continuing	Monitor situation.	SMCPG
4. Develop small activity node at Military Commissary	Continuing	Work with military	SMCPG

TABLE 5
SUMMARY OF PLAN PROPOSALS (continued)

PARKS AND RECREATION ELEMENT

Proposal	Priority	Action	Responsibility	Financing
1. Expand Serra Mesa Community Park, including leisure areas, tennis courts, swimming pool.	Immediate	Work with School District, private developers.	Planning Department, Park & Recreation Department, Property Department	CIP, *land trade, assessment district
2. Retain Cabrillo Heights Park, ball diamonds.	Continuing	Monitor situation, maintain facilities	Park and Recreation Department	
3. Develop Rancho Cabrillo Neighborhood Park	Immediate	Acquire land and construct improvements	Park and Recreation Department	CIP – Park fees
4. Provide neighborhood park near Juarez School.	Immediate	Acquire land and construct improvements.**	Park and Recreation Department**	CIP – Park fees Env. Growth Fund
5. Provide neighborhood park near Fletcher School.	Immediate	Acquire land and construct improvements.**	Park and Recreation Department**	CIP – Park fees
6. Improve recreation and "tot lot" facility in Cabrillo Heights housing project.	Immediate	Enhance "tot lot" facility; clean up ravine to west.	Military; residents in area	

* CIP – Capital Improvements Program
** Alternate: Turfing of school playgrounds by joint development agreement with San Diego Unified School District.

COMMUNITY FACILITIES ELEMENT

Proposal	Priority	Action	Responsibility	Financing
1. Schools: Encourage most efficient utilization of schools in the community.	Immediate	Work with San Diego Unified School District to investigate alternatives to conventional class structure.	SDUSD, SMCPG, community action	
2. Encourage Community Schools programs at all schools in the community.	Immediate	Survey neighborhoods for needs that can be served by community schools. Establish programs to fulfill those needs.	SDUSD, SMCPG, community action	SDUSD, Stuart Mott Foundation
3. Police, Fire Protection, Library, Sewer, Water and Drainage Facilities	Continuing	Monitor needs; improve when necessary.	City of San Diego	
4. Emergency Medical Services; Improve emergency services	Immediate	Work with Donald N. Sharp Memorial Community Hospital to improve emergency medical services.	Sharp Hospital, County agencies	

TABLE 5
SUMMARY OF PLAN PROPOSALS (continued)

TRANSPORTATION ELEMENT

Proposal	Priority	Action	Responsibility	Financing
Streets				
1. Construct I-15 between Friars Road and Route 52.	ASAP	Construct freeway	Caltrans, Transportation Planning	Highway trust fund gas tax
2. Complete internal street network in Kearny Mesa Health-Institutional Complex.	Immediately, according to need	Construct Birmingham Avenue loop to Mesa College Drive.	Adjacent property owners as part of expansion plans	Private property owners
3. Widen Health Ctr. Dr. to four lanes (widening and/or parking removal).	According to need	Schedule into CIP according to need.	Transportation Planning	CIP
4. Provide misc. Special treatment	As needed	Monitor and determine needs for increasing capacity of road system.	Transportation Planning	CIP and/or City general fund
Public Transportation				
5. Increase frequency and hours for Routes 25, 25A and 27.	Immediately	Implement plans.	Transit company	Not determined
6. Provide direct express service from Serra Mesa to Downtown and other employment centers.	ASAP	Implement plans.	Transit company	Not determined
7. Institute area mini bus shuttle system supplementary to express service.	Long range	Develop and implement local service plan linked with citywide.	SMCPG, S.D. Transit, private	Not determined
Bikeways				
8. Develop community bikeway system coordinated with City and regional system.	ASAP	Follow through by implementing approved plans.	Transportation Planning, SMCPG	CIP, Bikeway fund, City general fund

TABLE 5
SUMMARY OF PLAN PROPOSALS (continued)

ENVIRONMENTAL MANAGEMENT ELEMENT

Proposal	Priority	Action	Responsibility	Financing
Physical Environment - Urban Design				
1. Improve grading, landscaping, standards and control of hillside cuts.	Immediate	Amend PRD, PCD and HR requirements to provide better protection and enhancement of environment. Enforce adopted standards.	Planning	
2. Underground utilities on following streets: Gramercy Dr. FY 1980 Mission Village Dr. FY 1981 Ruffin Road FY 1981 Sandrock Rd,. FY 1982	ASAP	Schedule under-grounding of utilities on major streets; local neighborhoods when feasible, transmission lines when feasible.	Community action, SMCPG, SDG&E	Utility Company, Assessment District, CIP
3. Extend cable TV; require master antenna in new PRD's and multifamily projects.	ASAP	Approach fancies operator re: expenditure service-follow up. Require master antenna in PRD's through Council action.	SMCPG, community action, Planning Department	
4. Extend sign controls	Immediate	Adopt city zone changes City Council to achieve sign controls.		
5. Control environmental pollution.	Immediate	Enforce existing anti-pollution legislation; develop new programs and practices.	Community action, City Council	
Open Space - Hillside Conservation				
6. Establish open space system; Ruffin-Sandrock Canyons; Cardinal Canyon, west forks of Murphy Canyon, hillsides adjacent to Mission Village Drive (Total 400 acres).	Immediate. Acquisition should occur as early as possible, not until threat of development occurs.	Initiate proceedings for hearing and Council action on establishment of assessment district or districts. Apply HR zone overlay over all land meeting criteria; R-1-40 zone in designated open space areas and other open space zones as appropriate.	SMCPG, City Council, community action	Park Procedural Ordinance (assessment districts), Environmental Growth Fund
Socio-Economic Environment				
7. Monitor community facilities and services to ensure they serve the changing social and economic needs of the population.	Immediate and continuing	Organize a task force of community leaders and experts, in social problems to evaluate socio-economic conditions in the community and recommend appropriate action.	SMCPH, community City Human Resources Dept.	

TABLE 6

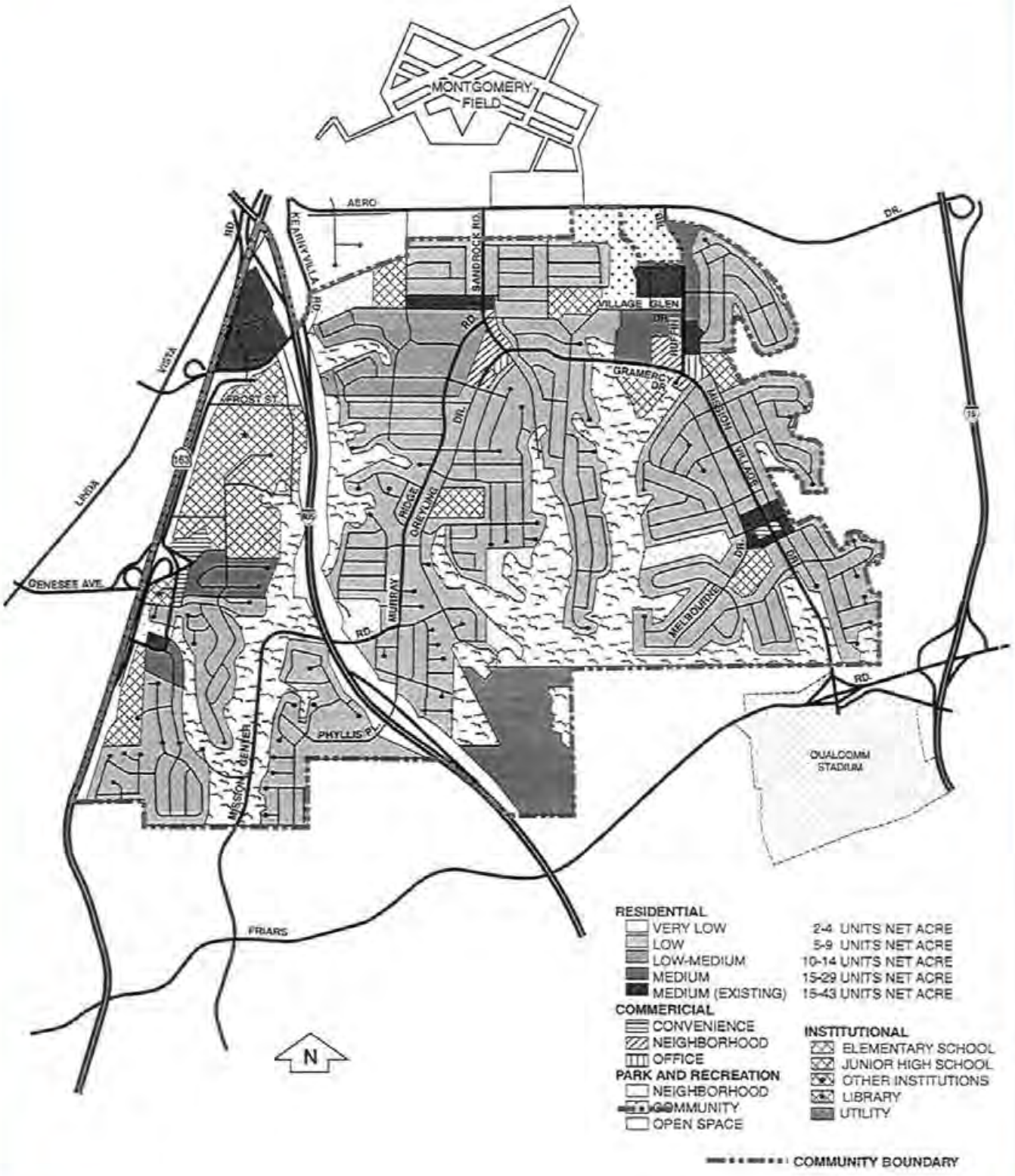
PLAN SUMMARY

PROPOSED LAND USE ALLOCATIONS

Uses	Acres
Low Density Residential (5-9) a, b	944
Low-Medium Density Residential (10-14) a, b	85
Medium Density Residential (15-29) a, b	54
Medium Density Residential (15-43) a, b	45
Professional Office (Serra Mesa Subarea)	2
Local Commercial (Neighborhood and Convenience)	23
Community Shopping Center	26
Regional General Commercial	150
Recreation-Visitor Commercial	15
Health-Institutional Complex	127
Other Regional Facilities (SDG&E, School Support)	97
Parks and Recreation	62
Schools and Other Community Facilities	84
Open Space	425
Total Net Area	**5,479**
Streets, Other Public Rights-of-Way	1,117
Total in City of San Diego	**6,596**

Table 6 Notes:

a. Density is calculated as the number of dwelling units per net residential acre (DU/NRA).
b. Residential use allocations include certain non-residential uses for which no separate plan element is given. These include religious facilities, private day care centers and the like.



Community Plan Land Use 1990 **17**

Serra Mesa Community Plan FIGURE

FOOTNOTES

1. San Diego City Planning Department, *A Plan for Equestrian Trails and Facilities*; October, 1974.

2. San Diego City Planning Department, *A Plan for the Preservation of Natural Parks for San Diego*; April, 1973, page 2.

3. San Diego City Planning Department, *Open Space for San Diego*; May 1968, page 7.

4. San Diego City Planning Department, *A Plan for the Preservation of Natural Parks for San Diego*; April, 1973, page 26.

5. San Diego City Planning Department, *The General Plan for San Diego - 1995*, unpublished preliminary draft, September 1975, p.316. Full title of the Appleyard-Lynch study was *Temporary Paradise? A Look at the Special Landscape of the San Diego Region*, published September 1974. Much of that study has been incorporated into the Urban Design Element of the proposed *General Plan for San Diego - 1995*.

6. Ibid., page 317.

7. Two types of noise measurement are used in California. Aircraft noise is expressed in terms of Community Noise Equivalent Level (CNEL) and motor vehicle noise in terms of day-night average level (Ldn). The unit of measurement is the decibel; CNEL and Ldn take into account average noise levels over a 24-hour period. The calculation of CNEL requires the addition of five decibels to evening (7:00 p.m. to 10:00 p.m.) and ten decibels to nighttime (10:00 p.m. to 7:00 a.m.) noise levels. Ldn calculations add ten decibels to nighttime noise levels only, since the evening hours are treated as a part of the daytime period [Abstracted from the *General Plan for San Diego - 1995*, unpublished preliminary draft. pp. 260-261].

APPENDIX – AIRPORT INFLUENCE AREA

The Airport Influence Area for Montgomery Field affects the Serra Mesa Community Plan. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan for Montgomery Field and is divided into two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for Montgomery Field to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone within Chapter 13 of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

DEPARTMENT OF TRANSPORTATION
DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
PHONE (619) 688-6968
FAX (619) 688-4299
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

August 8, 2017

11-SD-805
PM 18.9
Serra Mesa Community Plan
Amendment Street Connection

Tanner French
Senior Traffic Engineer
City of San Diego Planning Department
1010 Second Avenue, MS-413
San Diego, CA 92101

Dear Mr. French:

The California Department of Transportation (Caltrans) concurs with the analysis and mitigation as presented in the Phyllis Place/Franklin Ridge Road connection proposed in the Recirculated Draft Environmental Impact Report (DEIR) Serra Mesa Community Plan Amendment Roadway Connection Project SCH # 2012011048 located near Interstate (I-805).

As previously stated in a comment letter sent on July 5, 2016 to the City of San Diego (City) on the originally circulated DRAFT EIR, the complete list of mitigation improvements along I-805, Phyllis Place, and Murray Ridge Road, including ramp intersections, will be required with the Phyllis Place/Franklin Ridge Road connection as part of Caltrans permit approval for proposed mitigation improvements within State Right of Way (R/W). Caltrans is in conceptual agreement of the mitigation improvements represented in the recirculated DEIR Table ES-1, Summary of Significant Project Impacts and Mitigation Measures.

Generally, when a local public agency (e.g., the City of San Diego) approves a proposed project that includes mitigation measures recommended by Caltrans, the local agency collects the Fair Share funds from the project proponent and administers them until such time as mitigation improvements are implemented on the State Highway System (SHS), whereupon Caltrans will enter into a Cooperative Agreement with that "Lead Agency." However, in some cases Caltrans will enter into an agreement for mitigation directly with a project proponent when the local public agency does not wish to collect and administer funds for SHS mitigation. In that situation, subject to local agency approval, the local public agency will condition project approval upon the project proponent entering into a "Traffic Mitigation Agreement" with Caltrans for the mitigation.

Caltrans appreciates the continued coordination with the City in implementing improvements along I-805 and its surrounding community planning areas. Ultimate approval for work within State Right of Way (R/W) will be through the Caltrans project development or permit process, and be subject to Caltrans policies and design standards.

If you have any questions, please contact Vanessa De La Rosa, Community Planning Liaison, at (619)688-4289 or by e-mail sent to vanessa.delarosa@dot.ca.gov.

Sincerely,

ROY ABBOUD, Acting Branch Chief
Local Development and Intergovernmental Review Branch