

#### PLANNING DEPARTMENT

# Date of Notice: **June 10, 2016**PUBLIC NOTICE OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

**PUBLIC NOTICE**: The City of San Diego Planning Department has prepared a draft PEIR for the following project and is inviting your comments regarding the adequacy of the document. The draft PEIR and associated technical appendices have been placed on the City of San Diego Planning Department website under the heading "Draft CEQA Documents" and can be accessed using the following link:

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

The DEIR public notice has also been placed on the City Clerk website at:

http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml

Typically the review period for an EIR is 45 days; however in accordance with Municipal Code Section 128.0307 and in response to a written request made by Uptown Planners, the recognized Community Planning Group for Uptown, the review period has been extended to 60 days.

Your comments must be received by August 8, 2016 to be included in the final document considered by the decision-making authorities. Please send your written comments to the following address: Kurtis Steinert, Senior Environmental Planner, City of San Diego Planning Department, 1010 Second Avenue, MS 413, San Diego, CA 92101 or e-mail your comments to <a href="PlanningCEQA@sandiego.gov">PlanningCEQA@sandiego.gov</a> with the Project Name and Number in the subject line. Please note only written comments, received either via US Mail, hand-delivered, or via email, will be considered official comments in the Final EIR.

PROJECT NAME: Uptown Community Plan Update PROJECT No. 21002568 / SCH No. *Pending* 

COMMUNITY AREA: Uptown COUNCIL DISTRICT: 3

**PROJECT DESCRIPTION:** The proposed update for the Uptown Community Plan would be consistent with and incorporate relevant policies from the 2008 City of San Diego General Plan, as well as provide a long-range, comprehensive policy framework for growth and development in the Uptown community. The Uptown Community Plan was originally adopted in 1988. Uptown was last amended in 2008.

The Uptown Community Plan Update (CPU) can be found on the Planning Department's website at:

https://www.sandiego.gov/planning/community/profiles/uptown

The proposed Uptown CPU provides detailed policy direction to implement the General Plan with respect to the distribution and arrangement of land uses (public and private), the local street and transit network, the prioritization and provision of public facilities, community and site specific urban design guidelines, and recommendations to preserve and enhance natural open space and historic and cultural resources within the Uptown community.

CPU implementation requires adoption of the Uptown Community Plan, amendments to the General Plan to incorporate the CPU as a component of the General Plan Land Use Element, adoption of a Land Development Code (LDC) ordinance that would rezone the Planned District Ordinance (PDO) areas within the CPU area with Citywide zones within the LDC and repeal the existing Mid-City Communities PDO, the West Lewis Street PDO, and Interim Height Ordinance. The project would also amend the mapped boundaries of the Uptown Community Plan Implementation Overlay Zone (CPIOZ) to include CPIOZ-Type A and CPIOZ-Type B areas that would limit building heights. A comprehensive update to the existing Impact Fee Study (IFS) (formerly known as the Public Facilities Financing Plan) is also proposed for adoption resulting in a new IFS for the Uptown community.

#### <u>Uptown Community Plan Update</u>

The Uptown Community Plan area consists of approximately 2,700 acres and lies just north of Downtown San Diego. It is bounded on the north by Mission Valley, on the east by Park Boulevard, and on the west and south by Old Town San Diego and Interstate 5. The Uptown community is located on a level mesa that is divided by numerous canyons and bordered by two major parks, Presidio and Balboa. The CPU area includes the neighborhoods of Mission Hills, Middletown, Hillcrest, the Medical Complex, University Heights, and Bankers Hill/Park West.

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

**Recommended Finding:** The draft PEIR concludes that the proposed project would result in significant environmental impacts in the following areas: **Transportation/Circulation, Noise, Historical Resources, and Paleontological Resources.** All other impacts analyzed in this EIR were found to be less than significant.

**Availability in Alternative Format:** To request the this Notice or the City's letter detailing the required scope of work (EIR Scoping Letter) in alternative format, call the Planning Department at (619) 235-5200 (800) 735-2929 (TEXT TELEPHONE).

**Additional Information:** For environmental review information, contact Kurtis Steinert at (619) 235-5206. The Draft EIR and supporting documents may be reviewed, or purchased for the cost of reproduction, at the Planning Department. For information regarding public meetings/hearings on this project, contact the Project Manager, Tait Galloway, at (619) 533-4550.

This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on **June 10, 2016**.

Alyssa Muto Deputy Director Planning Department



# Draft Program Environmental Impact Report for the Uptown Community Plan Update

Project No. 380611 SCH No. To be assigned June 10, 2016





# DRAFT ENVIRONMENTAL IMPACT REPORT

SCH No. [Pending]

SUBIECT:

<u>UPTOWN COMMUNITY PLAN UPDATE</u>: CITY COUNCIL APPROVAL AND ADOPTION of an update to the Uptown Community Plan; Adoption of General Plan Amendments; Adoption of the Uptown Impact Fee Study; Amendments to the Land Development Code; Repealing the Mid-City Communities Planned District Ordinance (PDO); Repealing the West Lewis Street PDO; Rescinding the Interim Height Ordinance; and Rezoning of the Community Plan areas with Citywide zones.

The proposed Uptown Community Plan Update (proposed CPU) would be consistent with and incorporate relevant policies from the 2008 City of San Diego General Plan, as well as provide a long-range, comprehensive policy framework for growth and development in the Uptown community. The Uptown Community Plan was originally adopted in 1988 and last amended in 2008.

The Uptown Community Plan Update (CPU) can be found on the Planning Department's website at:

#### https://www.sandiego.gov/planning/community/profiles/uptown

The proposed Uptown CPU provides detailed policy direction to implement the General Plan with respect to the distribution and arrangement of land uses (public and private), the local street and transit network, the prioritization and provision of public facilities, community and site specific urban design guidelines, and recommendations to preserve and enhance natural open space and historic and cultural resources within the Uptown community.

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#### Uptown Community Plan Update

The Uptown Community Plan area consists of approximately 2,700 acres and lies just north of Downtown San Diego. It is bounded on the north by Mission Valley, on the east by Park Boulevard, and on the west and south by Old Town San Diego and Interstate 5. The Uptown community is located on a level mesa that is divided by numerous canyons and bordered by two major parks, Presidio and Balboa. The CPU area includes the neighborhoods of Mission Hills, Middletown, Hillcrest, the Medical Complex, University Heights, and Bankers Hill/Park West.

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

#### **ENVIRONMENTAL DETERMINATION:**

Based on the analysis conducted for the project described above, the City of San Diego has prepared the following Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA). The analysis conducted identified that the project could result in significant impacts to the following issue area(s): **Transportation and Circulation, Noise (Ambient Noise and Construction), Historical Resources (Built Environment and Historic Districts), and Paleontological Resources (Ministerial Projects).** 

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

#### PUBLIC REVIEW DISTRIBUTION:

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

#### FEDERAL GOVERNMENT

U.S. Environmental Protection Agency (19)

U.S. Fish and Wildlife (23)

U.S. Army Corps of Engineers (26)

#### STATE OF CALIFORNIA

California Department of Transportation, District 11 (31)

California Department of Fish and Wildlife (32)

California Department of Toxic Substances Control (39)

California Regional Water Quality Control Board, Region 9 (44)

State Clearinghouse (46A)

California Coastal Commission (47)

California Air Resources Board (49)

California Transportation Commission (51)

California Department of Transportation (51A)

California Department of Transportation (51B)

California Native American Heritage Commission (56)

#### **COUNTY OF SAN DIEGO**

Air Pollution Control District (65)

County of San Diego Department of Planning and Land Use (68)

County Water Authority (73)

## CITY OF SAN DIEGO

Mayor's Office (91)

Council President Lightner, District 1

Councilmember Zapf, District 2

Councilmember Gloria, District 3

Councilmember Cole, District 4

Councilmember Kersey, District 5

Councilmember Cate. District 6

Councilmember Sherman, District 7

Councilmember Alvarez, District 8

Council President Pro Tem Emerald, District 9

Theresa Quiroz, Planning Commissioner

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## CITY OF SAN DIEGO - continued

Fire and Life Safety Services (79)

San Diego Fire - Rescue Department Logistics (80)

Library Department (81)

Central Library (81A)

North Park Branch Library (81T)

University Heights Branch Library (81JJ)

Historical Resources Board (87)

Park & Recreation (89)

Wetlands Advisory Board (91A)

## OTHER INTERESTED GROUPS, ORGANIZATIONS, AND INDIVIDUALS

San Diego Association of Governments (108)

San Diego County Regional Airport Authority (110)

Metropolitan Transit System (112)

San Diego Gas & Electric (114)

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San Diego Archaeological Center (212)

Save Our Heritage Organisation (214)

Ron Christman (215)

Clint Linton (215B)

Frank Brown, Inter-Tribal Cultural Resources Council (216)

Campo Band of Mission Indians (217)

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Golden Hill Community Planning Committee (259)

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Banker's Hill Canyon Association (502)

Climate Action Campaign

Allen Canyon Committee (504)

Greater Golden Hill Community Development Corporation

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**David Swarens** 

Angela Landsberg

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Ann Wilson, Community Housing Works

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

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

Alyssa Muto, Deputy Director
Planning Department

June 10, 2016
Date of Draft Report

Date of Final Report

Analyst: Kurtis Steinert, AICP / Denise Russell

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# **List of Abbreviated Terms**

°F degrees Fahrenheit

μg/m3 micrograms per cubic meter AAQS Ambient Air Quality Standards

AB Assembly Bill

ACOE U.S. Army Corps of Engineers
ADA Americans with Disabilities Act

ADT average daily traffic
AFY acre-feet per year
AIA Airport Influence Area

Airport Authority San Diego County Regional Airport Authority

ALUC Airport Land Use Commission

ALUCP Airport Land Use Compatibility Plan

AMSL above mean sea level

APCD Air Pollution Control District
APS Alternative Planning Strategy

ART Arterial Rapid Transit

Basin Plan Water Quality Control Plan for the San Diego Basin

BAU business as usual

BMP best management practice

BRT bus rapid transit CAA Clean Air Act

CAAQS California Ambient Air Quality Standards

CAFE Corporate Average Fuel Economy

Cal EPA California Environmental Protection Agency
CAL FIRE California Department of Forestry and Fire

CalARP California Accidental Releases

CalEEMod California Emissions Estimator Model
CalGreen California Green Building Standards Code

CalRecycle California Department of Resources Recycling and Recovery

Caltrans California Department of Transportation

CAP Climate Action Plan

CAPCOA California Air Pollution Control Officers Association

CARB California Air Resources Board

CASAC Clean Air Scientific Advisory Committee

CBC California Building Code

CCAP U.S. Climate Change Action Plan
CCC California Coastal Commission
CCR California Code of Regulations

CDC California Department of Conservation
CDFW California Department of Fish and Wildlife

CDP Coastal Development Permit CEC California Energy Commission

CEQA California Environmental Quality Act

CERCLA Comprehensive Environmental Response, Compensation, and Liability Act

CFR Code of Federal Regulations

CH<sub>4</sub> Methane

CIP Capital Improvement Project

City of San Diego

City BMP City of San Diego Bicycle Master Plan
CNDDB California Natural Diversity Data Base
CNEL Community Noise Equivalent Level

CO Carbon monoxide CO<sub>2</sub> Carbon dioxide

CPIOZ Community Plan Implementation Overlay Zone

CPU Community Plan Update

CPUAC Community Plan Update Advisory Committee

CPUC California Public Utilities Commission

CRC California Residential Code

CRHR California Register of Historic Resources
CTC California Transportation Commission
CUPA Certified Unified Program Agency

CWA Clean Water Act

dB decibel

dB(A) A-weighted decibels
DIF Development Impact Fees
DPM diesel particulate matter

DTSC California Department of Toxic Substances Control

du/ac dwelling units per acre

EO Executive Order

EPA U.S. Environmental Protection Agency

EPCRA Emergency Planning Community Right-to-Know Act

ESA Endangered Species Act

ESA Environmental Site Assessment
ESD Environmental Services Department
ESL Environmentally Sensitive Lands
FAA Federal Aviation Administration

FAR floor area ratio

FEMA Federal Emergency Management Act

FHWA Federal Highway Administration

FIRM Flood Insurance Rate Map
FTA Federal Transit Administration
GHC Geologic Hazard Category

GHG greenhouse gas

GIS geographic information system
GWP global warming potential

gdp gallons per day

H&SC California Health and Safety Code

HAs Hydrologic Areas

HAZMIT 2010 San Diego County Multi-Jurisdictional Hazard Mitigation Plan

HCH hexachlorocyclohexane
HCM Highway Capacity Manual
HFC hydrofluorocarbons

HMBP Hazardous Materials Business Plan
HMD Hazardous Materials Division

HMTA Hazardous Materials Transportation Act

HOV High Occupancy Vehicle
HRB Historical Resources Board

HSAs Hydrologic Subareas HUs Hydrologic Units

HVAC heating, ventilation, and air conditioning

Hz Hertz

I-5 Interstate 5I-8 Interstate 8I-805 Interstate 805

ICLEI International Council for Local Environmental Initiatives

IFS Impact Fee Study in/sec inches per second

IPCC Intergovernmental Panel on Climate Change

ITS Intelligent Transportation Systems
IWRP Integrated Water Resources Plan
IWRP Integrated Water Resources Plan

JRMP Jurisdictional Runoff Management Plan

JURMP Jurisdictional Urban Runoff Management Program

kHz kilo-Hertz

LBP lead-based paint

LCFS Low Carbon Fuel Standard

LCP Local Coastal Plan

LCPA Local Coastal Plan Amendment

LCS lead-containing surfaces
LDC Land Development Code
LDM Land Development Manual

 $\begin{array}{lll} L_{dn} & & \text{day-night equivalent level} \\ L_{eq} & & \text{Average sound level} \\ LEV III & & \text{Low Emission Vehicle III} \end{array}$ 

LGBT lesbian, gay, bisexual, and transgender

LGBTQ lesbian, gay, bisexual, transgender, and queer

LID Low Impact Development

LOS Level of Service Lpw sound power

LRA Local Responsibility Area

LRT light rail transit
LUE Land Use Element
LUP Land Use Plan

LUST leaking underground storage tanks

MBTA Migratory Bird Treaty Act

MHCP Multiple Habitat Conservation Program
MHMP Multi-Jurisdictional Hazard Mitigation Plan

MHPA Multi-Habitat Planning Area

MMRP Mitigation Monitoring and Reporting Program

MMT CO<sub>2</sub>E million metric tons of CO<sub>2</sub> equivalent

MOE measurement of effectiveness

mpg miles per gallon mph miles per hour

MPL Multiple Property Listing

MPO Metropolitan Planning Organization
MSCP Multiple Species Conservation Program

MSL mean sea level

MT CO<sub>2</sub>E metric tons of CO<sub>2</sub> equivalent

MW megawatt

MWD Metropolitan Water District of Southern California

MWh megawatt hour N<sub>2</sub>O Nitrous oxide

NAAQS National Ambient Air Quality Standards
NAHC Native American Heritage Commission
NCCP Natural Community Conservation Plan
NCHRP National Cooperative Highway Research

NCP National Contingency Plan

NCWRP North City Water Reclamation Plant
NDP Neighborhood Development Permit
NFIP National Flood Insurance Program
NFPA National Fire Protection Association

NHTSA National Highway Traffic and Safety Administration

NMFS National Marine Fisheries Service

NO<sub>2</sub> nitrogen dioxide

NOP Notice of Preparation NO<sub>x</sub> oxides of nitrogen

NPDES National Pollutant Discharge Elimination System

NRC Nuclear Regulatory Commission
NRHP National Register of Historic Places

O<sub>3</sub> ozone

OES Office of Emergency Services
OES Office of Emergency Services
OPR Office of Planning and Research

OSHA Occupational Safety and Health Administration

PAHS polynuclear aromatic hydrocarbons

pb lead

PCB polychlorinated biphenyls
PCBs polychlorinated biphenyls
PCE Tetrachloroethylene

PDO Planned District Ordinance
PDP Planned Development Permit

PEIR Program Environmental Impact Report

PFC perfluorocarbons

PFFP Public Facilities Financing Plan

PLWTP Point Loma Wastewater Treatment Plan

PM particulate matter

PM<sub>10</sub> particulate matter less than 10 microns in diameter PM<sub>2.5</sub> particulate matter less than 2.5 microns in diameter

ppb parts per billion

pphm parts per hundred million

ppm parts per million
PPV peak particle velocity

PRD planned residential developments

PSE Public Safety Element
PUD Public Utilities Department
PWD Public Works Department
RAC Regional Advisory Committee
RAQS Regional Air Quality Strategy

RBP Regional Bicycle Plan

RCP Regional Comprehensive Plan

RCRA Federal Resource Conservation and Recovery Act

RHNA Regional Housing Needs Assessment

RM Ready Made

RME Resource Management Element

ROG Reactive organic gas

RPS Renewable Portfolio Standard RTP Regional Transportation Plan RUWMP Regional Urban Water Management Plan RWMG Regional Water Management Group RWQCB Regional Water Quality Control Board

SAM Site Assessment and Mitigation

SANDAG San Diego Association of Governments

SARA Superfund Amendments and Reauthorization Act

SB Senate Bill

SBWRP South Bay Water Reclamation Plant

SCAB South Coast Air Basin SCH State Clearinghouse

SCS Sustainable Communities Strategy

SDAB San Diego Air Basin

SDCWA San Diego County Water Authority

SDG&E San Diego Gas & Electric

SDIA San Diego International Airport
SDMC San Diego Municipal Code
SDPL San Diego Public Library
sec/veh seconds per vehicle

sf square feet

SF<sub>6</sub> sulfur hexafluoride

SFHA Special Flood Hazard Area

SHPO State Historic Preservation Office

SIP State Implementation Plan

SNPMS Sustainable North Park Main Street

SO<sub>2</sub> sulfur dioxide

SoCalGas Southern California Gas Company

SOI Sphere of Influence SR-15 State Route 15 SR-163 State Route 163 SR-94 State Route 94

SSMP Sewer System Management Plan

SSO Sanitary Sewer Overflows

STAA Surface Transportation Assistance Act

STC sound transmission class

SUSMP Standard Urban Stormwater Mitigation Plan SWPPP storm water pollution prevention plan SWRCB State Water Resources Control Board

T&SW Transportation and Storm Water Department

TAC toxic air contaminants

TAIC Technology Associates International Corporation

TCM transportation control measures

TDM Transportation Demand Management

TDS total dissolved solid

TERPS Terminal Instrument Procedures

TMDL total maximum daily loads

TPA Transit Priority Area
TSS Threshold Siting Surface
UDC Unified Disaster Control

URMP Urban Runoff Management Plan

USACE United States Army Corps of Engineers

U.S.C. United States Code

U.S. DOT United States Department of Transportation

USFWS United States Fish and Wildlife Service

UST underground storage tank
UWMP Urban Water Management Plan

v/c volume to capacity
VMT vehicle miles travelled

VOC volatile organic compounds WMP Waste Management Plan

WQIP Water Quality Improvement Plans WRCC Western Regional Climate Center

WSA Water Supply Assessment



# **Executive Summary**

# S.1 Proposed Project

# **Project Location and Setting**

The Uptown Community Plan Update (CPU) area is centrally located to the north of Downtown San Diego and south of the Mission Valley community. The Uptown Community Plan area forms the western boundary and a portion of the northern boundary of Balboa Park.

The Uptown Community Plan area consists of approximately 2,700 acres (approximately 4.2 square miles) and lies just north of Downtown San Diego. It is bounded on the north by the steep hillsides of Mission Valley, on the east by Park Boulevard, and on the west and south by Old Town San Diego and I-5. The Uptown community is located on a level mesa that is divided by numerous canyons and bordered by two major parks, Presidio and Balboa. The CPU area includes the neighborhoods of Mission Hills, Middletown, Hillcrest, the Medical Complex, University Heights, and Bankers Hill/Park West.

Uptown's overall physical structure reflects its geography and development patterns. Most of the street system uses a grid pattern. The CPU area is traversed by three major east-west streets; Washington Street and University Avenue in the northern portion of the community and Laurel Street in the southern portion. Park Boulevard, which services as the community's eastern boundary, as well as First Avenue are important two-way north-south streets along with Fourth and Fifth avenues, which are one-way south- and northbound streets, respectively. Other significant streets are the one-way northbound India Street and one-way westbound Hawthorne Street.

# **Project Description**

The project includes the comprehensive update to the Uptown Community Plan, which is intended to guide development through 2035 build-out of the Community Plan. For facility planning, technical evaluation, and environmental review purposes, build-out is assumed to occur in 2035. The

Community Plan also addresses changes in conditions since 1988, when the Uptown Community Plan was last adopted. The proposed CPU provides detailed policy direction to implement the General Plan with respect to the distribution and arrangement of land uses (public and private); local street and transit network; prioritization and provision of public facilities, community, and site-specific urban design guidelines; and recommendations to preserve and enhance natural open space and historic and cultural resources within the Uptown community.

CPU implementation requires adoption of the Uptown Community Plan, amendments to the General Plan to incorporate the proposed CPU as a component of the General Plan Land Use Element, adoption of a Land Development Code (LDC) ordinance that would rezone the Planned District Ordinance (PDO) areas within the CPU area with Citywide zones within the LDC and repeal the existing Mid-City Communities PDO, the West Lewis Street PDO, and Interim Height Ordinance. The project would also amend the mapped boundaries of the Uptown Community Plan Implementation Overlay Zone (CPIOZ) to include CPIOZ-Type A and CPIOZ-Type B areas that would limit building heights. A comprehensive Impact Fee Study (IFS) (formerly known as the Public Facilities Financing Plan) is also proposed for adoption.

The overall vision of the Uptown Community Plan is to guide, over the next 20 to 30 years, future infill development that is transit supportive per the General Plan and is also protective of desired community character and resources. The proposed land use plan locates the highest intensity land uses within the community along transit corridors where existing and future commercial, residential and mixed-use development can support existing and planned transit investments. The Land Use Element defines Village Districts and key corridors where future growth is targeted within the community in order to fulfill the General Plan's City of Villages strategy.

The proposed Uptown CPU includes an Introduction and Implementation chapter, and includes the following elements: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; Noise; and Historic Preservation. Chapter 11 of the proposed Uptown CPU describes available financing methods for public improvement projects.

# **S.2** Project Objectives

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15124, the following objectives were identified to outline the underlying purpose for the project. These objectives will be used to assist the lead agency in developing a reasonable range of alternatives to be evaluated in this PEIR and ultimately aid decision-makers in preparing findings and overriding considerations, if necessary. The primary objectives for the project are:

- Develop a multi-modal transportation network emphasizing active transportation measures for walkable and bicycle-friendly streets, and transit-related measures supporting transit operations and access.
- Maintain or increase the housing supply through the designation of higher residential densities focusing along major transit corridors.

- Provide for increased economic diversification through land use to increase employment and economic growth opportunities.
- Preserve the neighborhood character and design relationships between neighborhoods within each community through the development of transitions and design policies.
- Identify significant historic and cultural resources within the community and provide for their preservation, protection, and enhancement.
- Provide increased recreation opportunities and new public open spaces.
- Preserve, protect, and enhance the community's natural landforms, including canyons and environmentally sensitive lands.
- Include financing strategies that can secure infrastructure improvements concurrent with development.

# **S.3** Areas of Controversy

Although there are no clear-cut areas of controversy, environmental impacts classified as significant and unavoidable have been identified in the resource topics of transportation and circulation, noise, historical resources, and paleontological resources, which are described in Chapters 6.3, 6.6, 6.7, and 6.10, respectively.

# **S.4** Project Alternatives

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

• Alternatives to the proposed CPU are evaluated in Chapter 10 of this PEIR for the Uptown CPU. The evaluations analyze the ability of each alternative to further reduce or avoid significant environmental effects of the proposed CPU. Each major issue area included in the impact analysis of this PEIR has been given consideration in the alternatives analysis. This PEIR evaluates four alternatives to the proposed Uptown CPU and associated discretionary actions including: (1) No Project (Adopted Community Plan) Alternative; (2) Adopted Community Plan with Removal of the Height Ordinance Alternative; (3) Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative; and (4) Lower-Density Alternative.

# No Project (Adopted Community Plan) Alternative

Under the No Project Alternative, the adopted Uptown Community Plan would continue to guide development and would be implemented with the zoning program, which includes Mid-City Communities Plan District, West Lewis Plan District, and the Interim Height Ordinance.

The No Project Alternative would consist of the adopted Community Plan land use designations as they apply today, including all amendments to the Community Plan from its original adoption in 1988 to the most recent amendment in 2008. Adopted community plan land use designations seek to promote a balance of land uses. The majority of the land use is designated as Low-Density Residential at 5 to 10 units per acre. The adopted plan locates higher residential density away from the single-family neighborhoods and focuses development on the major transportation corridors: Washington; University; Park Boulevard; and 4th, 5<sup>th</sup>, and 6th avenues. Mixed-use development is encouraged in selected areas with residential use over street-level retail use. In Uptown, the Hillcrest and Bankers Hill neighborhoods are identified for the highest intensity within the community with up to 110 dwelling units per acre (du/ac) along 5th and 6th avenues and within the Hillcrest core. Institutional and Schools/Public Facilities are designated for City-owned and other public/quasi-public facilities.

Areas of proposed land use change are concentrated throughout the community where the proposed Uptown CPU would generally facilitate lower intensity mixed-use development compared to the existing Community Plan. Specifically, the proposed Uptown CPU could have approximately 32,700 dwelling units at build-out, while the No Project Alternative could have approximately 34,600 dwelling units at build-out or 1,900 more units compared to the proposed Uptown CPU.

# Adopted Community Plan with Removal of the Interim Height Ordinance Alternative

This alternative would apply the adopted Uptown Community Plan and zoning program including the Mid-City Communities Plan District and West Lewis Plan District with the exception that the Interim Height Ordinance (O-20329) that limits structure heights in specific areas to 50 and 65 feet would not be applied. Height limits of the base zones would be applied. As a result, those areas now subject to the Interim Height Ordinance would allow buildings up to the height permitted by the Mid-City Communities Plan District. In the case of areas in Mission Hills currently limited to 50 feet, structures would be permitted up to 150 feet. In the areas of Hillcrest limited to 65 feet, structures would be permitted to 200 feet (refer to Figure 10-3).

Compared to the proposed Uptown CPU that would include new structure height regulations in certain areas through implementation of the CPIOZ (depicted on Figures 3-7 and 3-8 of this PEIR), the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would allow taller buildings under ministerial review within the Mission Hills, Hillcrest, and Bankers Hill/Park West neighborhoods. The increased building height allowance combined with slightly higher density under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would have the potential to increase the intensity of development with taller buildings compared to the proposed Uptown CPU and associated discretionary actions.

Areas of proposed land use change are concentrated throughout the community where the proposed Uptown CPU would generally facilitate lower intensity mixed-use development compared to the adopted Community Plan. Specifically, the Adopted Community Plan would accommodate 34,600 dwelling units at build-out or 1,900 more units compared to the proposed Uptown CPU.

# Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would use the adopted Uptown Community Plan land use map. The alternative would address neighborhood character issues by implementing the new proposed urban design policies that address objectives such as creating development transitions between new development and existing neighborhoods, increasing the urban tree canopy, and supporting sustainable development. Under this alternative, the current zoning program, which includes the Mid-City Communities Plan District and the West Lewis Plan District, would be retained with the exception of the Interim Height Ordinance (O-20329), which would be rescinded. Figure 10-2 shows the maximum building heights in areas affected by the Interim Height Ordinance that would apply under this alternative. The proposed project CPIOZ would reduce heights in areas of Mission Hills and Hillcrest compared to building heights that would be allowed under the Proposed CPU Policies with the Adopted Community Plan Land Use Map Alternative.

The build-out assumptions and land use map would be identical to the No Project (Adopted Community Plan) Alternative. Similar to the proposed project, this alternative would also address potential historical resource impacts by amending the Historical Resources Regulations in the Land Development Code to provide supplemental development regulations pertaining to potential historic districts. Application of the proposed Uptown CPU policies related to urban design and mobility under this alternative would provide design guidance including development transitions to new development and would support multi-modal transportation choices.

# **Density Redistribution Alternative**

The Density Redistribution Alternative uses land uses proposed in June 2015 Draft Community Plan without the corresponding density bonus incentives originally proposed with this land use scenario. Under this alternative, the density of future development would be lower along transit commercial nodes except for the transit corridor along Park Boulevard between University Avenue and Washington Street and Normal Street. Under this alternative, the reduction in density would be redistributed resulting in the same overall development potential as the proposed Uptown CPU. The locations and associated density decreases from the proposed Uptown CPU are described below:

- 1. India Street (Neighborhood Commercial 0-29 du/ac)
- 2. Reynard Way (Residential Medium 16-29 du/ac and Neighborhood Commercial 0-29 du/ac)
- 3. 4th Avenue between Upas and Spruce (Office Commercial 0-29 du/ac)
- 4. 4th Avenue between Laurel and Grape (Office Commercial 0-29 du/ac)
- 5. Bankers Hills/Park West Neighborhood west of 1st Ave (Residential Medium 16-29 du/ac)
- 6. Medical Center Complex (Neighborhood Office Commercial 0-44 du/ac)

- 7. Washington Street near Dove (Community Commercial 0 44 du/ac)
- 8. Central Hillcrest (Community Commercial 0-44 du/ac)
- 9. South of Pennsylvania in Hillcrest (Community Commercial 0-73 du/ac)

When compared to the proposed Uptown CPU, the Density Redistribution Alternative reduces residential density development potential along India Street, Reynard Way, the 4th Avenue Commercial Office areas, and Bankers Hills/Park West Neighborhood from 44 du/ac to 29 du/ac. The Density Redistribution Alternative reduces areas of the Medical Center Complex, Washington Street near Dove Street, and areas within Central Hillcrest from 73 du/ac to 44 du/ac. Additionally, the core Central Hillcrest area is reduced from 109 du/ac to 44 du/ac and density in Hillcrest, South of Pennsylvania, is reduced from 109 du/ac to 74du/ac. The Normal Street corner lot along Park Boulevard is reduced to Community Commercial 0-44 du/ac. The Density Redistribution Alternative increases transit corridor density along Park Boulevard between University Avenue and Washington Street and Normal Street from 73 du/ac to 109 and 145 du/ac.

# **Lower-Density Alternative**

The Lower-Density Alternative incorporates the land uses proposed in June 2015 Draft Community Plan without the corresponding density bonus incentives originally proposed with this land use scenario. The Lower-Density Alternative would be the same as the Density Redistribution Alternative with the exception that density would not increase along the Park Boulevard generally between Washington Street, University Avenue, and Normal Street. The Lower-Density Alternative would reduce multi-family development potential and result in a slight increase in single-family development potential. The total projected population under the Lower-Density Alternative would be 2,650 persons fewer than under the proposed Uptown CPU.

# **Environmentally Superior Alternative**

CEQA Guidelines section 15126.6(e)(2) requires an EIR to identify the environmentally superior alternative. If the No Project Alternative is the environmentally superior alternative, the EIR must identify an environmentally superior alternative from the other alternatives.

Based on a comparison of the alternatives' overall environmental impacts and their compatibility with the CPU's goals and objectives, the Density Redistribution Alternative is the environmentally superior alternative for this Program EIR. While the Density Distribution Alternative would not be able to reduce the significant and unavoidable impacts of the proposed Uptown CPU, it would reduce impacts related to traffic circulation and air quality. At the same time, the Density Redistribution Alternative would not support the full implementation of the General Plan's City of Villages strategy of developing multi-modal centers that encourage walking, bicycling, and taking transit and contain a mixture of commercial and residential development because the density of future development under the Density Redistribution Alternative would be lower along transit commercial nodes except for the transit corridor along Park Boulevard between University Avenue and Washington Street and Normal Street. The Density Redistribution Alternative could also conflict with the implementation of the City's Climate Action Plan since the redistribution of density would result in a likely increase in greenhouse gas emission impacts and vehicle miles traveled.

# S.5 Summary of Significant Impacts and Mitigation Measures that Reduce the Impact

Table ES-1 summarizes the results of the environmental analysis including the potentially significant environmental impacts of the proposed CPU and proposed mitigation measures to reduce or avoid these impacts. Impacts, including analysis of cumulative impacts, and mitigation measures are organized by issue in Chapter 6.0, Environmental Analysis. Chapter 6.0 also includes discussions of proposed policies that would reduce identified impacts.

	Table S-1 Summary of Significant Environmental Ir	npacts	
Environmental Issue	Results of Impact Analysis	Mitigation	lmpact Level After Mitigation
Land Use			
Would the proposed project conflict with the environmental goals, objectives, or guidelines of a General Plan or Community Plan or other applicable land use plan or regulation and as a result, cause an indirect or secondary environmental impact?	The proposed Uptown CPU and associated discretionary actions are consistent with the General Plan and the City of Villages strategy. Furthermore, the policies developed for the proposed Uptown CPU associated with each of the elements were drafted in a manner that is consistent with the General Plan and San Diego Forward – the Regional Plan. Proposed amendments to the Land Development Code and zoning amendments would implement the proposed CPU and would be consistent with applicable environmental goals, objectives and guidelines of the General Plan. The proposed change from the PDO to Citywide zone and implementation of the CPIOZ to regulate height would not create any conflicts or inconsistencies with the adopted Land Development Code. Future development in accordance with the proposed Uptown CPU would be required to comply with Environmentally Sensitive Lands (ESL) regulations. As the proposed Uptown CPU and associated discretionary actions would be consistent with applicable environmental goals, objectives, or guidelines of a General Plan, no indirect or secondary environmental impact would result and impacts would be less than significant. No mitigation is required.	None Required	Less than Significant
Would the proposed project lead to the development or conversion of General Plan or Community Plan designated open space or prime farmland to a more intensive land use, resulting in a physical division of the community?	The proposed Uptown CPU and associated discretionary actions would not result in the conversion of open space or physically divide an established community. Community connectivity would be enhanced by provisions in the proposed Uptown CPU that improve pedestrian and transit amenities. Impacts would be less than significant; therefore, no mitigation would be required.	None Required	Less than Significant

	Table S-1 Summary of Significant Environmental II	mpacts	
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
Would the project conflict with the provisions of the City's Multiple Species Conservation Program (MSCP) Subarea Plan or other approved local, regional, or state habitat conservation plan?	Implementation of the proposed Uptown CPU and associated discretionary actions would not have significant impacts on the Multi-Habitat Planning Area (MHPA) because ESL Regulations would limit development encroachment into sensitive biological resources and would be consistent with the MSCP. Therefore, impacts related to conflicts with the MSCP Subarea Plan would be less than significant and no mitigation is required.	None Required	Less than Significant
Would the project result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan (ALUCP)?	Although the Uptown community is within the San Diego International Airport (SDIA) Airport Influence Area (AIA), the proposed Uptown CPU and associated discretionary actions would not result in conflicts with the adopted Airport Land Use Compatibility Plan (ALUCP). Future projects would be required to receive Airport Land Use Commission consistency determinations, as necessary which would ensure future projects are reviewed for consistency with the SDIA ALUCP. As a result, the proposed Uptown CPU and associated discretionary actions would not result in land uses that are incompatible with an adopted Airport Land Use Compatibility Plan. Impacts would be less than significant and no mitigation is required.	None Required	Less than Significant
Visual Effects and Neighborhood C	haracter		
Would the project result in a substantial obstruction of a vista or scenic view from a public viewing area as identified in the community plan?	The implementation of the proposed Uptown CPU and associated discretionary actions would not result in substantial obstruction of public views from view corridors, designated open space areas, public roads, or public parks. New development within the community would take place within the constraints of the existing urban framework and development pattern, thereby not impacting view corridors. The policies of the proposed Uptown CPU and associated discretionary actions would enhance public view corridors through use of setbacks and design improvements along major roadways within the CPU area. Therefore, public view impacts would be less than significant, and no mitigation would be required.	None Required	Less than Significant

	Table S-1 Summary of Significant Environmental Ir	npacts	
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
Would the project result in a substantial alteration (e.g. bulk, scale materials or style) to the existing or planned (adopted) character of the area?	The proposed Uptown CPU includes policies that would encourage residential and mixed-use development that would be consistent with the existing neighborhood character and impacts would be less than significant. No mitigation would be required.	None Required	Less than Significant
Would the project result in the loss of any distinctive or landmark tree(s), or stand of mature trees identified in the community plan?	The implementation of the proposed Uptown CPU and associated discretionary actions would not result in the loss of any distinctive or landmark trees or any stand of mature trees; therefore no impacts would result.	None Required	Less than Significant
Would the project result in a substantial change in the existing landform?	Implementation of the proposed Uptown CPU and associated discretionary actions would not result in significant landform alteration impacts based on the developed nature of the CPU area and compliance with existing regulations in place that would protect steep slope and canyon areas from development. The proposed Uptown CPU includes policies that would protect and preserve existing landforms (i.e., canyons and open space areas). In addition, future development would be evaluated to ensure compliance with the City's grading ordinance and significance thresholds related to grading quantities. Therefore, impacts would be less than significant and no mitigation would be required.	None Required	Less than Significant
Would the project create substantial light or glare which would adversely affect daytime and nighttime views in the area?	Impacts relative to lighting and glare would be less than significant. No mitigation would be required.	None Required	Less than Significant

	Table S-1 Summary of Significant Environmental In	npacts	
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
Transportation and Circulation			
Would the project result in an increase in projected traffic, which is substantial in relation to the existing traffic load and capacity of the street system including roadway segments, intersections, freeway segments, interchanges, or freeway ramps?	The Uptown CPU would result in the following cumulative impacts to intersections, roadway segments, freeway segments and ramp meters:  a. Intersections	The following mitigation measures were identified to reduce significant impacts; however as discussed in Chapter 6.3 of this PEIR, not all measures would be feasible and only specified measures are included in the proposed Impact Fee Study (IFS), as indicated below.  Intersections  TRANS 6.3-1: Washington Street & Fourth Avenue (Impact 6.3-1): Widen Fourth Avenue in the southbound direction to add a second left-turn lane. Restripe the southbound approach to be two left-turn lanes, one through lane, and one right-turn lane.  TRANS 6.3-2: Washington Street & Eighth Avenue/ SR-163 Off-Ramp (Impact 6.3-2): Widen Washington Street in the eastbound direction to four lanes and the westbound direction to three lanes. Widen the SR-163 Off-ramp to two lanes.  TRANS 6.3-3: Washington Street/Normal Street & Campus Avenue/ Polk Avenue (Impact 6.3-3): Widen Washington Street in the northeast direction to add an exclusive right-turn lane.  TRANS 6.3-4: University Avenue & Sixth Avenue (Impact 6.3-4): Widen Sixth Avenue in the southbound direction to add a second left-turn lane.	Significant and Unavoidable

	Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation	
	<ul> <li>Ninth Avenue: Washington Street to University Avenue (Impact 6.3-12)</li> <li>Campus Avenue/ Polk Avenue: Washington Street to Park Boulevard (Impact 6.3-13)</li> <li>Cleveland Avenue: Tyler Street to Richmond Street (Impact 6.3-14)</li> <li>Fort Stockton Drive: Sunset Boulevard to Goldfinch Street (Impact 6.3-15)</li> <li>Grape Street: First Avenue to Third Avenue (Impact 6.3-16)</li> <li>Grape Street: Third Avenue to Sixth Avenue (Impact 6.3-16)</li> <li>Hawthorn Street: First Avenue to Third Avenue (Impact 6.3-17)</li> <li>Hawthorn Street: Third Avenue to Sixth Avenue (Impact 6.3-17)</li> <li>India Street: Washington Street to Winder Street (Impact 6.3-18)</li> <li>India Street: Glenwood Drive to Sassafrass Street (Impact 6.3-19)</li> <li>India Street: Columbia Street to Redwood Street (Impact 6.3-19)</li> <li>Laurel Street: Columbia Street to Park Boulevard (Impact 6.3-20)</li> <li>Lincoln Avenue: Washington Street to Park Boulevard (Impact 6.3-21)</li> <li>Park Boulevard: Mission Avenue to El Cajon Boulevard (Impact 6.3-22)</li> <li>Park Boulevard: Robinson Avenue to Upas Street (Impact 6.3-23)</li> <li>Richmond Street: Cleveland Avenue to Upas Street (Impact 6.3-24)</li> <li>Robinson Avenue: First Avenue to Third Avenue (Impact 6.3-25)</li> </ul>	TRANS 6.3-5: Elm Street & Sixth Avenue (Impact 6.3-5): Widen Elm Street in the westbound direction to add a second right-turn lane. This improvement project is identified in the Uptown IFS.  TRANS 6.3-6: Cedar Street & Second Avenue (Impact 6.3-6): Install a traffic signal at this intersection. This intersection is located outside the boundaries of the CPU.  Roadway Segments  TRANS 6.3-7: First Avenue (Impact 6.3-7)  a. Washington Street to University Avenue: Restripe the roadway to a 2-lane collector with continuous left-turn lane.  b. University Avenue to Robinson Avenue: Widen the roadway to a 4-lane collector with continuous left-turn lane.  c. Robinson Avenue to Laurel Street: Restripe the roadway to a 2-lane collector with continuous left-turn lane.  d. Laurel Street to Hawthorn Street: Restripe the roadway to a 2-lane collector with continuous left-turn lane. This improvement project is identified in the Uptown IFS.  e. Hawthorn Street to Grape Street: Restripe the roadway to a 2-lane collector with continuous left-turn lane.  TRANS 6.3-8: Fourth Avenue from Arbor Drive to Washington Street (Impact 6.3-8): Widen the roadway to a 4-lane collector with continuous left-turn lane.		

	Table S-1 Summary of Significant Environmental Impacts					
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation			
	<ul> <li>Robinson Avenue: Third Avenue to Eighth Avenue (Impact 6.3-25)</li> <li>San Diego Avenue: Hortensia Street to Pringle Street (Impact 6.3-26)</li> <li>State Street: Laurel Street to Juniper Street (Impact 6.3-27)</li> <li>University Avenue: Ibis Street to Fifth Avenue (Impact 6.3-28)</li> <li>University Avenue: Sixth Avenue to Eighth Avenue (Impact 6.3-29)</li> <li>University Avenue: Normal Street to Park Boulevard (Impact 6.3-30)</li> <li>Washington Street: Fourth Avenue to Sixth Avenue (Impact 6.3-31)</li> <li>Washington Street: Richmond Street to Normal Street (Impact 6.3-32)</li> <li>Freeway Segments</li> <li>I-5 from Old Town Avenue to Imperial Avenue (Impact 6.3-33)</li> <li>I-8 from Hotel Circle West to SR-15 (Impact 6.3-34)</li> <li>SR-15 from I-805 to SR-94 (Impact 6.3-35)</li> <li>I-805 from I-8 to SR-15 (Impact 6.3-36)</li> <li>SR-94 from 25th Street to SR-15 (Impact 6.3-37)</li> <li>SR-163 from I-8 to I-5 (Impact 6.3-38)</li> <li>Ramp Meters</li> <li>Hancock Street to I-5 southbound on-ramp in the PM peak period (6.3-40)</li> <li>Fifth Ave to I-5 southbound on-ramp in the PM peak period (6.3-41)</li> </ul>	TRANS 6.3-9: Fourth Avenue from Walnut Avenue to Laurel Street (Impact 6.3-9): Restore the roadway to a 3-lane one-way collector for vehicles and remove the dedicated multi-modal lane.  TRANS 6.3-10: Fifth Avenue from Robinson Avenue to Walnut Avenue (Impact 6.3-10): Restore the roadway to a 3-lane one-way collector for vehicles and remove the dedicated multi-modal lane.  TRANS 6.3-11: Sixth Avenue (Impact 6.3-11)  a. Washington Street to University Avenue: Widen the roadway to a 6-lane prime arterial.  b. University Avenue to Laurel Street: Widen the roadway to a 4-lane major arterial.  c. Laurel Street to Elm Street: Widen the roadway to a 4-lane collector.  TRANS 6.3-12: Ninth Avenue from Washington Street to University Avenue (Impact 6.3-12): Restripe the roadway to a 2-lane collector with continuous left-turn lane.  TRANS 6.3-13: Campus Avenue/ Polk Avenue from Washington Street to Park Boulevard (Impact 6.3-13): Restripe the roadway to a 2-lane collector with continuous left-turn lane.  TRANS 6.3-14: Cleveland Avenue from Tyler Street to Richmond Street (Impact 6.3-14): Restripe the roadway to a 2-lane collector with continuous left-turn lane.				

Table S-1 Summary of Significant Environmental Impacts				
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation	
		<b>TRANS 6.3-15:</b> Fort Stockton Drive from Sunset Boulevard to Goldfinch Street (impact 6.3-15): Restripe the roadway to a 2-lane collector with continuous left-turn lane.		
		<b>TRANS 6.3-16:</b> Grape Street from First Avenue to Sixth Avenue (Impact 6.3-16): Restripe the roadway to a 2-lane collector with continuous left-turn lane.		
		<b>TRANS 6.3-17:</b> Hawthorn Street from First Avenue to Sixth Avenue (Impact 6.3-17): Restripe the roadway to a 2-lane collector with continuous left-turn lane.		
		TRANS 6.3-18: India Street from Washington Street to Winder Street (Impact 6.3-18): Restripe the roadway to a 2-lane collector with continuous left-turn lane.		
		<b>TRANS 6.3-19:</b> India Street (Impact 6.3-19)		
		<ul><li>a. Glenwood Drive to Sassafrass Street: Widen the roadway to a 4-lane one-way collector.</li><li>b. Sassafrass Street to Redwood Street: Widen the roadway to a 3-lane one-way collector.</li></ul>		
		<b>TRANS 6.3-20:</b> Laurel Street from Columbia Street to Sixth Avenue (Impact 6.3-20): Widen the roadway to a 4-lane collector.		
		<b>TRANS 6.3-21:</b> Lincoln Avenue from Washington Street to Park Boulevard (Impact 6.3-21): Restripe the roadway to a 2-lane collector with continuous left-turn lane.		

Table S-1 Summary of Significant Environmental Impacts				
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation	
		<b>TRANS 6.3-22:</b> Park Boulevard from Mission Avenue to El Cajon Boulevard (Impact 6.3-22): Widen the roadway to a 4-lane one-way collector.		
		<b>TRANS 6.3-23:</b> Park Boulevard from Robinson Avenue to Upas Street (Impact 6.3-23): Widen the roadway to a 4-lane one-way collector.		
		TRANS 6.3-24: Richmond Street (Impact 6.3-24)		
		<ul> <li>a. Cleveland Avenue to Robinson Avenue: Restripe the roadway to a 2-lane collector with continuous left-turn lane. This improvement project is identified in the Uptown IFS.</li> <li>b. Robinson Avenue to Upas Street: Restripe the roadway to a 2-lane collector with continuous left-turn lane.</li> </ul>		
		TRANS 6.3-25: Robinson Avenue (Impact 6.3-25)		
		<ul><li>a. First Avenue to Third Avenue: Restripe the roadway to a 2-lane collector with continuous left-turn lane.</li><li>b. Third Avenue to Eighth Avenue: Widen the roadway to a 4-lane collector.</li></ul>		
		<b>TRANS 6.3-26:</b> San Diego Avenue from Hortensia Street to Pringle Street (Impact 6.3-26): Restripe the roadway to a 2-lane collector with continuous left-turn lane.		

	Table S-1 Summary of Significant Environmental Impacts		
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		TRANS 6.3-27: State Street from Laurel Street to Juniper Street (Impact 6.3-26): Restripe the roadway to a 2-lane collector with continuous left-turn lane. This improvement project is identified in the Uptown IFS.	
		<b>TRANS 6.3-28:</b> University Avenue from Ibis Street to Fifth Avenue (Impact 6.3-28): Widen the roadway to a 4-lane collector.	
		TRANS 6.3-29: University Avenue from Sixth Avenue to Eighth Avenue (Impact 6.3-29): Widen the roadway to a 4-lane major arterial and install a raised median.	
		<b>TRANS 6.3-30:</b> University Avenue from Normal Street to Park Boulevard (Impact 6.3-30): Widen the roadway to a 4-lane collector.	
		<b>TRANS 6.3-31:</b> Washington Street from Fourth Avenue to Sixth Avenue (Impact 6.3-31): Widen the roadway to a 6-lane major arterial.	
		<b>TRANS 6.3-32:</b> Washington Street from Richmond Street to Normal Street (Impact 6.3-32): Restripe the roadway to a 6-lane prime arterial and remove on-street parking.	
		Freeway Segments	
		TRANS 6.3-33: I-5 northbound and southbound from Old Town Avenue to Imperial Avenue: SANDAG's 2050 Revenue Constrained Regional Transportation Plan (RTP) includes operational improvements	

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		along I-5 between Old Town Avenue and Imperial Avenue. This project is expected to be constructed by year 2050. This measure provides partial mitigation, since it improves freeway operation in the vicinity of the project. (Impact 6.3-33)	
		TRANS 6.3-34: I-8 eastbound and westbound from Hotel Circle (W) to SR-15: SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-8 between Hotel Circle (W) and SR-15. This project is expected to be constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project. (Impact 6.3-34)	
		TRANS 6.3-35: SR-15 northbound and southbound from I-805 to SR-94: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along SR-15 between I-805 and SR-94. This project is expected to be constructed by year 2035. This measure provides partial mitigation, since it reduces the traffic demand on the freeway general purpose lane. (Impact 6.3-35)	
		TRANS 6.3-36: I-805 northbound and southbound from I-8 to SR-15: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along I-805 between I-8 and SR-15. This project is expected to be constructed by year 2030. This measure provides partial mitigation,	

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		since it reduces the traffic demand on the freeway general purpose lane. (Impact 6.3-36)	
		TRANS 6.3-37: SR-94 eastbound and westbound from 25th Street to SR-15: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along SR-94 between 25th Street and SR-15. This project is expected to be constructed by year 2020. This measure provides partial mitigation, since it reduces the traffic demand on the freeway general purpose lanes. (Impact 6.3-37)  TRANS 6.3-38: SR-163 northbound from I-8 to Robinson Avenue and SR-163 southbound	
		from I-8 to I-5: No improvements are identified for this state route segment in SANDAG's 2050 RTP. (Impact 6.3-38)	
		<b>Ramp Meters TRANS 6.3-39</b> : The City of San Diego shall coordinate with Caltrans to address ramp capacity at impacted on-ramp locations. Improvements could include additional lanes, interchange reconfiguration, etc.; however, specific capacity improvements are still undetermined, as these are future improvements that must be defined more over time. Furthermore, implementation of freeway improvements in a timely manner is beyond the full control of the City since Caltrans has approval authority over freeway improvements. (Impacts 6.3-39 – 6.3-41)	

	Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation	
Would the project conflict with adopted policies, plans, or programs supporting alternative transportation?	The proposed Uptown CPU and associated discretionary actions would be consistent with adopted policies, plans, or programs supporting alternative transportation. The proposed Uptown CPU and associated discretionary actions would provide policies that support improvements to pedestrian, bicycle, and transit facilities. Thus, the project would have a less than significant impact related to conflicts with adopted policies, plans or programs supporting alternative transportation.	None Required	Less than Significant	
Air Quality	1			
Would the project conflict or obstruct implementation of the applicable air quality plan?	Future operational emissions from the build-out of the Uptown CPU would be less than anticipated for future operational emissions under the adopted community plan. Thus, emissions associated with the proposed Uptown CPU are already accounted for in the RAQS, and adoption of the proposed Uptown CPU and associated discretionary actions would not conflict with the Regional Air Quality Strategy (RAQS). Thus impacts related to conflicts with applicable air quality plans would be less than significant.	None Required	Less than Significant	
Would the project result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?	Regarding operational emissions under Issue 2, build-out of the CPU area would exceed the City's project-level thresholds for the proposed Uptown CPU; however the Uptown CPU would emit fewer pollutants than would occur under the adopted Community Plan. Therefore, the air emissions from build-out of the proposed Uptown CPU would not increase air pollutants in the region, would not further increase the frequency of existing violations of federal or state Ambient Air Quality Standards (AAQS), or would not result in new exceedances. Therefore, operational air quality impacts associated with the adoption of the proposed Uptown CPU and associated discretionary actions would be less than significant.	None Required	Less than Significant	

	Table S-1 Summary of Significant Environmental I	mpacts	
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
Would the project expose sensitive receptors to substantial pollutant concentrations, including toxins?	Implementation of the proposed Uptown CPU and associated discretionary actions would not result in any CO hotspots.  Additionally, carcinogenic risks associated with diesel fueled vehicles operating on local freeways would be less than the applicable threshold and non-carcinogenic risks from diesel particulate matter would be below the maximum chronic hazard index. Thus, air quality impacts to sensitive receptors would be less than significant and no mitigation is required	None Required	Less than Significant
Would the project create objectionable odors affecting a substantial number of people?	Odor impacts would be less than significant as the proposed Uptown CPU and associated discretionary actions does not propose land uses associated with generation of adverse odors. No mitigation is required.	None Required	Less than Significant
Greenhouse Gas Emissions			
Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	Potential impacts related to greenhouse gas (GHG) emissions from implementation of the proposed Uptown CPU and associated discretionary actions would be less than significant as the GHG emissions from the Uptown CPU would be less than those assumed for the Uptown CPU area in the CAP GHG Inventory. Thus, the proposed Uptown CPU and associated discretionary actions would be consistent with the Climate Action Plan (CAP) and would result in a less than significant impact related to GHG emissions.	None Required	Less than Significant
Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs?	The proposed Uptown CPU would implement the General Plan's City of Villages Strategy and include policies for the promotion of walkability and bicycle use, polices promoting transit-supportive development, and thus, is consistent with the CAP and the General Plan. Impacts related to conflicts with applicable plans and policies addressing GHG emissions would be less than significant and no mitigation is required.	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts				
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation	
Noise				
Would the project result in or create a significant increase in the existing ambient noise levels?	An increase in ambient vehicular traffic noise in the Uptown CPU area would result from continued build-out of the proposed Uptown CPU and associated discretionary actions and increases in traffic due to regional growth. A significant increase would occur adjacent to several street segments in the Uptown CPU area that contain existing noise sensitive land uses. The increase in ambient noise levels could result in the exposure of existing noise sensitive land uses to noise levels in excess of the compatibility levels established in the General Plan, and impacts would be significant (Impact 6.6-1).		the program level to reduce impacts 6.6-1	Significant and Unavoidable
	For new discretionary development, there is an existing regulatory framework in place that would ensure future projects implemented in accordance with the proposed Uptown CPU and associated discretionary actions would not be exposed to ambient noise levels in excess of the compatibility levels in the General Plan. Thus, noise impacts to new discretionary projects would be less than significant.			
	However, in the case of ministerial projects, there is no procedure to ensure that exterior noise would be adequately attenuated. Therefore, exterior noise impacts for ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant and unavoidable (Impact 6.6-2).			
Would the project result in an exposure of people to current or future transportation noise levels which exceed standards established in the Noise Element of the General Plan?	In the Uptown CPU area, noise levels for all land uses would be incompatible (i.e., greater than 75 A-weighted decibel [dB(A)] Community Noise Equivalent Level [CNEL]) closest to the freeways and specific segments of Sixth Avenue and Grape Street.  A mitigation framework exists for new discretionary development in areas exposed to high levels of vehicle traffic noise. Implementation of the policies in the proposed Uptown CPU and	No feasible mitigation has been identified at the program level to reduce impact 6.6-3 to less than significant as there is no mechanism to require exterior noise analysis and attenuation for these ministerial projects.	Significant and Unavoidable	

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
Would the project result in the exposure of people to noise levels	General Plan would preclude or reduce traffic noise impacts because they would be required to demonstrate that exterior and interior noise levels would be compatible with City standards. Noise compatibility impacts associated with future discretionary projects implemented in accordance with the proposed Uptown CPU and associated discretionary actions would be less than significant with implementation of existing regulations and noise standards. However, in the case of ministerial projects, there is no procedure to ensure that exterior noise is adequately attenuated. Therefore, exterior noise impacts for ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant and unavoidable (Impact 6.6-3).  Mixed-use areas would contain residential and commercial interfaces. Mixed-use sites and areas where residential uses are	None Required	Less than Significant
which exceed property line limits established in the Noise Abatement and Control Ordinance of the Municipal Code?	located in proximity to commercial sites would expose sensitive receptors to noise. Although noise-sensitive residential land uses would be exposed to noise associated with the operation of these commercial uses, City policies and regulations would control noise and reduce noise impacts between various land uses. In addition, enforcement of the federal, state, and local noise regulations would control impacts. With implementation of these policies and enforcement of the Noise Abatement and Control Ordinance of the Municipal Code, impacts would be less than significant and no mitigation is required at the program level.		Jigillicant
Would the project result in the exposure of people to significant temporary construction noise?	a. Construction Noise  Construction activities related to implementation of the Uptown CPU and associated discretionary action would potentially generate short-term noise levels in excess of 75 dB(A) $L_{eq}$ at adjacent properties. While the City regulates noise associated with construction equipment and activities through enforcement	NOISE 6.6-1: At the project level, future discretionary development projects will be required to incorporate feasible mitigation measures. Typically, noise can be reduced to comply with City standards when standard construction noise control measures are enforced at the project site and when the	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	of noise ordinance standards (e.g., days of the week and hours of operation) and imposition of conditions of approval for building or grading permits, there is a procedure in place that allows for variance to the noise ordinance. Due to the highly developed nature of the CPU area with sensitive receivers potentially located in proximity to construction sites, there is a potential for construction of future projects to expose existing sensitive land use to significant noise levels. While future development projects would be required to incorporate feasible mitigation measures, due to the close proximity of sensitive receivers to potential construction sites, the program-level impact related to construction noise would remain significant and unavoidable (Impact 6.6-4).	duration of the noise-generating construction period is limited to one construction season (typically one year) or less.  Construction activities shall be limited to the hours between 7:00 A.M. and 7:00 P.M. Construction is not allowed on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays. (Consistent with Section 59.5.0404 of the San Diego Municipal Code).  Equip all internal combustion enginedriven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.  Locate stationary noise-generating equipment (e.g., compressors) as far as possible from adjacent residential receivers.  Acoustically shield stationary equipment located near residential receivers with temporary noise barriers.  Utilize "quiet" air compressors and other stationary noise sources where technology exists.  The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating	

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.	
		Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem.	
Would the project result in the exposure of people to significant temporary construction noise? (cont.)	b. Vibration - Construction  By use of administrative controls, such as scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby properties, perceptible vibration can be kept to a minimum and as such would result in a less than significant impact with respect to perception. However, pile driving within 95 feet of existing structures has the potential to exceed 0.20 inch per second, and would be potentially significant (Impact 6.6-5).	<ul> <li>NOISE 6.6-2: For discretionary projects where construction would include vibration-generating activities, such as pile driving, within 95 feet of existing structures, site-specific vibration studies shall be conducted to determine the area of impact and to present appropriate mitigation measures that may include the following:         <ul> <li>Identify sites that would include vibration compaction activities such as pile driving and have the potential to generate groundborne vibration and the sensitivity of nearby structures to groundborne vibration. This task shall be conducted by a qualified structural engineer.</li> </ul> </li> </ul>	Significant and Unavoidable

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		<ul> <li>Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies would be identified for when vibration levels approach the limits.</li> <li>At a minimum, monitor vibration during initial demolition activities and during pile-driving activities. Monitoring results may indicate the need for more or less intensive measurements.</li> <li>When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures.</li> <li>Conduct post-survey on structures where either monitoring has indicated high levels or complaints of damage have been made. Make appropriate repairs or compensation where damage has</li> </ul>	
		occurred as a result of construction activities.	
Would the project result in the exposure of people to significant temporary construction noise?	c. Vibration – Operation  Post-construction operational vibration impacts could occur as a result of commercial operations that are implemented in	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Results of Impact Analysis	Mitigation	Impact Level After Mitigation	
accordance with the proposed Uptown CPU and associated discretionary actions. The commercial uses that would be constructed under the proposed Uptown CPU and associated discretionary actions would include uses such as retail, restaurants, and small offices that would not require heavy mechanical equipment that would generate groundborne vibration or heavy truck deliveries. Residential and civic uses do not typically generate vibration. Thus, operational vibration impacts associated with the proposed Uptown CPU implementation and associated discretionary actions would be less than significant. No mitigation is required.			
Implementation of the proposed Uptown CPU and associated discretionary actions could result in an alteration of a historic building, structure, object, or site. This impact would be potentially significant.	HIST 6.7-1: Historic Buildings, Structures, and Objects  Prior to issuance of any permit for a development project implemented in accordance with the proposed North Park CPU that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.  Preferred mitigation for historic buildings or structures shall be to avoid the resource	Significant and Unavoidable	
	Results of Impact Analysis  accordance with the proposed Uptown CPU and associated discretionary actions. The commercial uses that would be constructed under the proposed Uptown CPU and associated discretionary actions would include uses such as retail, restaurants, and small offices that would not require heavy mechanical equipment that would generate groundborne vibration or heavy truck deliveries. Residential and civic uses do not typically generate vibration. Thus, operational vibration impacts associated with the proposed Uptown CPU implementation and associated discretionary actions would be less than significant. No mitigation is required.  Implementation of the proposed Uptown CPU and associated discretionary actions could result in an alteration of a historic building, structure, object, or site. This impact would be	Results of Impact Analysis  accordance with the proposed Uptown CPU and associated discretionary actions. The commercial uses that would be constructed under the proposed Uptown CPU and associated discretionary actions would include uses such as retail, restaurants, and small offices that would not require heavy mechanical equipment that would generate groundborne vibration or heavy truck deliveries. Residential and civic uses do not typically generate vibration. Thus, operational vibration impacts associated with the proposed Uptown CPU implementation and associated discretionary actions would be less than significant. No mitigation is required.  Implementation of the proposed Uptown CPU and associated discretionary actions could result in an alteration of a historic building, structure, object, or site. This impact would be potentially significant.  HIST 6.7-1: Historic Buildings, Structures, and Objects  Prior to issuance of any permit for a development project implemented in accordance with the proposed North Park CPU that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.  Preferred mitigation for historic buildings or	

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:	
		Preparing a historic resource management plan;	
		Adding new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);	
		Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;	
		Screening incompatible new construction from view through the use of berms, walls and landscaping in keeping with the historic period and character of the resource; and	
		Shielding historic properties from noise generators through the use of sound walls, double glazing and air conditioning.	
		Specific types of historical resource reports, outlined in Section III of the Historical Resources Guidelines, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical	

	Table S-1 Summary of Significant Environmental I	mpacts	
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate mitigation to reduce the impacts to below a level of significance, where possible. If required, mitigation programs can also be included in the report.  To further increase protection of potential resources – specifically potential historic districts – the City is proposing to amend the Historical Resources Regulations to include supplemental development regulations to assist in the preservation of specified potential historic districts until they can be intensively surveyed and brought forward for designation.	
Would implementation of the project result in a substantial adverse change in the significance of a prehistoric archeological resource, a religious or sacred use site, or disturbance of any human remains, including those interred outside of formal cemeteries?	Implementation of the proposed Uptown CPU and associated discretionary actions could adversely impact a prehistoric archeological resource including religious or sacred use sites and human remains. This impact would be potentially significant.	HIST-6.7-2: Archaeological and Tribal Cultural Resources  Prior to issuance of any permit for a future development project implemented in accordance with the proposed North Park CPU that could directly affect an archaeological or tribal cultural resource, the City shall require the following steps be taken to determine: (1) the presence of archaeological or tribal cultural resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features	Significant and Unavoidable

	Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation	
		representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities.  Initial Determination  The environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g. Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and may conduct a site visit, as needed. If there is any evidence that the site contains archaeological or tribal cultural resources, then an archaeological evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.		
		Step 1:		
		Based on the results of the Initial Determination, if there is evidence that the site contains a historical resource, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archaeological testing and analysis. Before actual field		

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeology Center and any tribal repositories or museums.  In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archeological research in similar areas, models that predict site distribution, and archaeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report.  Once the background research is complete, a field reconnaissance must be conducted by	
		individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when	

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance, based on the City Guidelines, must be performed by a qualified archaeologist.	
		Where a recorded archaeological site or Tribal Cultural Resource (as defined in the Public Resources Code) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to the provisions in Public Resources Code Section 21080.3.1 and 21080.3.2., in accordance with Assembly Bill 52. It should be noted that during the consultation process tribal representative(s) will be directly involved in making recommendations regarding the significance of a tribal cultural resource which also could be a prehistoric archaeological site. A testing program may be recommended which requires reevaluation of the proposed project in consultation with the Native American	

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Leve After Mitigati
Environmental Issue	Results of Impact Analysis	representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). The archaeological testing program, if required will include evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines. Results of the consultation	After Mitigati
		process will determine the nature and extent of any additional archaeological evaluation or changes to the proposed project.  The results from the testing program shall be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. However, this process would not proceed until such time that the tribal consultation has been concluded and an agreement is reached (or not reached) regarding significance of the resource and appropriate mitigation measures are identified. When appropriate, the final testing report must be submitted to	

	Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation	
		Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be nonsignificant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation (DPR) site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.		
		Step 3:  Preferred mitigation for historical resources is to avoid the resource through project		
		redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review		

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Leve After Mitigati
		and approval. When tribal cultural resources are present and also cannot be avoided, appropriate and feasible mitigation will be determined through the tribal consultation process and incorporated into the overall data recovery program, where applicable or project specific mitigation measures incorporated into the project. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to distribution of a draft CEQA document and shall include the results of the tribal consultation process. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.	
		A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site located on City property or within the Area of Potential Effect of a City	
		project would be impacted. In the event that human remains are encountered during data	

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 50987.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken. These provisions will be outlined in the Mitigation Monitoring and Reporting Program (MMRP) included in a subsequent project-specific environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.  Step 4:	
		Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites	

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.	
		Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g. collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.	
		Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this	

	Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation	
		checklist. This requirement will standardize		
		the content and format of all archaeological		
		technical reports submitted to the City. A		
		confidential appendix must be submitted		
		(under separate cover) along with historical		
		resources reports for archaeological sites and		
		tribal cultural resources containing the		
		confidential resource maps and records		
		search information gathered during the		
		background study. In addition, a Collections		
		Management Plan shall be prepared for		
		projects which result in a substantial		
		collection of artifacts and must address the		
		management and research goals of the		
		project and the types of materials to be		
		collected and curated based on a sampling		
		strategy that is acceptable to the City.		
		Appendix D (Historical Resources Report		
		Form) may be used when no archaeological		
		resources were identified within the project		
		boundaries.		
		Step 5:		
		For Archaeological Resources: All cultural		
		materials, including original maps, field		
		notes, non-burial related artifacts, catalog		
		information, and final reports recovered		
		during public and/or private development		
		projects must be permanently curated with		
		an appropriate institution, one which has the		
		proper facilities and staffing for insuring		
		research access to the collections consistent		
		with state and federal standards, unless		

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Lev After Mitigat
		otherwise determined during the tribal	
		consultation process. In the event that a	
		prehistoric and/or historic deposit is	
		encountered during construction monitoring,	
		a Collections Management Plan would be	
		required in accordance with the project	
		MMRP. The disposition of human remains	
		and burial related artifacts that cannot be	
		avoided or are inadvertently discovered is	
		governed by state (i.e., Assembly Bill 2641	
		and California Native American Graves	
		Protection and Repatriation Act of 2001) and	
		federal (i.e., Native American Graves	
		Protection and Repatriation Act) law, and	
		must be treated in a dignified and culturally	
		appropriate manner with respect for the	
		deceased individual(s) and their descendants.	
		Any human bones and associated grave	
		goods of Native American origin shall be	
		turned over to the appropriate Native	
		American group for repatriation.	
		Arrangements for long-term curation of all	
		recovered artifacts must be established	
		between the applicant/property owner and	
		the consultant prior to the initiation of the	
		field reconnaissance. When tribal cultural	
		resources are present, or non-burial-related	
		artifacts associated with tribal cultural	
		resources area suspected to be recovered, the	
		treatment and disposition of such resources	
		will be determined during the tribal	
		consultation process. This information must	
		then be included in the archaeological survey,	

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, 36 Code of Federal Regulations 79 of the Federal Register. Additional information regarding curation is provided in Section II of the Guidelines.	
Biological Resources		,	1
Would the project result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	Implementation of the proposed Uptown CPU and associated discretionary actions would result in land use changes that would affect primarily developed areas. Thus, impacts to sensitive species would not be anticipated to occur since any sensitive species that could occur within the CPU area are likely to occupy canyon bottoms that would not be subject to development due to their designation as Open Space and/or MHPA. Additionally, any impact to sensitive vegetation communities would be subject to the City's ESL regulations, which would ensure any impacts to vegetation communities and potential sensitive species that may occupy those communities would addressed. Thus, based on the lack of sensitive species anticipated to occur in the developable areas of the CPU area in addition to the regulatory framework in place that protects sensitive species, impacts to wildlife species would be less than significant and no mitigation would be required.	None Required	Less than Significant
Would the project result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the	Implementation of the proposed Uptown CPU and associated discretionary actions has a low potential to impact any of the five sensitive plant species previously recorded in the Uptown community. As described previously, implementation of the proposed Uptown CPU and associated discretionary actions	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
Biology Guidelines of the Land Development Manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	would result in land use changes that would affect primarily developed areas. The potential for sensitive plant species to still occur is low due to the extent of development that has taken place within the CPU area and along the urban-canyon interface. Impacts to sensitive plant species would be less than significant and no mitigation would be required.		
Would the project result in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?	No wetland habitats have been identified within the Uptown CPU area. Thus, impacts to wetlands would be less than significant and no mitigation would be required.	None Required	Less than Significant
Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites?	The proposed MHPA boundary line correction would increase the amount of protected open space in canyons, which would be beneficial for wildlife movement in canyon areas. Thus, no impact to wildlife corridors would occur.  Impacts to wildlife nursery sites, particularly migratory birds, would be avoided through compliance with the Migratory Bird Treaty Act (MBTA) in addition to compliance with protections afforded to lands within and adjacent to MHPA lands.  Development on lands adjacent to MHPA lands would be required to avoid impacts to wildlife nursery sites in adjacent habitat areas as detailed further under Issue 5 below. Thus, with the existing regulatory framework in place, potential impacts to wildlife nursery sites would be less than significant.	None Required	Less than Significant
Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local,	The proposed Uptown CPU and associated discretionary actions would be consistent with the City's MHPA Land Use Adjacency Guidelines and Municipal Code (Section 142.0740) requirements relative to lighting adjacent to the MHPA. Additionally, in complying with the MHPA Land Use Adjacency Guidelines	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
regional, or State habitat conservation plan or local policy protecting biological resources, either within the MSCP plan area or in the surrounding region?	requirements, landscape plans for future projects would require that grading would not impact environmental sensitive land, that potential runoff would not drain into MHPA land, require that toxic materials used on a development do not impact adjacency sensitive land, that development includes barriers that would reduce predation by domestic animals, that landscaping does not contain exotic plants/invasive species. In addition, the MHPA Land Use Adjacency Guidelines direct development so that any brush management activities are minimized within the MHPA and contains requirements to reduce potential noise impacts to listed avian species. Compliance with the City's MHPA Land Adjacency Guidelines and adherence to the policies in the Conservation Element of the Uptown CPU would reduce potential impacts of the proposed CPU to less than significant.		
Geologic Conditions			
<ul> <li>Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</li> <li>Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault,</li> <li>Strong seismic ground shaking,</li> <li>Seismic-related ground failure, including liquefaction, or</li> <li>Landslides?</li> </ul>	Based on the Geotechnical Report prepared by GEOCON, Inc., the proposed Uptown CPU and associated discretionary actions would not have direct or indirect significant environmental impacts with respect to geologic hazards, because future development would be required to occur in accordance with the San Diego Municipal Code (SDMC) and California Building Code (CBC). This regulatory framework includes a requirement for site-specific geologic investigations to identify potential geologic hazards or concerns that would need to be addressed during grading and/or construction of a specific development project. Thus, impacts would be less than significant and no mitigation is required.	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
Would the project result in substantial soil erosion or the loss of topsoil?	Adherence to the SDMC grading regulations and construction requirements and implementation of the recommendations and standards of the City's Geotechnical Study Requirements would preclude significant impacts related to erosion or loss of topsoil. Thus, impacts would be less than significant and no mitigation is required.	None Required	Less than Significant
Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Future development within the Uptown CPU area would be subject to requirements of the CBC and SDMC, which include preparation of a site-specific geotechnical investigation and implementation of any geotechnical recommendations to ensure geologic instability hazards are avoided. Thus, with compliance with the CBC and SDMC, geologic instability impacts associated with future development within the Uptown CPU area would be less than significant.	None Required	Less than Significant
Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	A site-specific Geotechnical Investigation required for future projects within the CPU area would be required to identify the presence of expansive soils and provide recommendations to be implemented during grading and construction to ensure potential hazards associated with expansive soils are minimized. Thus, with implementation of the recommendations included in site-specific geotechnical investigations required under the CBC and SDMC, potential impacts associated with expansive soils would be less than significant.	None Required	Less than Significant
Paleontological Resources			
Would the project result in development that requires over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit or over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?	Because of high sensitivity for paleontological resources within the San Diego, Pomerado Conglomerate, and Mission Valley Formations, grading into these formations could potentially destroy fossil resources. Therefore, implementation of future discretionary and ministerial projects within the proposed Uptown CPU area within these formations has the potential to result in significant impacts to paleontological resources.	PALEO 6.10: Prior to the approval of subsequent discretionary development projects implemented in accordance with the proposed North Park CPU, the City shall determine the potential for impacts to paleontological resources within a high sensitivity formation based on review of the	Discretionary Projects Less than Significant with Mitigation

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		project application submitted, and recommendations of a project-level analysis completed in accordance with the steps presented below. Future projects shall be sited and designed to minimize impacts on paleontological resources in accordance with the City's Paleontological Resources Guidelines and CEQA Significance Thresholds. Monitoring for paleontological resources required during construction activities shall be implemented at the project level and shall provide mitigation for the loss of important fossil remains with future subsequent development projects that are subject to environmental review.  I. Prior to Project Approval  A. The environmental analyst shall complete a project-level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable United States Geological Survey Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:  • Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resources potential geologic deposit/formation/ rock unit.  • Require over 2,000 cubic yards of excavation and/or 10-foot, or greater, depth in a moderate	Ministerial Projects  Significant and Unavoidable

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		resource potential geologic deposit/formation/rock unit.  Require construction within a known fossil location or fossil recovery site. Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.	
		<ul> <li>B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required.</li> <li>• Monitoring is always required when grading on a fossil recovery site or a known fossil location.</li> <li>• Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).</li> <li>• Monitoring may be required for shallow grading (&lt;10 feet) when a site has previously been graded, and/or unweathered geologic deposits/formations/rock units are present at the surface.</li> </ul>	
		<ul> <li>Monitoring is not required when grading documented artificial fill.</li> <li>When it has been determined that a future project has the potential to</li> </ul>	

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		impact a geologic formation with a high or moderate fossil sensitivity rating, a Paleontological Mitigation Monitoring and Report Program shall be implemented during construction grading activities.	
Hydrology and Water Quality			
Would the project result in flooding due to an increase in impervious surfaces, changes in absorption rates, drainage patterns, or the rate of surface runoff?	All development is subject to drainage and floodplain regulations in the SDMC and would be required to adhere to the City's Drainage Design Manual and Storm Water Standards Manual. Therefore, with future development, the volume and rate of overall surface runoff within the proposed Uptown CPU and associated discretionary actions would either remain the same as the existing condition or would be reduced when compared to the existing condition. Impacts would be less than significant and mitigation is not required.	None Required	Less than Significant
Would the project result in an increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body?	New development under the proposed Uptown CPU and associated discretionary actions would be required to implement LID and storm water BMPs into project design to address the potential for transport of pollutants of concern through either retention or filtration. The implementation of LID design and storm water BMPs would reduce the amount of pollutants transported from Uptown to receiving waters. Impacts would be less than significant and no mitigation would be required.  Future development would adhere to the requirements of the MS4 permit for the San Diego Region and the City's Storm Water Standards Manual, water quality conditions, both surface and groundwater, are not expected to have an adverse effect on water quality. Additionally, the City has adopted the Master Storm Water Maintenance Program to address flood control issues by cleaning and maintaining the channels to reduce the volume of pollutants that enter the receiving waters. Impacts would be less than significant, and no mitigation would be required.	None Required	Less than Significant

	Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation	
Would the project deplete groundwater supplies, degrade groundwater quality, or interfere with ground water recharge?	Groundwater within the San Diego Mesa is exempt from municipal and domestic supply beneficial use and does not support municipal and domestic supply. Groundwater within the Mission San Diego area of the Lower San Diego portion of the San Diego Hydrologic Unit has a potential beneficial use for municipal and domestic supply. Storm water regulations that encourage infiltration of storm water runoff and protection of water quality would also protect the quality of groundwater resources and support infiltration where appropriate. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact on groundwater supply and quality.	None Required	Less than Significant	
Public Services and Facilities				
Would the project promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police protection, parks or other recreational facilities, fire/life safety protection, libraries, schools, or maintenance of public facilities including roads), the construction of which could cause significant environmental impacts in order to maintain service	Regarding police protection, the proposed Uptown CPU and associated discretionary actions do not include construction of new police facilities. As population growth occurs and the need for new facilities is identified, any future construction of police facilities would be subject to a separate environmental review at the time design plans are available. Therefore, implementation of the proposed Uptown CPU and associated discretionary actions would result in less than significant environmental impacts associated with the construction of new facilities in order to maintain service ratios, response times, or other performance objectives related to police services, and no mitigation is required.	None Required	Less than Significant	
ratios, response times, or other performance objectives?	Park and Recreation			
	Regarding park and recreational facilities, there is an existing and projected deficit in population based parks, which is an adverse impact, but not considered significant at the program level.  Implementation of the proposed Uptown CPU and associated discretionary actions would provide policy support for increasing			

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	the acreage of population based parks in the CPU area, but does not propose construction of new facilities. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact related to parks and recreation, and no mitigation is required.		
	Fire/Life Safety Protection		
	Regarding fire/life safety protection, implementation of the proposed Uptown CPU and associated discretionary actions would result in an increase in overall population which could result in a change in fire-rescue response times and a demand for new or expanded facilities. However, any expansion construction of existing facilities or the development of a new facility would be subject to separate environmental review at the time design plans are available. Therefore, at the impacts associated with police/life safety facilities would be less than significant, and no mitigation is required.		
Would the project promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police protection, parks or other recreational facilities, fire/life safety protection, libraries, schools, or maintenance of public facilities including roads), the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives? (cont.)	Libraries  Although a new library is planned for the Uptown CPU area, the proposed Uptown CPU and associated discretionary actions does not include construction of library facilities. Development of a new facility would be subject to separate environmental review at the time design plans are available. Therefore, impacts related to library facilities would be less than significant, and no mitigation is required.  Schools  Regarding school facilities, future residential development that occurs in accordance with the proposed Uptown CPU and associated discretionary actions would be required to pay school fees as outlined in Government Code Section 65995, Education Code Section 53080, and Senate Bill 50 to mitigate any potential	None Required	Less than Significant

	Table S-1		
	Summary of Significant Environmental Ir	npacts	
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	impact on district schools. The City is legally prohibited from imposing any additional mitigation related to school facilities through implementation of Senate Bill 50, and the school district would be responsible for potential expansion or development of new facilities. Therefore, impacts to schools would be less than significant, and no mitigation is required.		
	The proposed Uptown CPU contains policies to address the maintenance and improvement of public facilities. Impacts would therefore be less than significant, and no mitigation is required.		
Public Utilities		,	<del></del>
Would the project use excessive amounts of water beyond projected available supplies?	Based on the findings of the Water Supply Assessment (WSA), there is sufficient water supply to serve existing and projected demands of the proposed Uptown CPU and associated discretionary actions, and future water demands within the Public Utilities Department's (PUD's) service area in normal and dry year forecasts during a 20-year projection. Therefore, no significant impacts to water supply are anticipated for the implementation of the CPU.	None Required	Less than Significant
Would the project promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives?	Future projects would be required to exercise strict adherence to existing storm water regulations and conformance with General Plan and Uptown CPU policies. Project-specific review under CEQA would assure that significant adverse effect to the City's storm water system, as well as significant impacts associated with the installation of storm water infrastructure would be avoided.  Sewer and Water Distribution  The proposed Uptown CPU acknowledges that upgrades to sewer lines are an ongoing process. These upgrades are administered by the Public Works Department (PWD) and are handled on project-by-project basis. Because future development of	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	properties with the proposed Uptown CPU and associated discretionary projects would likely increase demand, there may be a need to increase sizing of existing pipelines and mains for both wastewater and water. The proposed Uptown CPU takes into consideration the existing patterns of development, and the update is a response to the community's needs and goals for the future. The necessary infrastructure improvements to storm water, wastewater, and water infrastructure would be standard practice for new development to maintain or improve the existing system in adherence to sewer and water regulations and conformance with General Plan and proposed Uptown CPU policies. Additionally, future discretionary projects would be required to undergo project-specific review under CEQA that would assure that impacts associated with the installation of storm water infrastructure would be reduced to below a level of significance. Therefore, impacts to sewer and water utilities would be less than significant.  Communications  Given the number of private utility providers available to serve the proposed Uptown CPU area there is capacity to serve the area. Impacts would be less than significant.		
Would the project result in impacts to solid waste management, including the need for construction of new solid waste landfills; or result in a land use plan that would not promote the achievement of a 75 percent waste diversion as targeted in AB 341 and the City's Climate Action Plan?	To ensure waste generation and recycling efforts during construction and post-construction future land use occupancy and operation (i.e., residential, commercial, industrial, mixed-use, etc.) are addressed, a Waste Management Plan (WMP) shall be prepared for any project proposed under the proposed Uptown CPU and associated discretionary actions exceeding the threshold of 40,000 square feet or more. Implementation of these WMPs would ensure that future development project impacts would be considered less than significant. Non-discretionary projects proposed under the proposed Uptown CPU and discretionary actions, and discretionary projects that would fall below the 60	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	ton thresholds, would be required to comply with the San Diego Municipal Code sections addressing construction and demolition debris, waste and recyclable materials storage, and recyclable materials (and in the future organic materials) collection.  Therefore, at this program level of review, the proposed Uptown CPU and associated discretionary actions would not require increased landfill capacity, and impacts associated with solid waste would be less than significant.		
Health and Safety			
Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Existing policies and regulations would help reduce, but not completely abate, the potential risks of wildland fires. The General Plan and CPU contain goals and policies to be implemented by the City's Fire-Rescue Department, and through land use compatibility, training, sustainable development, and other measures, these goals and policies are aimed at reducing the risk of wildland fires.  Continued monitoring and updating of existing development regulations and plans also would assist in creating defensible spaces and reduce the threat of wildfires. Public education, firefighter training, and emergency operations efforts would reduce the potential impacts associated with wildfire hazards. Additionally, future development would be subject to conditions of approval that require adherence to the City's Brush Management Regulations and requirements of the California Fire Code. As such, impacts relative to wildland fire hazard would be less than significant	None Required	Less than Significant
Would the project result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quartermile of an existing or proposed school?	The proposed Uptown CPU and associated discretionary actions would not result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of and existing or proposed school. Impacts to schools would be less than significant. No mitigation is required.	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	The proposed Uptown CPU would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; therefore, impacts are less than significant, and no mitigation would be required.	None Required	Less than Significant
Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, creates a significant hazard to the public or environment?	Although there are closed Leaking Underground Storage Tank (LUST) and Cleanup Program sites and there is one open LUST and two open Cleanup Program sites within the Uptown community, there are local, State, and Federal regulations and programs in places that minimize the risk to sensitive receptors on or adjacent to hazardous materials sites. Adherence to these regulations would result in less than significant impacts relative to hazardous materials sites and no mitigation is required.	None Required	Less than Significant
Would the project expose people or structures to a significant risk of loss, injury or death from offairport aircraft operational accidents?	Impacts relative to safety hazards related to being located within an airport influence area less than significant. No mitigation is required.	None Required	Less than Significant



# **Chapter 1.0 Introduction**

This draft Program Environmental Impact Report (PEIR) for the proposed Uptown Community Plan Update (proposed CPU or project area) and other associated discretionary approvals (collectively referred to throughout this PEIR as the project) has been prepared on behalf of the City of San Diego (City) in compliance with the California Environmental Quality Act (CEQA) Statute and Guidelines (Public Resources Code, Section 21000 et seq. and California Code of Regulations, Title14, Section 15000, et seq.) and in accordance with the City's Environmental Impact Report Guidelines (EIR Guidelines; City of San Diego 2005) and the City's California Environmental Quality Act Significance Determination Thresholds (Significance Determination Thresholds) (2011).

The project analyzed within this PEIR includes a number of legislative actions to be considered by the City Council but primarily is a comprehensive update of the 1988 Uptown Community Plan. The proposed Uptown CPU reflects citywide policies and programs developed in the City of San Diego General Plan Update of 2008 (General Plan) and are consistent with the General Plan for the proposed CPU area. The proposed Uptown CPU contains nine elements, as well as an Introduction and Implementation section. The elements are as follows: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; Noise; and Historic Preservation.

The proposed Uptown CPU contains a specific vision embodied in its guiding principles, as well as key goals. The proposed Uptown CPU contains development design guidelines, as well as policies related to a range of topics included in each section such as mobility options, environmental conservation, recreation opportunities, neighborhood character, and historic preservation, in accordance with the general goals stated in the General Plan. The proposed CPU serves as the basis for guiding a variety of other future implementing actions, such as parkland acquisitions and mobility options.

# 1.1 PEIR Purpose and Intended Uses

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

In accordance with CEQA Guidelines Section 15168, a PEIR may serve as the EIR for subsequent activities or implementing actions, including future development of public and private projects, to the extent it contemplates and adequately analyzes the potential environmental impacts of those subsequent projects. If, in examining future actions for development within the CPU area, the City finds no new effects could occur, or no new mitigation measures would be required other than those analyzed and/or required in the PEIR, the City can approve the activity as being within the scope covered by this PEIR, and no new environmental documentation would be required. If additional analysis is required, it can be streamlined by tiering from this PEIR pursuant to CEQA Guidelines, Sections 15152, 15153, and 15168 (e.g., through preparation of a Mitigated Negative Declaration, Addendum, or EIR).

# 1.2 PEIR Legal Authority

# 1.2.1 Lead Agency

The City of San Diego is the Lead Agency for the project pursuant to Article 4 (Sections 15050 and 15051) of the CEQA Guidelines. The Lead Agency, as defined by CEQA Guidelines Section 15367, is the public agency which has the principal responsibility and authority for carrying out or approving a project. On behalf of the Lead Agency, the City's Planning Department, Environmental Analysis Section, since reorganized under the Environmental and Planning Analysis Division of the Planning Department, conducted a preliminary review of the project and decided that an EIR was required. The analysis and findings in this document reflect the independent, impartial conclusions of the City.

# 1.2.2 Responsible and Trustee Agencies

State law requires that all EIRs be reviewed by Responsible and Trustee Agencies. A Responsible Agency, defined pursuant to CEQA Guidelines Section 15381, includes all public agencies other than the Lead Agency which have discretionary approval power over the project. A Trustee Agency is defined in Section 15386 of the CEQA Guidelines as a state agency having jurisdiction by law over

natural resources affected by a project that are held in trust for the people of the state of California. Implementation of the project would require subsequent actions or consultation from Responsible or Trustee Agencies. A brief description of some of the primary Responsible or Trustee Agencies that may have an interest in the project is provided below.

## 1.2.2.1 U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers (USACE) has jurisdiction over development in or affecting the navigable waters of the United States. All permits issued by the USACE are subject to consultation and/or review by the United States Fish and Wildlife Service (USFWS) and the United States Environmental Protection Agency (EPA). Drainages and canyons occurring in the CPU area may contain streams and wetlands, which may be classified as jurisdictional waters of the United States. No permits from USACE are required at this time; however, future development projects, particularly improvements to infrastructure such as water and sewer lines that could occur with implementation of the proposed CPU and associated discretionary actions, may require review and/or USACE permits in the future.

# 1.2.2.2 California Department of Transportation

The proposed CPU area is adjacent to the California Department of Transportation (Caltrans) facilities, including Interstate 5 (I-5), State Route 163 (SR-163), and SR-94. No permits from Caltrans are required at this time; however, Caltrans approval would be required for any encroachments or construction of facilities in a Caltrans right-of-way associated with future projects within the CPU area.

# 1.2.2.3 California Department of Fish and Wildlife

An Agreement Regarding Proposed Stream or Lake Alteration (Streambed Alteration Agreement) with an agency or private party proposing to alter the bed, banks, or floor of any watercourse/stream, is under the authority of the California Department of Fish and Wildlife (CDFW) pursuant to Section 1600 et seq. of the State Fish and Game Code. The purpose of code Sections 1600-1616 is to protect and conserve fish and wildlife resources that could be substantially adversely affected by a substantial diversion or obstruction of natural flow of, or substantial change or use of material from the bed, bank, or channel of, any river, stream, or lake. Drainages and canyons occurring in the CPU area may contain streams and wetlands. No permits from CDFW are required at this time; however, development projects, particularly improvements to infrastructure such as water and sewer lines that could occur with implementation of the proposed CPU and associated discretionary actions, may require review and/or Streambed Alteration Agreements in the future.

# 1.2.2.4 San Diego Regional Water Quality Control Board

The San Diego Regional Water Quality Control Board (RWQCB) regulates water quality through the Federal Clean Water Act Section 401 certification process and oversees the National Pollutant Discharge Elimination System (NPDES) Permit No. CAS0109266, which consists of wastewater

discharge requirements, as well as Waste Discharge Requirements Program, which regulates point discharges not subject to the Federal Water Pollution Control Act Amendments. The RWQCB is responsible for implementing permitting, compliance, and other activities to reduce pollutants in municipal, construction, and industrial storm water runoff, including overseeing the development and implementation of Water Quality Improvement Plans as required by the Regional MS4 Permit for parts of the San Diego region, which includes the City, as well as ensuring that all other MS4 permit requirements are met. No permits from RWQCB are required at this time; however, future development projects within the proposed CPU area may require review and/or Section 401 certifications.

# 1.2.2.5 San Diego County Regional Airport Authority

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

# 1.3 EIR Type, Scope and Content, and Format

# 1.3.1 Type of EIR

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

# 1.3.2 PEIR Scope and Content

The scope of analysis for this PEIR was determined by the City as a result of initial project review, as well as consideration of comments received in response to the Notice of Preparation (NOP) circulated December 23, 2013, and a scoping meeting held on January 9, 2014, at Balboa Park (Santa Fe Room), 2150 Pan American Road, San Diego, California 92101. The NOP for analysis of the project, related letters received, and comments made during the scoping meeting are included as

Appendix A of this PEIR. Through these scoping activities, the project was determined to have the potential to result in significant environmental impacts to the following subject areas:

- Land Use
- Visual Effects and Neighborhood Character
- Transportation and Circulation
- Air Quality
- Greenhouse Gas Emissions
- Noise
- Historical Resources

- Biological Resources
- Geologic Conditions
- Paleontological Resources
- Hydrology/Water Quality
- · Public Services and Facilities
- Public Utilities
- Health and Safety

It should be noted that the NOP for the PEIR included the project as well as the proposed Community Plan Updates for the North Park and Golden Hill community plan areas. As a result of timing related to stakeholder input, the environmental analysis for the Uptown CPU was separated from the analysis of the North Park and Golden Hill Community Plan Updates. The North Park and Golden Hill Community Plan Updates are analyzed in a separate PEIR circulated for public review from May 31, 2016, to July 29, 2016. The State Clearinghouse number assigned with issuance of the NOP (SCH #2013121076) is being used for the North Park/Golden Hill CPU PEIR and a new State Clearinghouse number will be assigned for the Uptown CPU PEIR at the start of public review.

The intent of this PEIR is to determine whether implementation of the proposed CPU and associated discretionary actions would have a significant effect on the environment through analysis of each issue identified during the scoping process. The Environmental Analysis for the proposed Uptown CPU and associated discretionary actions is presented in the Environmental Analysis section in this PEIR (Chapter 6.0). Each environmental issue area presented in this chapter includes presentation of threshold(s) of significance for the particular issue area under evaluation based on the CEQA Guidelines and the City's Significance Determination Thresholds (2011); identification of an issue statement; an assessment of any impacts including cumulative impacts; a summary of any project impacts; and recommendations for mitigation measures and mitigation monitoring and reporting, as appropriate, for each significant issue area.

Pursuant to CEQA Guidelines Section 15126, all phases, or in the case of this project, discretionary actions associated with the proposed CPUs are considered in this PEIR when evaluating potential impacts on the environment, including the construction of future development and operational phases to the extent possible at the program-level. Impacts are identified as direct or indirect, short-term or long-term, and are assessed on a plan-to-ground basis. The plan-to-ground analysis addresses the changes or impacts that would result from implementation of the proposed CPU and associated discretionary actions compared to existing ground conditions. The proposed CPU is also compared with the current Community Plan to provide context and background for the analysis.

The PEIR includes all mandatory contents of EIRs as required pursuant to CEQA Guidelines Sections 15120 to 15132. A Cumulative Impacts analysis is presented within each specific environmental issue area of Chapter 6.0. Chapter 7.0, Effects Found Not to Be Significant, presents a brief discussion of environmental effects that were evaluated as part of the initial scoping and review process for the project and were found not to be potentially significant. Chapter 8.0 presents

a discussion of Growth Inducement, and Chapter 9.0 presents a discussion of Significant Unavoidable Impacts, Significant Irreversible Environmental Changes, and Energy Conservation.

Chapter 10.0 of this PEIR includes a discussion of Alternatives that could avoid or reduce potentially significant environmental effects associated with implementation of the proposed CPU and associated discretionary actions. Alternatives discussed in the PEIR include the No Project (Adopted Community Plan) Alternative, Adopted Community Plan with Removal of Interim Height Ordinance Alternative, Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative, Density Redistribution Alternative, and the Lower-Density Alternative. For the purposes of this PEIR, the No Project Alternative would be the continued implementation of the adopted Community Plan with the same land uses as identified in that Community Plan.

#### 1.3.3 PEIR Format

The format and order of contents of this PEIR follow the direction in the City's EIR Guidelines. A brief overview of the various chapters of this PEIR is provided below:

- Executive Summary (CEQA Guidelines Section 15123). Provides a summary of the PEIR, a
  brief description of the project, identification of areas of controversy, issues to be resolved
  by the decision-makers, and inclusion of a summary table identifying significant impacts,
  proposed mitigation measures, and significance of impact after mitigation. A summary of
  the project alternatives and comparison of the potential impacts of the alternatives with
  those of the project is also provided.
- Chapter 1.0, Introduction. Contains an overview of the legal authority, purpose, and intended uses of the PEIR, as well as its scope and content.
- Chapter 2.0, Environmental Setting (CEQA Guidelines Section 15125). Provides a description
  of the project's regional context, location, and existing physical characteristics and land use
  within the proposed CPU area. An overview of available public infrastructure and services, as
  well as relationship to relevant plans, is also provided in this section. The Environmental
  Setting chapter is detailed, providing background information relevant to each
  environmental issue area further addressed in Chapter 6.0. Within the CPU impact analysis
  chapter, the applicable environmental setting discussion contained in Chapter 2.0 is
  referenced to avoid repetition.
- Chapter 3.0, Project Description (CEQA Guidelines Section 15124). Provides a detailed discussion of the project, including background, objectives, key features, and environmental design considerations.
- Chapter 4.0, History of Project Changes. Provides a summary of the process of developing the proposed CPU.
- Chapter 5.0, Regulatory Setting. Originally the PEIR included analysis of three CPUs (Uptown, North Park, and Golden Hill). This chapter was written to reduce the amount of redundant description of the regulations associated with individual environmental topics that would be the same for each CPU area (e.g., noise regulations). While the Uptown CPU is now a

separate document, this chapter has been retained. Within the CPU impact analysis chapter (Chapter 6.0), the applicable regulatory setting discussion contained in Chapter 5.0 is referenced.

- Chapter 6.0, Environmental Analysis (CEQA Guidelines Section 15126). This chapter provides a detailed community-specific evaluation of potential environmental impacts associated with the project for environmental issues determined through the initial review and public scoping processes to be potentially significant. Chapter 6.0 begins with the issue of land use, followed by the remaining issues in order of significance. The analysis of each issue begins with a reference to the environmental setting and regulatory framework provided in Chapters 2.0 and 5.0, respectively, and a statement of specific thresholds used to determine significance of impacts, followed by an evaluation of potential impacts, including cumulative impacts. If significant impacts are identified, feasible mitigation measures to avoid or reduce any significant impacts are identified. Where mitigation measures are required, a statement regarding the significance of the impact after mitigation is provided.
- Chapter 7.0, Effects Found Not to Be Significant. Identifies all of the issues determined in the scoping and preliminary environmental review process to be not significant for the proposed CPU and associated discretionary actions, and briefly summarizes the basis for these determinations. For the project, it was determined that environmental issues associated with agriculture, mineral resources, and population and housing would not be significant, and, therefore, are summarized in Chapter 7.0.
- Chapter 8.0, Growth Inducement (CEQA Guidelines Section 15126.2(d)). Evaluates the
  potential influence the proposed CPU and associated discretionary actions may have on
  economic or population growth within the proposed CPU area, as well as the region, either
  directly or indirectly.
- Chapter 9.0, Significant Unavoidable Impacts/Significant Irreversible Environmental Changes/Energy Conservation (CEQA Guidelines Section 15126(b), 15126(c), and 15126.4 (a)(1)) provides a summary of any significant unavoidable impacts of the project as detailed in Chapter 6.0. This chapter also describes the potentially significant irreversible changes that may be expected and addresses the use of nonrenewable resources and energy use anticipated during project implementation.
- Chapter 10.0, Alternatives (CEQA Guidelines Section 15126.6). Provides a description of alternatives to the project, including the No Project (Adopted Community Plan) Alternative, Adopted Community Plan with Removal of Interim Height Ordinance Alternative, Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative, Density Redistribution Alternative, and the Lower-Density Alternative.
- Chapter 11.0, Mitigation Monitoring and Reporting Program. Documents all the mitigation measures identified in the PEIR for the project.
- Chapter 12.0, References. Lists all of the reference materials cited in the PEIR.

- Chapter 13.0, Individuals and Agencies Consulted (CEQA Guidelines Section 15129). Identifies all of the individuals and agencies contacted during preparation of the PEIR.
- Chapter 14.0, Certification. Identifies all of the agencies, organizations, and individuals responsible for the preparation of the PEIR.

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

# 1.3.4 Incorporation by Reference

As permitted by CEQA Guidelines Section 15150, this PEIR has referenced several technical studies and reports. Information from these documents has been briefly summarized in this PEIR, and their relationship to this PEIR is described. These documents are included in Chapter 12.0, References, are hereby incorporated by reference, and are available for review at the City Planning Department, located at 1010 Second Avenue, Suite 1200, San Diego, California 92101. Included within the list of materials incorporated by reference into this PEIR are the following:

- City of San Diego General Plan (City of San Diego 2008)
- City of San Diego Program Environmental Impact Report for the General Plan (Final PEIR) (City of San Diego 2007)
- City of San Diego Housing Element FY2013-FY2020 (City of San Diego 2013)
- City of San Diego Municipal Code (City of San Diego 2008)
- City of San Diego Uptown Community Plan, as amended (City of San Diego 1988)
- Uptown Community Plan Area Historic Resources Survey (City of San Diego 2015)

# 1.4 PEIR Process

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

# 1.4.1 Draft PEIR

In accordance with the City's Municipal Code Section 128.0306 and CEQA Guidelines Section 15105, the Draft PEIR is distributed for review to the public and interested and affected agencies for a review period of 45 days. The purpose of the review period is to allow the public an opportunity to provide comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be

avoided and mitigated" (Section 15204, CEQA Guidelines). City Municipal Code Section 128.0307 allows the Planning Director to approve requests for additional public review time from the affected officially recognized community planning group, in this case the Uptown Community Planning Group. Approval of additional review time shall not exceed 14 calendar days. The Uptown Planning Group has requested additional public review time and the request has been granted by the Planning Director.

In accordance with Sections 15085 and 15087 (a) (1) of the CEQA Guidelines, upon completion of the Draft PEIR, a Notice of Completion is filed with the State Office of Planning and Research and Notice of Availability of the Draft PEIR issued in the *San Diego Daily Transcript*, a newspaper of general circulation in the area.

The Draft PEIR and all related technical studies are available for review during the public review period at the offices of the Planning Department, located at 1010 Second Avenue, Suite 1200, San Diego, California 92101, and on the Planning Department website for CEQA Policy and Review:

http://www.sandiego.gov/planning/programs/cega/

The Uptown Community Plan Update website is:

http://www.sandiego.gov/planning/community/profiles/uptown/index.shtml

Electronic copies of the Draft PEIR are also available at the following public libraries:

San Diego Central Library 330 Park Boulevard San Diego, California 92101 University Heights Branch Library 4193 Park Boulevard San Diego, California 92103

Mission Hills Branch Library 925 West Washington Street San Diego, California 92103 North Park Branch Library 3795 31st Street San Diego, California 92104

# 1.4.2 Final PEIR

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



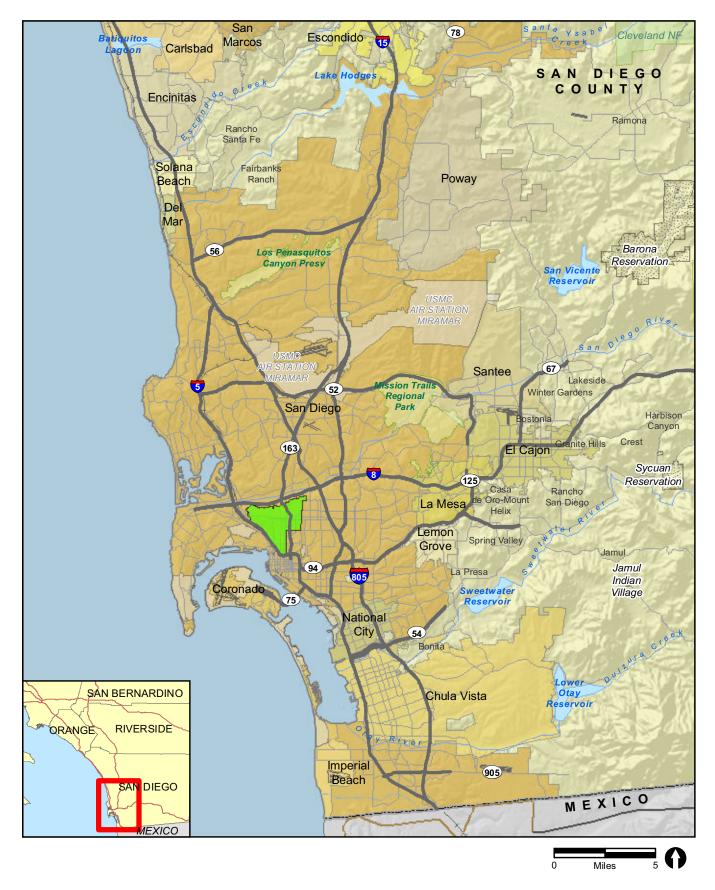
# **Chapter 2.0 Environmental Setting**

At the time of the release of the Notice of Preparation (NOP), the Program Environmental Impact Report (PEIR) was to discuss the potential impacts of implementing three specific Community Plan Updates (CPUs; i.e., Uptown, North Park, and Golden Hill). Because the three Community Plan areas are adjacent to each other, many topics typically discussed as part of the Environmental Setting chapter have common elements across the three communities. However, since issuance of the NOP, the analysis of the proposed Uptown CPU was separated from the North Park and Golden Hill analyses (Chapter 4.0, History of Project Changes). The current chapter discusses the Uptown community's setting; however, because of the other community plan areas are adjacent to the Uptown community, there remains some discussion of the two other Community Plan areas as they relate to the Uptown Community Plan.

# 2.1 Regional Location

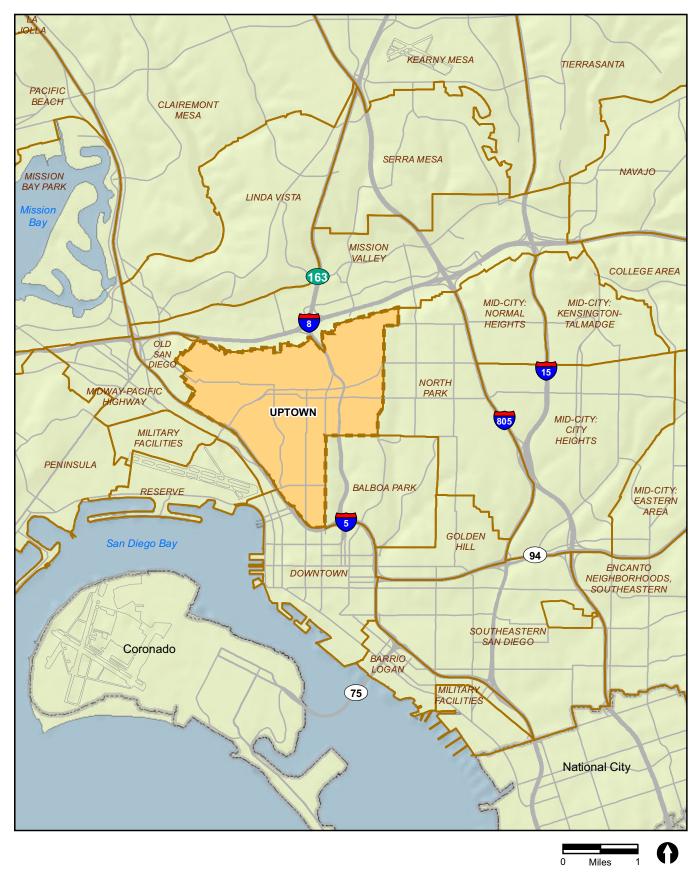
The Uptown CPU area (Uptown community or Uptown) is centrally located to the north of Downtown San Diego and south of the Mission Valley community (Figures 2-1 and 2-2). The Uptown Community Plan area forms the western boundary and a portion of the northern boundary of Balboa Park.

To the north, Uptown is bordered by the south slope of the Mission Valley community, which, in combination with the varying topography, provides an open area between the Uptown and Mission Valley communities. To the south, Uptown is adjacent to Balboa Park, Interstate 5 (I-5), and Downtown. To the east, Uptown is adjacent to Balboa Park and North Park. To the west, Uptown is adjacent to I-5 and Midway–Pacific Highway and the topographical difference between Uptown and neighboring Old Town San Diego.



Uptown Community Plan Boundary

FIGURE 2-1
Regional Location



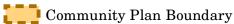


FIGURE 2-2 Uptown Community Vicinity Map

The Uptown community is situated within the same landform that is part of a broad mesa interspersed with many natural and/or semi-developed canyons, allowing a distinctive combination of outward views and interaction with open space along most community edge points. The canyons,

which geographically connect to Mission Valley to the north and interconnect Uptown to the North Park CPU community, are present throughout the Uptown community. Canyons offer relief from the built environment while also creating a barrier to pedestrian, bicycle, vehicular, and intra/intercommunity connections. The canyon landform also creates a sense of seclusion from the surrounding City not uncommon for San Diego's neighborhoods and helps support the interconnectedness between the two communities located on the broad mesa landform.

Uptown and the communities to the east and southeast surround regionally significant and historic Balboa Park. Major transportation corridors traverse the communities, connecting downtown San Diego to other communities in the City, as well as the region. As development radiated out from Downtown along streetcar lines, later forming commercial districts along arterial streets and major crossings, traditional storefronts associated with small and sole-proprietor businesses remain. A grid pattern of streets has developed in Uptown and the associated communities. Vehicular access is affected at many "pinch points" in the communities where street widths narrow or access is "funneled" due to canyon and freeway interfaces.

The CPU area is urbanized and generally characterized as a mix of residential, commercial, and institutional areas. The Uptown community has also been part of one of the longest historical development periods in the region due to its central location and various land use plans and zoning programs, which has left a variety of building forms and architectural styles as well as potential historic resources. The Uptown community developed prior to current Citywide public facilities standards. As a result, locating and financing new facilities, such as parks, is difficult due to lack of available land as well as a limited rate of new development. Aging infrastructure in the community often needs to be upgraded and/or replaced.

# 2.2 Project Location

The Uptown Community Plan area consists of approximately 2,700 acres (approximately 4.2 square miles) and lies just north of Downtown San Diego. It is bounded on the north by the steep hillsides of Mission Valley, on the east by Park Boulevard, and on the west and south by Old Town San Diego and I-5 (see Figure 2-2). The Uptown community is located on a level mesa that is divided by numerous canyons and bordered by two major parks, Presidio and Balboa. The CPU area includes the neighborhoods of Mission Hills, Middletown, Hillcrest, the Medical Complex, University Heights, and Bankers Hill/Park West (Figure 2-3).

Uptown's overall physical structure reflects its geography and development patterns. Most of the street system uses a grid pattern. The CPU area is traversed by three major east-west streets; Washington Street and University Avenue in the northern portion of the community and Laurel Street in the southern portion. Park Boulevard, which services as the community's eastern boundary, as well as First Avenue are important two-way north-south streets along with Fourth and Fifth avenues, which are one-way south- and northbound streets, respectively. Other significant streets are the one-way northbound India Street and one-way westbound Hawthorne Street.

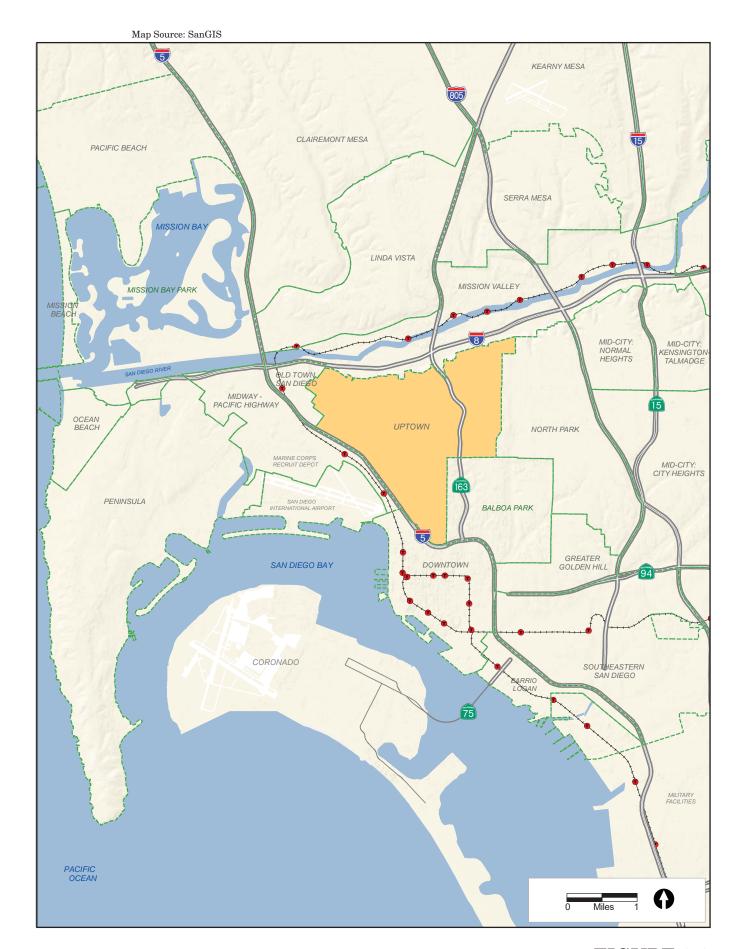


FIGURE 2-3 Uptown Community Plan Update Area

# 2.3 Existing Physical Characteristics

## 2.3.1 Land Use

# 2.3.1.1 Existing Land Uses

Uptown has a limited amount of vacant parcels. As shown in Table 2-1, single-family land use make up approximately 852 acres or 32 percent of the total acres within the community and are the predominant land use within the Uptown community. Multi-family use accounts for approximately 277 acres or 10 percent of the total acreage in the community. Commercial uses, including employment, retail, and services, cover approximately 109 acres or four percent of the total area within the community. The largest retail concentration is in the Hillcrest core where Fourth and Fifth avenues intersect with Washington Street, University Avenue, and Robinson Avenue. Retail also extends in a more linear orientation along Washington Street west of the core, University Avenue east of the core, and along Fourth and Fifth avenues south of the core. Smaller, neighborhood-scale retail nodes also exist in Uptown's residential neighborhoods, such as on Park Boulevard and on West Lewis Street.

The concentration of hospitals and medical support uses in the Medical Complex, and the distribution of office uses along Fourth and Fifth avenues contribute to the identity to these north-south corridors. The existing land uses and distribution are depicted in Figure 2-4, summarized in Table 2-1, and discussed below.

Table 2-1 Existing Land Uses – Uptown					
General Plan Land Use Category	Acres				
Agriculture (Community Garden)	0.5				
Education	30				
Industrial	1				
Institutional	97				
Multi-Family Residential	277				
Office Commercial	57				
Open Space	410				
Parking	28				
Parks	28				
Recreational	3				
Retail Commercial	109				
Roads	761				
Single-Family Residential	852				
Visitor Commercial	6				
Vacant	26				
Total Acreage	2,656				

Map Source: SanGIS MISSION VALLEY OLD TOWN SAN DIEGO NORTH PARK MIDWAY-PACIFIC HIGHWAY LEGEND Community Plan Boundary <all other values> Low Density Residential 1 (5-10 du/ac) Low Medium Density Residential 2 (10-15 du/ac) Medium Density Residential 3 (15-29 du/ac) Medium High Density Residential 4 (29-44 du/ac\*) BALBOA PARK High Density Residential 5 (44-73 du/ac\*) Very High Density Residential 6 (73-110 du/ac) Mixed Use (residential density 4) Mixed Use (residential density 5) Mixed Use (residential density 6) Office/Residential (residential density 3) Office/Residential (residential density 4) Office/Residential (residential density 5) Commercial/Residential (residential density 3) Commercial/Residential (residential density 4) Commercial/Residential (residential density 5) Commercial/Residential (residential density 6) Neighborhood Commercial (residential density 3) DOWNTOWN GREATER GOLDEN HILL Post Office Fire Station 1,600 Open Space

 $\label{eq:FIGURE 2-4} FIGURE~2-4$  Land Uses under Adopted Community Plan – Uptown

#### a. Residential

Residential land uses form the basis and majority of land use acreage in the community. Residential densities vary throughout the community. Very High Residential density areas are located along Sixth Avenue between Upas Street and Laurel Street, along the Fifth Avenue commercial corridor between Pennsylvania Avenue and Maple Street, and within the central Hillcrest commercial core generally bounded by State Route 163 (SR-163), Pennsylvania Avenue, Front Street, and Washington Street. High Residential density areas are located along Second and Third avenues between Maple Canyon and Maple Street, Sixth Avenue between Laurel Street and Elm Street, First and Third avenues between University Avenue and Thorn Street, and within the residential areas in the Medical Complex neighborhood. The Low Residential density areas of the community include stable single-family neighborhoods and are located generally around the central, eastern, and western ends of the community and to the north where they are adjacent to open space.

#### b. Commercial/Mixed Use

Commercial land uses are located primarily along the community's transportation corridors including: The San Diego Avenue-India Street corridor between the Old Town San Diego community and Olive Street; Reynard Way between Maple Street and Juniper Street; along the Washington Street, University Avenue, Robinson Avenue, and Park Boulevard commercial corridors; and along Fourth and Fifth avenues in the area south of Maple Canyon in the Bankers Hill/West Park neighborhoods. The central Hillcrest commercial core is generally bounded by SR-163, Pennsylvania Avenue, Front Street, and Washington Street. There are neighborhood commercial areas along West Lewis Street and the intersection of Redwood Street and Reynard Way. Areas that include a mixture of commercial and residential uses are also along sections of the Washington Street between Ibis Street and Third Avenue; along Fourth Avenue between Robinson Avenue and Maple Street; along First and Third avenues between Washington Street and University Avenue; Robinson Avenue between Seventh Avenue and SR-163; Seventh and Ninth avenues between Washington Street and University Avenue; within the area bounded by Front Street, Buchanan Place, Montecito Way, and Arbor Place; Third Avenue and Fifth Avenue between Lewis Street and Washington Street; the area bounded by Cleveland Avenue, Richmond Street, and SR-163; University Avenue between SR-163 and Park Boulevard; Park Boulevard between Normal Street and Lincoln Avenue; and Lincoln Street between Washington Street and Cleveland Avenue.

#### c. Institutional

Institutional uses provide either public or private facilities that serve a public benefit. These uses may serve the community or a broader area. Typically, the larger or more significant public uses such as schools, fire stations, and hospitals are identified on the land use map. Major institutional land uses within the community consist mainly of Fire Stations 3, 5, and 8; the Mission Hills and University Heights Branch Libraries; and several public and private schools. Private institutional uses often require a Conditional Use Permit or other type of discretionary permit per the San Diego Municipal Code.

## d. Parks and Open Space

Parks and open space areas fulfill a variety of important purposes in the community including active and passive recreation, conservation of resources and protection of views, and providing visual relief in a built-out urban environment. Open space is generally free from development or may be developed with limited, low-intensity uses in a manner that respects the natural environment and conserves sensitive environmental resources.

Protection of resources within lands designated as Open Space affects multiple property owners (including the City of San Diego) and is accomplished primarily through application of various development regulations of the Municipal Code, particularly the Environmentally Sensitive Lands (ESL) Regulations. The City has pursued acquisition of private parcels or acquisition of easement as a means of conserving open space resources and protecting environmentally sensitive areas from development.

Table 2-1, Uptown Existing Land Use provides the acreage of land area covered by land use category for the existing conditions. Descriptions of the categories from the City's General Plan Land Use and Community Planning Element (Table LU-4) that are applicable to the Uptown community are presented in Table 5-1, General Plan Land Use Categories. Application of these categories for consistency with the General Plan Land Use and Community Planning elements is accomplished with approval of individual community plan updates.

# 2.3.1.2 Adopted Uptown Community Plan

The adopted Uptown Community Plan (1988) covers approximately 2,700 acres. The adopted Community Plan provides more detailed land use, design, roadway, and implementation information than what is found at the General Plan level. The adopted community plan identifies key issues in the community and enumerates a set of objectives to achieve the community's vision. Specific goals, objectives, and policies to implement the adopted Uptown Community Plan are contained in its elements: Residential, Commercial, Transportation, Community Facilities, and Services; Open Space and Recreation; Conservation, Cultural, and Heritage Resources; and Urban Design. The adopted Uptown Community Plan would be replaced by the proposed Uptown CPU.

# 2.3.2 Visual Effects and Neighborhood Character

# 2.3.2.1 Existing Context and Urban Form

# a. Neighborhood Centers and Nodes

Urban design is influenced by land use; residential is the predominant land use in Uptown, but there are also several nodes of retail, office, and mixed-use, creating centers within each of Uptown's neighborhoods. These centers are generally located along the major transportation corridors. These neighborhood centers form a basis for locating village place types identified by the General Plan.

In the Uptown CPU area, the most significant concentration of the village-like development is in the Hillcrest core, where several major transportation corridors intersect. University Avenue is the

anchor corridor of the urban village, which is characterized largely by commercial services and retail development. Key intersections (between First Avenue and Fifth Avenue) within this center act as additional nodes where pedestrians and commercial uses activate the environment along the street. The Hillcrest core extends to from Robinson Street to Washington Street between First and Fifth avenues, and includes residential uses and a variety of commercial use including retail, restaurants, and medical facilities.

Washington Street west of the Hillcrest core, centered at the intersection of Washington and Goldfinch, functions as a center for the Mission Hills neighborhood. This center includes more recent multi-unit, mid-rise residential buildings, many of which include pedestrian-oriented retail on the ground floor.

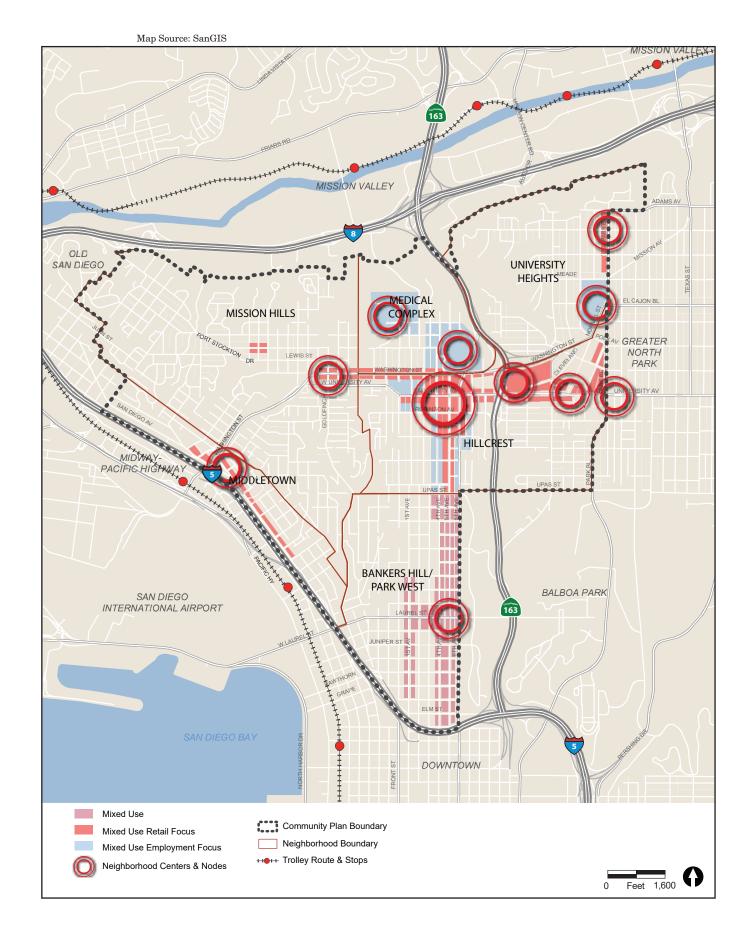
Smaller neighborhood-scale community centers also exist in Uptown's residential neighborhoods, such as on Park Boulevard and Adams Avenue in University Heights, Fifth Avenue and Laurel Street in Bankers Hill/Park West, and along India Street in Middletown. Within these mixed-use areas, pedestrian-oriented streets and building frontages create public space, which serves the adjacent residential areas and attracts visitors. Neighborhood centers and nodes are illustrated in Figure 2-5.

The concentration of hospitals and medical support uses in the Medical Complex neighborhood forms a community center with an important employment component. While the medical developments themselves have a distinct physical form and are visible landmarks, the distribution of commercial office uses along Fourth and Fifth avenues also provides a distinct personality to these north-south corridors.

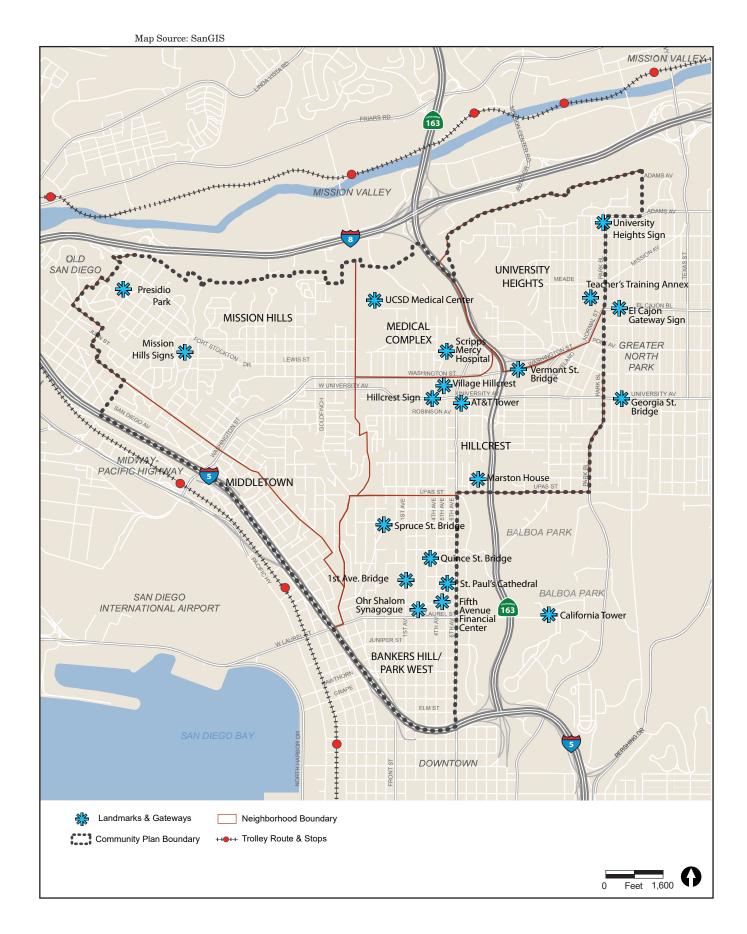
Buildings such as St. Paul's Cathedral, the Fifth Avenue Financial Building, Village Hillcrest, and the Teachers Training annex are among those that serve as identifiable landmarks. The community's gateways and bridges are also landmarks. These include Uptown's pedestrian bridges (Quince, Spruce, and Vermont streets bridges), the First Avenue Bridge over Maple Canyon, the historic gateway signs (Hillcrest, Mission Hills, and University Heights), and the River Rock neighborhood identity markers indicating entrance into University Heights. Landmarks and gateways are important components of urban design, because they create discernible markers of neighborhood distinction. Landmarks and gateways in Uptown are illustrated in Figure 2-6.

# b. Built Form and Development

Uptown's physical form and architectural character is a product of its history. Uptown has been valued for its proximity to Downtown and its unobstructed views of the harbor, and includes a variety of architectural styles and mature landscapes dating to the City's early history. Infill development and the replacement and modification of buildings have occurred during past decades.



 $\label{eq:FIGURE 2-5} FIGURE~2-5$  Neighborhood Centers and Nodes – Uptown



 $FIGURE\ 2-6$  Landmarks and Gateways – Uptown

#### c. Canyons and Views

Due to its diverse topography, Uptown has prominent view corridors, offering views to Downtown, Balboa Park, Mission Valley, the San Diego Bay, and Mission Bay. Public view corridors are located along public streets and transportation corridors with views of areas such as the San Diego Bay, Mission Bay, Balboa Park, Mission Valley, and open spaces areas and canyons.

# 2.3.3 Transportation and Circulation

The Uptown Community Plan area is identified in the General Plan's Land Use and Street System Map (contained in the Land Use and Community Planning Element, Figure LU-2). Traffic circulation patterns within the Uptown community are reflective of the fact that freeways and/or highways form the western and southern (I-5) boundaries of the Uptown community and another freeway (Interstate 8 [I-8]) is just to the north of the Uptown planning area. In addition, SR-163 traverses the Uptown Community Plan area, resulting in the use of local roads for trucking and transport of goods between the freeways.

# 2.3.3.1 Roadways and Access

Freeway and/or highway access in the vicinity of the Uptown planning area is provided via I-5, Interstate 15 (I-15), Interstate 805 (I-805), and SR-163, which are north-south routes and State Route 94 (SR-94), which is an east-west route. I-8 is an east-west freeway located just north of the Uptown community. These highways improved regional accessibility and separate the Uptown community from central San Diego. Due to the topography of the Uptown community, in many places these facilities are below-grade to the surrounding developed land uses.

Major roadways within the Uptown community generally run in an east-west direction. The most prominent are University Avenue and Washington Street in the northern part of Uptown and Laurel Street in the southern part. Prominent north-south roadways include First, Fourth, and Fifth avenues and Park Boulevard. Traffic on several roadway segments within the Uptown community currently exceeds acceptable levels as defined by City thresholds.

# 2.3.3.2 Public Transportation

The City works with local agencies to provide transportation systems for its residents and visitors. Bus (including Bus Rapid Transit) and trolley service, as well as commuter rail stations, are served by the San Diego Metropolitan Transit System (MTS) and the North County Transit District. The Uptown community is served by the San Diego trolley (light rail) line and bus service operated by MTS. The trolley, which parallels I-5, has transit stops adjacent to the Uptown CPU area.

# a. Bus Rapid Transit (BRT)

BRT is corridor-level service providing fast and frequent transit services that are designed to take advantage of freeway improvements such as High Occupancy Vehicle and managed lanes in order to serve longer distance regional trips.

#### b. Light Rail Transit (LRT)

LRT is a type of transit vehicle and service that uses steel wheels and operates over railroad tracks. LRT systems generally serve stations averaging one mile apart, are not remotely controlled, and can operate in a separated right-of-way or on public streets. The San Diego Trolley is a LRT system.

#### c. Rapid Bus (also known as Arterial Rapid Transit)

Rapid Bus or Arterial Rapid Transit (ART) provides rapid and frequent transit service along arterials that use signal priority and queue jumper lanes at major intersections.

#### d. Streetcar

Streetcars are electric-powered rail vehicles designed for short-distance trips with station spacing every few blocks or every quarter mile on average. Typical speeds are up to the speed limit of the street they operate on, generally averaging 12 miles per hour (with stops). They are designed for dense urban areas, such as downtown areas, and they integrate well with street traffic, signals, and pedestrians. They operate either in mixed traffic with automobiles or on a dedicated right-of-way and would accommodate up to 100 passengers per car.

#### 2.3.3.3 Rail

In addition to the local light rail system, the San Diego and Imperial Valley Railroad operates at night along separate tracks paralleling the trolley tracks, and the Burlington Northern Santa Fe Railroad operates freight trains on separate tracks located west of Harbor Drive (City of San Diego 2013).

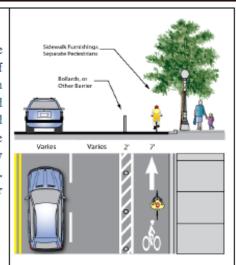
# 2.3.3.4 Bicycle Facilities

Types of bicycle facilities include bicycle boulevards, bicycle paths (Class I), bicycle lanes (Class II), bicycle routes (Class III), and cycle tracks (Class IV). Bicycle boulevards and cycle tracks are additional facilities that are not defined by the California Department of Transportation (Caltrans) and are not part of the existing bicycle network in the Uptown community (Table 2-2).

# Table 2-2 Regional Corridor Classification System

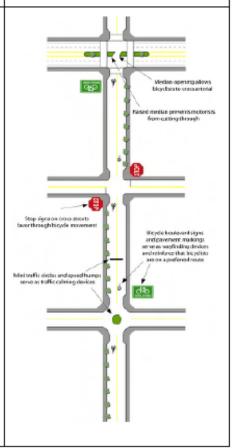
#### Cycle Tracks

A cycle track is a hybrid type bicycle facility that combines the experience of a separated path with the on-street infrastructure of a conventional bike lane. Cycle tracks are bikeways located in roadway right-of-way but separated from vehicle lanes by physical barriers or buffers. Cycle tracks provide for one-way bicycle travel in each direction adjacent to vehicular travel lanes and are exclusively for bicycle use. Cycle tracks are not recognized by Caltrans Highway Design Manual as a bikeway facility. Development of cycle track on segments of the regional corridor system is proposed through experimental, pilot projects.



#### Bicycle Boulevards

Bicycle boulevards are local roads or residential streets that have been enhanced with traffic calming and other treatments to facilitate safe and convenient bicycle travel. Bicycle boulevards accommodate bicyclists and motorists in the same travel lanes, typically without specific vehicle or bicycle lane delineation. These roadway designations prioritize bicycle travel above vehicular travel. The treatments applied to create a bike boulevard heighten motorists' awareness of bicyclists and slow vehicle traffic, making the boulevard more conducive to safe bicycle and pedestrian activity. Bicycle boulevard treatments include signage, pavement markings, intersection treatments, traffic calming measures and can include traffic diversions. Bicycle boulevards are not defined as bikeways by Caltrans Highway Design Manual; however, the basic design features of bicycle boulevards comply with Caltrans standards.



# 2.3.4 Air Quality

The Uptown planning area is located within the San Diego Air Basin (SDAB) of the San Diego Air Pollution Control District (SDAPCD), between 0.5 mile and 2.4 miles northeast of the San Diego Bay. Air quality conditions and local climate are described in this section.

#### 2.3.4.1 Climate

The San Diego region, including the Uptown community, is influenced by proximity to the Pacific Ocean and semi-permanent high-pressure systems that result in warm, dry summers and mild, occasionally wet winters. The Uptown CPU area is subject to frequent offshore breezes. The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds blowing pollutants away from the coast toward inland areas.

The Uptown community, like the rest of San Diego County's coastal areas, has a Mediterranean climate characterized by warm, dry summers and mild, wet winters. The mean annual temperature at San Diego International Airport, recorded near downtown San Diego and Uptown, is 64 degrees Fahrenheit (°F). The average annual precipitation for the area is approximately 10 inches, falling primarily from November to April. Winter mean low temperatures average 49°F, and summer mean high temperatures average 74°F based on the measurements taken at the San Diego International Airport.

The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow pollutants away from the coast toward the inland areas. Consequently, air quality near the coast is generally better than what occurs at the base of the coastal mountain range.

Fluctuations in the strength and pattern of winds from the Pacific High Pressure Zone interacting with the daily local cycle produce periodic temperature inversions that influence the dispersal or containment of air pollutants in the San Diego Air Basin (SDAB). Beneath the inversion layer pollutants become "trapped" as their ability to disperse diminishes. The mixing depth is the area under the inversion layer. Generally, the morning inversion layer is lower than the afternoon inversion layer. The greater the change between the morning and afternoon mixing depths, the greater the ability of the atmosphere to disperse pollutants.

Throughout the year, the height of the temperature inversion in the afternoon varies between approximately 1,500 and 2,500 feet above mean sea level (MSL). In winter, the morning inversion layer is about 800 feet above MSL. In summer, the morning inversion layer is about 1,100 feet above MSL. Therefore, air quality generally tends to be better in the winter than in the summer.

The prevailing westerly wind pattern is sometimes interrupted by regional "Santa Ana" conditions. A Santa Ana occurs when a strong high pressure develops over the Nevada to Utah area and overcomes the prevailing westerly coastal winds, sending strong, steady, hot, dry northeasterly winds over the mountains and out to sea.

Strong Santa Ana winds tend to blow pollutants out over the ocean, producing clear days. However, at the onset or during breakdown of these conditions or if the Santa Ana is weak, local air quality may be adversely affected. In these cases, emissions from the South Coast Air Basin to the north are blown out over the ocean, and low pressure over Baja California draws this pollutant-laden air mass southward. As the high pressure weakens, prevailing northwesterly winds reassert themselves and send this cloud of contamination ashore in the SDAB. When this event does occur, the combination of transported and locally produced contaminants produce the worst air quality measurements recorded in the basin.

# 2.3.4.2 Existing Air Quality

Air quality at a particular location is a function of the kinds, amounts, and dispersal rates of pollutants being emitted into the air locally and throughout the basin. The major factors affecting pollutant dispersion are wind speed and direction, the vertical dispersion of pollutants (which is affected by inversions), and the local topography.

Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by the California Air Resources Board (CARB) or federal standards set by the U.S. Environmental Protection Agency (EPA). The San Diego Air Pollution Control District (APCD) maintains 11 air quality monitoring stations located throughout the greater San Diego metropolitan region. Air pollutant concentrations and meteorological information are continuously recorded at these 11 stations. Measurements are then used by scientists to help forecast daily air pollution levels.

The air quality monitoring station nearest the Uptown CPU area is the San Diego–Beardsley Street monitoring station that is located at 1110 Beardsley and monitors the following pollutants: ozone  $(O_3)$ , carbon monoxide (CO), nitrogen dioxide  $(NO_2)$  and particulate matter less than 10 microns in diameter  $(PM_{10})$  and particulate matter less than 2.5 microns in diameter  $(PM_{2.5})$ . The sulfur dioxide  $(SO_2)$  monitors were decommissioned in 2012, as this pollutant is less of a concern in the SDAB. Table 2-3 provides a summary of measurements of  $O_3$ , CO,  $SO_2$ ,  $NO_2$ ,  $PM_{10}$ , and  $PM_{2.5}$  collected at the Beardsley Street monitoring station for the years 2010 through 2014.

# 2.3.4.3 Regional Background Toxic Air Pollutants

The San Diego APCD samples for toxic air contaminants at the El Cajon and Chula Vista monitoring stations. Excluding diesel particulate emissions, data from these stations indicate that the background cancer risk in 2008 due to air toxics was 135 in one million in Chula Vista and 150 in one million in El Cajon. There is no current methodology for directly measuring diesel particulate concentrations. Based on CARB estimates, diesel particulate emissions could add an additional 420 in one million to the ambient cancer risk levels in San Diego County.

Thus the combined background ambient cancer risk due to air toxics in the urbanized areas of San Diego County could potentially range from around 555 to 570 in one million. As such, diesel particulate matter is the air toxic of primary concern on a regional basis.

Table 2-3						
Summary of Air Quality Measurements Recorded at the						
San Diego-1110 Beardsley Street Monitoring Station						
Pollutant/Standard	2010	2011	2012	2013	2014	
Ozone			T _		_	
Days State 1-hour Standard Exceeded (0.09 ppm)	0	0	0	0	1	
Days Federal 8-hour Standard Exceeded (0.075 ppm)	0	0	0	0	0	
Days State 8-hour Standard Exceeded (0.07 ppm)	0	0	0	0	2	
Max. 1-hr (ppm)	0.078	0.082	0.071	0.063	0.093	
Max. 8-hr (ppm)	0.066	0.061	0.065	0.053	0.072	
Carbon Monoxide	1			1		
Days Federal 8-hour Standard Exceeded (35 ppm)	0	0	0	0	0	
Days State 8-hour Standard Exceeded (20 ppm)	0	0	0	0	0	
Max. 1-hr (ppm)	2.8	2.8	2.6	3.0	2.7	
Max. 8-hr (ppm)	NA	NA	NA	NA	NA	
Nitrogen Dioxide			1	1		
Days Federal 1-hour Standard Exceeded (0.10 ppm)	0	0	0	0	0	
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0	0	0	
Max 1-hr (ppm)	0.077	0.067	0.065	0.072	0.075	
Annual Average (ppm)	0.015	0.014	0.013	0.014	0.026	
Sulfur Dioxide <sup>a</sup>						
Days State 24-hour Standard Exceeded (0.04 ppm)	0	0	NA	NA	NA	
Max 24-hr (ppm)		0.003	NA	NA	NA	
Annual Average (ppm)		$NA^b$	NA	NA	NA	
PM <sub>10</sub>						
Days State 24-hour Standard Exceeded (50 μg/m <sup>3</sup> ) <sup>b</sup>	0	0	0	6	4	
Days Federal 24-hour Standard Exceeded (150 μg/m³)		0	0	0	NA	
Max. Daily—Federal (μg/m³)		48.0	45	90	NA	
Max. Daily—State (μg/m³)	40.0	49.0	47	92	59.0	
Federal Annual Average (μg/m³)		23.3	21.8	24.9	NA	
State Annual Average (μg/m³)		24.0	22.2	25.4	NA	
State Annual Average (μg/m³)       23.4       24.0       22.2       25.4       NA         PM <sub>2.5</sub>						
Days Federal 24-hour Standard Exceeded (35 μg/m³) <sup>b</sup>		0	1	1.1	1	
Max. Daily—Federal (μg/m³)		34.7	39.8	37.4	37.2	
Max. Daily—State (μg/m³)		35.5	39.8	37.4	37.2	
Federal Annual Average (μg/m³)	10.4	10.8	11.0	10.3	NA	
State Annual Average (μg/m³)		10.9	NA	10.4	NA	

SOURCE: State of California 2015b

NA = Not available.

<sup>&</sup>lt;sup>a</sup>The SO<sub>2</sub> monitor was decommissioned on June 30, 2011.

<sup>&</sup>lt;sup>b</sup>Calculated days. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. Particulate measurements are collected every six days. The number of days above the standard is not necessarily the number of violations of the standard for the year.

#### 2.3.5 Greenhouse Gas Emissions

The Uptown Community Plan area is currently a source of anthropogenic greenhouse gas (GHG), with emissions generated by vehicular traffic and by the energy use, water use, and solid waste disposal practices of existing development.

# 2.3.5.1 State and Regional GHG Inventories

#### a. CARB Inventory

The CARB performs statewide GHG inventories. The inventory is divided into nine broad sectors of economic activity: agriculture, commercial, electricity generation, forestry, high global warming potential (GWP) emitters, industrial, recycling and waste, residential, and transportation. Emissions are quantified in million metric tons of CO<sub>2</sub> equivalent (MMT CO<sub>2</sub>E). Table 2-4 shows the estimated statewide GHG emissions for the years 1990, 2008, and 2012.

As shown in Table 2-4, statewide GHG source emissions totaled approximately 427 MMT  $CO_2E$  in 1990, 487 MMT  $CO_2E$  in 2008, and 459 MMT  $CO_2E$  in 2012. Many factors affect year-to-year changes in GHG emissions, including economic activity, demographic influences, environmental conditions such as drought, and the impact of regulatory efforts to control GHG emissions. CARB has adopted multiple GHG emission reduction measures, and most of the reductions since 2008 have been driven by economic factors (recession), previous energy-efficiency actions, and the Renewables Portfolio Standard. Transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions. The forestry sector is unique because it not only includes emissions associated with harvest, fire, and land use conversion (sources), but also includes removals of atmospheric carbon dioxide ( $CO_2$ ; sinks) by photosynthesis, which is then bound (sequestered) in plant tissues.

Table 2-4					
California GHG Emissions by Sector in 1990, 2008, and 2012					
	1990 <sup>1</sup>	2008 <sup>3</sup>	2012		
	Emissions in	Emissions in	Emissions in		
	MMT CO <sub>2</sub> E	MMT CO₂E	MMT CO <sub>2</sub> E		
Sector	(% total) <sup>2</sup>	(% total) <sup>2</sup>	(% total) <sup>2</sup>		
Sources					
Agriculture	23.4 (5%)	37.99 (8%)	37.86 (8%)		
Commercial	14.4 (3%)	13.37 (3%)	14.20 (3%)		
Electricity Generation	110.6 (26%)	120.15 (25%)	95.09 (21%)		
High GWP		12.87 (3%)	18.41 (4%)		
Industrial	103.0 (24%)	87.54 (18%)	89.16 (19%)		
Recycling and Waste		8.09 (2%)	8.49 (2%)		
Residential	29.7 (7%)	29.07 (6%)	28.09 (6%)		
Transportation	150.7 (35%)	178.02 (37%)	167.38 (36%)		
Forestry (Net CO <sub>2</sub> flux)	-6.69				
Not Specified	1.27				
TOTAL	426.6	487.10	458.68		

SOURCE: California Energy Commission (CEC) 2014, CARB 2007 & 2014a

# b. City of San Diego CAP Inventory

A San Diego regional emissions inventory prepared as part of the City of San Diego's Climate Action Plan reported GHG emissions totaling approximately 13 MMT  $CO_2E$  in 2010. Similar to the statewide emissions, transportation-related GHG emissions contributed the most Citywide, followed by emissions associated with energy use.

# 2.3.6 **Noise**

# 2.3.6.1 Existing Noise Environment

Noise sensitive receptors are land uses for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. The most common noise sensitive uses include: residences, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child-care facilities, and certain types of passive recreational parks and open space. Existing noise sources in the CPU area include motor vehicle and stationary sources. Stationary noise sources include industrial and commercial operations. Noise from these sources can conflict with existing noise sensitive receptors.

<sup>&</sup>lt;sup>1</sup>1990 data was retrieved from the CARB 2007 source.

<sup>&</sup>lt;sup>2</sup>Percentages may not total 100 due to rounding.

<sup>&</sup>lt;sup>3</sup>2008 and 2012 data was retrieved from the CARB 2014a source.

<sup>&</sup>lt;sup>4</sup>Reported emissions for key sectors. The inventory totals for 2008 and 2012 did not include Forestry or Not Specified sources.

#### 2.3.6.2 Fundamentals of Noise

Sound propagation (i.e., the passage of sound from a noise source to a receiver) is influenced by several factors including the distance from the source, geometric spreading, ground absorption and atmospheric effects, as well as shielding by natural and/or manmade features. Noise is unwanted or disturbing sound.

The noise descriptors used in the environmental analysis (Chapter 6.0) are the decibel (dB), A-weighted decibel (dBA), 1-hour average-equivalent noise level ( $L_{eq}$ ), and the community noise equivalent level (CNEL). The hourly equivalent sound level ( $L_{eq}$ ) is the average dBA sound level over a 1-hour period. A-weighting is a frequency correction that often correlates well with the subjective response of humans to noise. Similar to Leq, the CNEL is a 24-hour average A-weighted decibel sound level. However, CNEL also incorporates a 5 dBA penalty to sound levels occurring between 7:00 p.m. and 10:00 p.m., and 10 dBA penalty to sound levels occurring between 10:00 p.m. and 7:00 a.m. The additional 5 dBA and 10 dBA penalties during evening and nighttime hours, respectively, are intended to account for the added sensitivity of humans to noise during these time periods. For example, although a noise level of 60 dBA is typically considered acceptable during the day, during rest hours that same 60 dBA noise level may be considered a nuisance. CNEL values are typically used in land use planning to evaluate the compatibility of adjacent land uses.

The subsections below further describe elements and measures of noise.

#### a. Frequency and Hertz

A continuous sound can be described by its frequency (pitch) and its amplitude (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch, like the low notes on a piano, whereas high-frequency sounds are high in pitch, like the high notes on a piano. Frequency is expressed in terms of oscillations, or cycles, per second. Cycles per second are commonly referred to as Hertz (Hz). High frequencies are sometimes more conveniently expressed in units of kilo-Hertz (kHz) or thousands of Hertz. The extreme range of frequencies that can be heard by the healthiest human ear spans from 16 to 20 Hz on the low end to about 20,000 Hz (or 20 kHz) on the high end.

#### b. Sound Pressure Levels and Decibels

The amplitude of a sound determines its loudness. Loudness of sound increases and decreases with its amplitude. Sound pressure levels are described in units called the decibel. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease.

# c. A-weighted Decibels

The human ear is not equally sensitive to all frequencies within the sound spectrum. Human hearing is limited not only in the range of audible frequencies but also in the way it perceives the sound in

that range. In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, and it perceives a sound within that range as more intense than a sound of higher or lower frequency with the same magnitude. To approximate the frequency response of the human ear, a series of sound level adjustments is usually applied to the sound measured by a sound level meter.

The A-scale weighting network approximates the frequency response of the average healthy ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Noise levels for traffic noise reports are typically reported in terms of A- weighted decibels [dB(A)]. All sound levels discussed in the PEIR analysis (Chapter 6.0) are A-weighted. Examples of typical noise levels for common indoor and outdoor activities are depicted in Table 2-5.

Under controlled conditions in an acoustics laboratory, the trained, healthy human ear is able to discern changes in sound levels of 1.5 dB(A) under certain conditions. Outside such controlled conditions, the average healthy ear can barely perceive changes of 3 dB(A), a change of 5 dB(A) is readily perceptible; and an increase (decrease) of 10 dB(A) sounds twice (half) as loud.

Table 2-5 Typical Sound Levels in the Environment and Industry				
Common Outdoor Activities	Noise Level [dB(A)]	Common Indoor Activities		
_	110	Rock band		
Jet fly over at 300 m (1000 feet)	100	_		
Gas lawn mower at 1 m (3 feet)	90	_		
Diesel truck at 15 m (50 feet), at 80 km/hr (50 mph)	80	Food blender at 1 m (3 feet) Garbage disposal at 1 m (3 feet)		
Noisy urban area, daytime Gas lawn mower at 30 m (100 feet)	70	Vacuum cleaner at 3 m (10 feet)		
Commercial area Heavy traffic at 90 m (300 feet)	60	Normal speech at 1 m (3 feet)		
Quiet urban daytime	50	Large business office Dishwasher next room		
Quiet urban nighttime	40	Theater, large conference room (background)		
Quiet suburban nighttime	30	Library		
Quiet rural nighttime	20	Bedroom at night, concert hall (background)		
_	10	Broadcast/recording studio		
Lowest threshold of human hearting	0	Lowest threshold of human hearting		
SOURCE: Caltrans 2013				

# d. Noise Descriptors

The two noise metrics used in the analysis (Chapter 6.0) are the equivalent noise level ( $L_{eq}$ ) and the CNEL.

#### **Equivalent Noise level (Leg)**

The equivalent sound level ( $L_{eq}$ ) is also referred to as the time-average sound level. It is the equivalent steady state sound level, which in a stated period of time would contain the same acoustical energy as the time-varying sound level during the same time period. The period of time averaging may be specified;  $L_{eq}(3)$  would be a three-hour average. When no period of time is specified, a one-hour average is assumed. The one-hour A-weighted equivalent sound level is the energy average of the A-weighted sound levels occurring during a one-hour period. It is important to understand that noise of short duration, that is, times substantially less than the averaging period, is averaged into ambient noise during the period of interest. Thus, a loud noise lasting many seconds or a few minutes may have minimal effect on the measured sound level averaged over a one-hour period.

#### Community Noise Equivalent Level (CNEL)

People are generally more sensitive and annoyed by noise occurring during the evening and nighttime hours. Thus, the CNEL was introduced. The CNEL scale represents a time-weighted 24-hour average noise level based on the A-weighted sound level. CNEL accounts for the increased noise sensitivity during the evening (7:00 P.M. to 10:00 P.M.) and nighttime hours (10:00 P.M. to 7:00 A.M.) by adding five and ten decibels, respectively, to the average sound levels occurring during these hours.

#### 2.3.6.3 **Vibration**

Groundborne vibration consists of oscillatory waves that propagate from the source through the ground to adjacent structures. The frequency of a vibrating object describes how rapidly it is oscillating. The number of cycles per second of oscillation is the vibration frequency, which is described in terms of hertz. The normal frequency range of most groundborne vibration that can be felt generally ranges from a low frequency of less than 1 Hz to a high of about 200 Hz.

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings caused by construction activities may be perceived as motion of building surfaces or rattling of windows, items on shelves, and pictures hanging on walls. Vibration of building components can also take the form of an audible low-frequency rumbling noise, which is referred to as groundborne noise.

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations reduce much more rapidly than low frequencies, so that low frequencies tend to dominate the spectrum at large distances from the source. When vibration encounters a building the overall vibration level is typically reduced; however, under certain circumstances, vibration can be amplified due to structural resonances of the floors and walls.

Vibration levels are usually expressed as single-number measure of vibration magnitude, in terms of velocity or acceleration, which describes the severity of the vibration without the frequency variable. The peak particle velocity (PPV) is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in inches per second. Since it is related to the stresses that

are experienced by buildings, PPV is often used in monitoring of blasting vibration. Although PPV is appropriate for evaluating the potential of building damage, it is not suitable for evaluating human response since it takes some time for the human body to respond to vibrations.

#### 2.3.7 Historical Resources

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

Archaeological resources include prehistoric and historic locations or sites where human actions have resulted in detectable changes to the area. This can include changes in the soil, as well as the presence of physical cultural remains. Archaeological resources can have a surface component, a subsurface component, or both. Historic archaeological resources are those dating after European contact. These resources may include subsurface features such as wells, cisterns, or privies. Other historic archaeological remains include artifact concentrations, building foundations, or remnants of structures.

# 2.3.7.1 Prehistory

The prehistoric cultural sequence for what is now San Diego County is generally thought of as three basic periods: Paleoindian, locally characterized by the San Dieguito complex; Archaic, characterized by the cobble and core technology of the La Jollan and Pauma complexes; and Late Prehistoric, marked by the appearance of ceramics, small arrow points, and cremation burial practices. Late Prehistoric materials in southern San Diego County, known as Yuman I and Yuman II, are believed to represent the ancestral Kumeyaay (AECOM 2015).

By the time Spanish colonists began to settle in Alta California in 1769, the areas that are now part of the Uptown community were within the territory of the Kumeyaay people, a group of exogamous, nontotemic territorial bands with patrilineal descent. The Kumeyaay had a hunting and gathering economy based primarily on various plant resources. For people in the area that is now Uptown, grass seeds were probably the primary food, supplemented by various other seeds such as sage (Salvia spp.), sagebrush (Artemisia californica), lamb's quarters (Chenopodium album), and pine nuts (Pinus sp.). Small game was a major source of protein, but deer were hunted as well. Coastal bands ate a great deal of fish, taking them with lines, nets, and bows and arrows. Balsas or reed boats were used. Shellfish and other littoral resources were important to coastal people, too. Settlements were moved seasonally to areas where wild foods were in season. For example, inland bands might have moved into desert areas in the spring to gather agave (Agave deserti), then to higher-altitude areas in the fall to gather acorns. Coastal bands lived in more or less permanent villages focused on more seasonally stable inshore and littoral resources. However, they often traveled to the area that is now

Torrey Pines and La Rumarosa (in northern Baja California) to harvest pine nuts, for example, and to Cuyamaca and Mount Laguna for acorns (AECOM 2015).

There is one named Kumeyaay village identified in the vicinity of the community of Uptown, the village of *Cosoy/Kosaii/Kosa'aay*. Villages and campsites were generally located in areas where water was readily available, preferably on a year-round basis. The San Diego River, which is located approximately 0.5 mile from the Uptown Community Plan area, provided an important resource not only as a reliable source of water, but as a major transportation corridor through the region. Although the actual location of the village is unknown, it is reported that a site called *Cosoy/Kosaii/Kosa'aay* by the Native Americans was in the vicinity of Presidio Hill and Old Town, located less than one mile west of the Uptown Community Plan area boundary. Additionally, two named Kumeyaay villages or *rancheria* may lie to the southeast of the Uptown Community Plan area, in the vicinity of Golden Hill. The village, or *rancheria of Los Choyas*, was located near the mouth of Los Chollas Creek. The village of *Pu-Shuyi* was located near the foot of modern-day Market Street (AECOM 2015).

## 2.3.7.2 History

In the mid-19th century, San Diego had approximately 650 residents. However, new arrivals were transforming the small Mexican community into a growing commercial center. In 1867, Alonzo Erastus Horton acquired nearly 1,000 acres of land two miles south of "Old Town", where downtown San Diego sits today. Dubbed "New San Diego", Horton orchestrated the creation of a new city center, relocating the city's first bank, main newspaper, and several government buildings to this site. Thus Old Town was supplanted as the city's primary commercial center. The arrival of the railroad in the 1880s linked San Diego with the eastern United States and sparked its first building boom. By 1887, San Diego's population had spiked to 40,000, and large tract of new development began to appear on the hills immediately adjacent to downtown.

By 1892, substantial infrastructure improvements were underway, including public utilities, street paving, sewer systems, and the electrification of the streetcar system. These improvements would be critical to the development of new suburbs surrounding downtown and the 1,400-acre City Park (Balboa Park), including present-day Uptown and the communities of North Park and Golden Hill.

The completion of a transcontinental rail line in 1885 was a catalyst for the first notable wave of development in Uptown. At the time, speculation still abounded, but a substantial number of homes were constructed near the southern border of Uptown, in present-day Park West. Over the next two decades, new development shifted north towards present-day Hillcrest and University Heights, due in large part to the construction of several public transit lines. Development at this time was primarily residential, but by the early 1900s the area was also home to several businesses, a state Normal School, and a popular public park.

Development activity accelerated once more in anticipation of the much awaited 1915 Panama-California Exposition. By the 1920s, both Park West and Hillcrest were almost entirely developed, and the more distant communities of University Heights and Mission Hills were nearly built out by the 1930s. Following the Great Depression and World War II, Uptown was the target of several redevelopment efforts and witnessed a considerable amount of physical change. Despite being

bisected by Interstate 5 and State Route 163, Uptown still contains cohesive blocks of historic structures, especially in Park West, Hillcrest, and University Heights. In addition, Mission Hills has retained its historic fabric and contains a sizable concentration of single-family homes dating from the 1910s, 1920s and 1930s.

In the years following the Great Depression, Uptown experienced marked physical change. Residential construction essentially ceased, and many business ventures failed along established commercial thoroughfares. It was United States' entrance into World War II that effectively ended the economic downturn and boosted the regional economy. This was particularly true in San Diego; with its extensive military or manufacturing facilities now devoted to the defense industry, the city had received the highest per capita share of war contracts in the state. Like other large cities, San Diego's wartime and postwar population growth far outpaced its ability to provide sufficient services and housing. In response, City officials rezoned large sections of the Community Plan area to accommodate high-density residential development.

In Uptown, unimproved lots in established neighborhoods were infilled with single-family homes and residential courts inspired by Federal Housing Administration (FHA) designs. Developers of multi-family housing favored higher densities over the residential courts of the pre-war period. The result was the proliferation of the two-story stucco box apartment building, designed to maximize the number of units and provide the required the parking on a single residential lot. Development from this era reflected Post-War American values and design trends, such as automobile oriented commercial development and Modern design in both residential and commercial buildings.

As the economy slowly began to rebound, new businesses occupied existing storefronts along established commercial corridors, often renovating their facades with more contemporary details. The modernization of storefronts occurred along Main Streets and commercial corridors throughout California, and included new large display windows which allowed merchandise to be visible to passing motorists. Such changes reflect the evolution of a thriving commercial core.

The suburbanization of the Post-War period left Uptown with an aging population and deteriorating building stock by the late 1960s. The relative safety and affordability this presented attracted members of the Lesbian, Gay, Bisexual, Transgender and Queer (LGBTQ) community, who established businesses and support and advocacy groups catering to the gay community beginning in the 1970s. In most instances, existing building stock was utilized and adaptively reused. The affordable housing, particularly the bungalow and apartment courts, was also attractive to those seeking a sense of community. The investment of the LGBTQ community in Uptown has led to a renaissance over the last several decades that has made Uptown a vibrant, walkable community.

Today, Uptown is best characterized in terms of its diversity. In addition to housing people from a wide variety of income levels and ethnic groups, the community boasts a built environment that is equally as eclectic, reflecting the rich history – both shared and unique – of some of San Diego's oldest neighborhoods.

Some of the key historical themes in the evolution of the Uptown community include:

- The Railroad Boom and Early Residential Development: 1885-1909
- The Panama-California Exposition and Streetcar Suburbs: 1909-1929

- Great Depression and World War II: 1929–1948
- Postwar Development, Suburbanization, the Automobile & Modernism: 1948-1970
- Neighborhood Revitalization and the LGBT Community: 1970-Present

# 2.3.8 Biological Resources

Uptown is one of the urban communities in the City of San Diego and is essentially completely built out. Most of each of the community plan areas are developed and consist of ornamental and non-native vegetation within the urbanized portions. Native vegetation generally occurs within the canyons and areas designated as open space where development has not occurred.

#### 2.3.8.1 Soils

The U.S. Department of Agriculture mapped the following soil series in the Uptown area: Gaviota fine sandy loam, Huerhuero loam, Olivenhain cobbly loam, Riverwash, Redding-Urban Land complex, Redding cobbly loam, terrace escarpments, made land, and urban land. Most of the Uptown area is covered by urban lands; the canyons are mostly covered by Huerhuero loam.

## 2.3.8.2 Topography

The Uptown Community Plan area consists of the generally flat San Diego Mesa incised by steep-sided canyons draining into Mission Valley and/or the San Diego Bay basin. Current land use in the CPU area consists of developed residential communities and commercial buildings on the mesa tops, and undeveloped areas generally located on natural canyon hillsides and in canyon bottoms. The gradient of natural canyon slopes is variable but are locally steeper that 2:1 (horizontal to vertical). Manufactured slopes are locally present and where steeper than 1 ½:1 up to eight feet high or greater than eight feet high and steeper than 2:1 are considered existing non-confirming slopes.

#### 2.3.8.3 Botanical Resources

A general description of vegetation communities and land cover types mapped within the Uptown community is described below. There are seven vegetation communities and land cover types present: coastal sage scrub, chaparral, grassland, riparian scrub, eucalyptus woodland, disturbed land, and urban/developed. Acreages of vegetation communities and land cover types mapped within the CPU area is described within Section 6.8.

# a. Wetland Vegetation Communities

Wetland vegetation communities are dominated by plant species adapted to soils that have periods of prolonged saturation. Wetland vegetation communities are considered sensitive and regulated by the U.S. Army Corps of Engineers (ACOE), U.S. Fish and Wildlife Service (USFWS), the California Department of Fish and Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), and the City of San Diego. One wetland community, riparian scrub, occurs in the CPU area.

Riparian scrub is considered a sensitive wetland habitat under Environmentally Sensitive Lands (ESL) and the City of San Diego's Biology Guidelines. This vegetation community may vary from open to dense and is typically dominated by broad-leaved, winter deciduous trees and/or shrubs. It may contain an understory consisting of sub-shrubs or herbaceous species, although denser stands may prevent the development of understory vegetation. Tree species may include willows (*Salix* spp.), Fremont cottonwoods (*Populus fremontii*), and/or western sycamores (*Platanus racemosa*). Scrubs are generally dominated by riparian shrubs such as mule fat (*Baccharis salicifolia*). Riparian scrub is typically found along major drainages, but also may occur in smaller drainages.

### **b.** Upland Communities

Upland vegetation communities do not support wetland species. These native vegetation types occur on the drier areas of the mesa, slopes, and canyons in the CPU area. There are three vegetation communities and three land cover types in this category as described below.

#### Grassland

Grassland is characterized by a dense to sparse cover of native and non-native annual grasses, which may include numerous native wildflowers, particularly in years of high rainfall. Grasslands contain species including, but not limited to, needle grasses, bromes, wild oats, ryegrasses, and fescues. Typically, this community includes at least 50 percent cover of the entire herbaceous layer attributable to annual non-native grass species, although other native and non-native plant species may be intermixed.

These annual plants germinate with the onset of the rainy season and set seeds in the late winter or spring. Grassland is typically found on fine-textured, usually clay, soils that range from being moist or waterlogged in the winter to being very dry during the summer and fall. This community is found in valleys and foothills throughout much of California at elevations below 3,000 to 4,000 feet.

#### Coastal Sage Scrub

Coastal sage scrub is a plant community comprised of low-growing, aromatic, drought-deciduous, soft-woody shrubs that have an average height of approximately three to four feet. The plant community is typically dominated by facultatively drought-deciduous species such as California sagebrush (*Artemisia californica*), California buckwheat, and coyote bush (*Baccharis pilularis*) with non-native herbs and grasses growing between and within the shrubs. The vegetation community typically is found on low moisture-availability sites with steep, xeric slopes or clay rich soils that are slow to release stored water. These sites often include drier south- and west-facing slopes and occasionally north-facing slopes, where the coastal sage scrub can act as a successional phase of chaparral development.

### Chaparral

Chaparral is a plant community typically dominated by broad-leaved sclerophyllous shrubs or small trees that typically range in height range from four to 10 feet tall. Chaparral is typically dominated by blue-colored lilacs including Ramona lilac (*Ceanothus tomentosus* var. *olivaceus*), chaparral whitethorn (*C. leucodermis*), and hairy ceanothus (*C. oliganthus*) and may include manzanita (*Arctostaphylos* spp.),

toyon (*Heteromeles arbutifolia*), sugar bush (*Rhus ovata*), and mission manzanita (*Xylococcus bicolor*). Chaparral typically is found in coastal foothills of San Diego County at elevations below 3,000 feet. It usually occupies canyon slopes or ravines where mesic conditions are present. The vegetation is usually dense, with little or no understory cover, but may include patches of bare soil. Many species in this community are adapted to repeated fires by their ability to stump sprout.

### c. Other Land Cover Types

Three other land cover types are present within the Uptown CPU area. All result from some sort of development, encroachment, or other human disturbance.

### Urban/Developed

Areas mapped as urban/developed include locations with residential housing, commercial, and industrial land uses. Additionally, urban/developed includes ornamental areas that have been landscaped with non-native species and are actively maintained. This land cover type is found over the majority of the Uptown CPU area.

#### **Disturbed Land**

Disturbed land includes undeveloped areas where vegetation has been removed and supports primarily non-native plant species. These lands may have also been modified by activities such as off-road vehicle use. Disturbed land is typically located along the interface between the urban habitat areas and undeveloped canyons.

# **Eucalyptus Woodland**

Eucalyptus woodland is comprised of stands of eucalyptus trees (*Eucalyptus* spp.). These trees are not native to the area and are considered invasive species because of their rapid growth rate, broad cover, and allelopathic chemicals contained in their leaf litter that prevents understory species from growing. Once established, eucalyptus groves often form dense canopies that displace native habitats over time.

# 2.3.8.4 Sensitive Biological Resources

Biological resources are considered sensitive if they are: (1) covered species or narrow endemic species under the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan and Biology Guidelines, (2) listed by state or federal agencies as threatened or endangered or are proposed for listing; (3) on California Rare Plant Rank 1B (considered endangered throughout its range) or California Rare Plant Rank 2 (considered endangered in California but more common elsewhere) of the California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants of California (2012); or (4) considered rare, endangered, or threatened by the California Natural Diversity Data Base (CNDDB; State of California 2014) or local conservation organizations or specialists. Noteworthy plant species are considered to be those that are on California Rare Plant Rank 3 (more information about the plant's distribution and rarity needed) and California Rare Plant Rank 4 (plants of limited distribution) of the CNPS Inventory. Sensitive vegetation communities are those identified by the CNDDB, the Jepson Online Interchange, or identified by the City of San Diego

(2012). Assessments for the potential occurrence of sensitive species are based upon review of species occurrence records from the CNDDB, known ranges, and habitat preferences for the species relative to habitat types present in the Uptown CPU area.

### a. Sensitive Vegetation Communities

Sensitive vegetation communities are those communities that are of highly limited distribution. These communities may also support concentrations of sensitive plant or wildlife species. Within the City of San Diego's Biology Guidelines, upland vegetation communities have been divided into four tiers of sensitivity. Upland vegetation communities that are classified as Tier I (rare uplands), Tier II (uncommon uplands), or Tier III (common uplands) are considered sensitive by the City. Tier IV (other uplands) vegetation communities are not considered sensitive. The sensitive vegetation community tiers present in the Uptown CPU area are shown in Figure 2-7 and are summarized below.

- Coastal sage scrub, in pristine or disturbed condition, is considered sensitive by federal and state resource agencies due to the scarcity of this vegetation community and the number of sensitive species associated with it. This vegetation community is categorized as a Tier II vegetation community.
- Chaparral is categorized as a Tier IIIA vegetation community. Tier IIIA communities, although
  common, are considered sensitive as they may support a variety of rare plant and animal
  species.
- Grassland is classified as a Tier IIIB community. Tier IIIB habitat is considered less valuable
  than native habitat, but still provides foraging habitat for many species, particularly raptors,
  and may support a variety of rare plant and animal species.
- Riparian scrub is considered a sensitive wetland habitat by the City of San Diego and resource agencies.

# b. Sensitive Plant Species

The sensitive plant species below are known to occur within the Uptown CPU area based on information obtained from CNDDB. Precise locations of sensitive plant species is not available at the program-level analysis conducted for this PEIR and would be identified through on-site reconnaissance and project-level analysis in conjunction with any proposed future development projects. Table 2-6 lists the sensitive plant species with known occurrences in the Uptown CPU area. General descriptions of these sensitive plant species are described below.

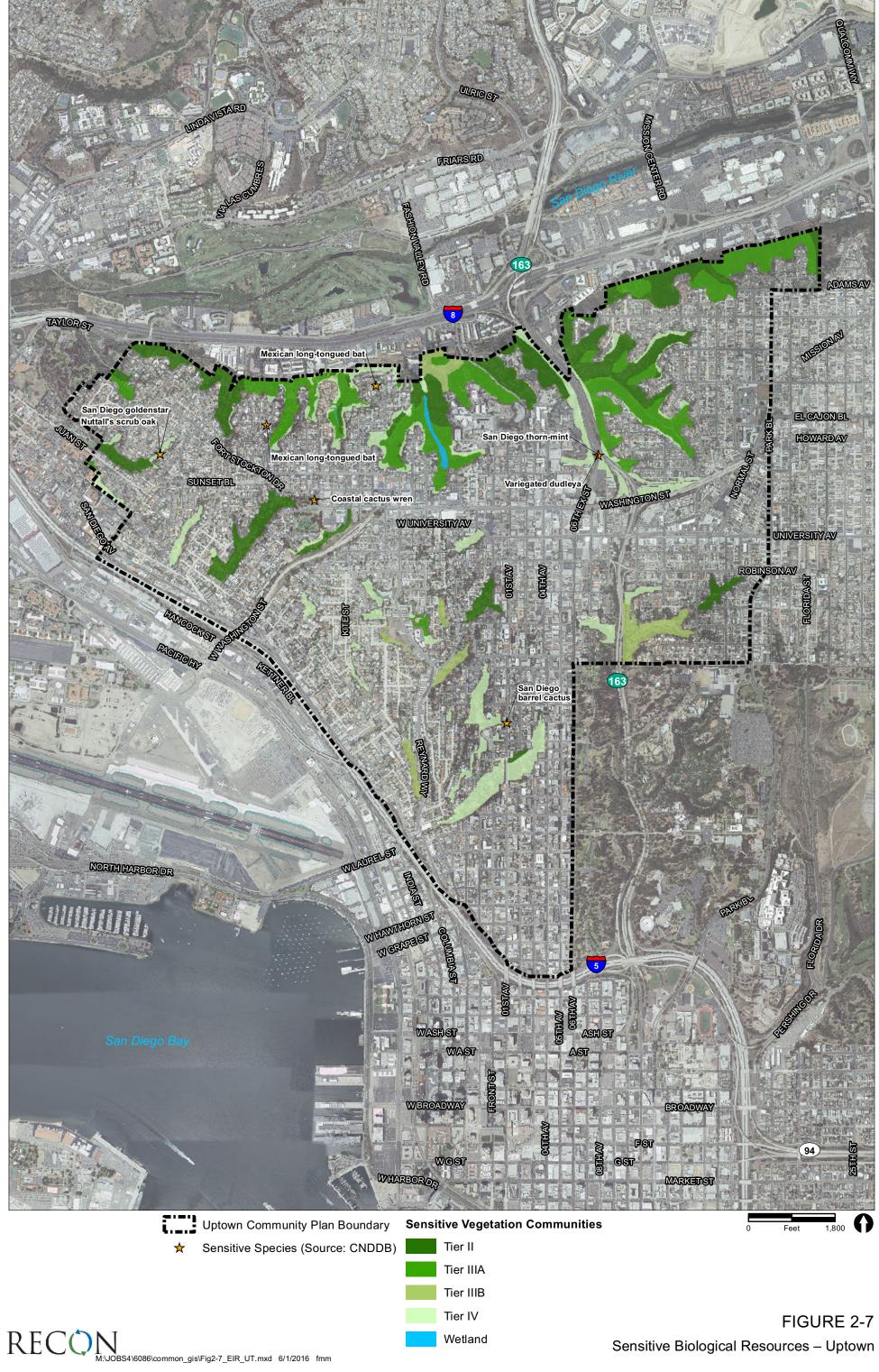


		Table 2-6			
Sensitive Plant Species Known or with the Potential to Occur in the Uptown Community					
		CNPS			
	State/	Rare			
	Federal	Plant	City of San		
Species	Status	Ranking	Diego	Habitat/Blooming Period	
5 p 3 c 1 c 3		SPERMS:			
CACTACEAE	CACTUS FAN	/ILY			
Ferocactus viridescens San Diego barrel cactus	-/-	2.1	MSCP	Succulent; chaparral, coastal sage scrub, valley and foothill grassland, vernal pools; blooms May–June; elevation less than 1,500 feet.	
	CRASSULACEAE STONECROP FAMILY				
Dudleya variegata Variegated dudleya	-/-	1B.2	NE, MSCP	Perennial herb; openings in chaparral, coastal sage scrub, grasslands, vernal pools; blooms May–June; elevation less than 2,000 feet.	
FAGACEAE	OAK FAMILY				
Quercus dumosa Nuttall's scrub oak	-/-	1B.1	_	Evergreen shrub; closed-cone coniferous forest, coastal chaparral, coastal sage scrub, sandy and clay loam soils; blooms Feb.–March; elevation less than 1,300 feet.	
LAMIACEAE	MINT FAMILY	7			
Acanthomintha ilicifolia San Diego thornmint	CE/FT	1B.1	NE, MSCP	Annual herb; chaparral, coastal sage scrub, and grasslands on friable or broken clay soils; blooms April–June; elevation less than 3,100 feet.	
	ANGIOSP	ERMS: MC	NOCOTS		
THEMIDACEAE			1		
Bloomeria [=Muilla] clevelandii San Diego goldenstar	-/-	2.1	MSCP	Perennial herb (bulbiferous); chaparral, coastal sage scrub, valley and foothill grassland, vernal pools, clay soils; blooms May; elevation 170–1,500 feet.	
See NOTES on next page.					

#### Table 2-6

### Sensitive Plant Species Known or with the Potential to Occur in the Uptown Community

#### FEDERAL CANDIDATES AND LISTED PLANTS

STATE LISTED PLANTS

FE = Federally listed endangered CE = State listed endangered

FT = Federally listed threatened

#### **CITY OF SAN DIEGO**

NE = Narrow endemic

MSCP = Multiple Species Conservation Program covered species

#### CALIFORNIA NATIVE PLANT SOCIETY RARE PLANT RANKINGS

- 1B = Species rare, threatened, or endangered in California and elsewhere. These species are eligible state listing.
- Species rare, threatened, or endangered in California but more common elsewhere. These speciare eligible for state listing.
- 3 = Species for which more information is needed. Distribution, endangerment, and/or taxonor information is needed.
- 4 = A watch list of species of limited distribution. These species need to be monitored for changes in t status of their populations.
- .1 = Species seriously threatened in California (over 80% of occurrences threatened; high degree a immediacy of threat)
- .2 = Species fairly threatened in California (20-80% occurrences threatened; moderate degree a immediacy of threat)
- .3 = Species not very threatened in California (<20% of occurrences threatened; low degree a immediacy of threat or no current threats known)</p>

### c. Listed and MSCP-Covered Plant Species

The sensitive plant species discussed below have known historical occurrences within the Uptown CPU area based on information obtained from CNDDB. Precise locations of sensitive plant species are not available at the plan-level analysis conducted for this PEIR and would be identified through on-site reconnaissance in conjunction with future projects with the potential to impact sensitive biological resources. The distribution of suitable habitat within the Uptown CPU area was used to determine the potential for occurrence of sensitive plant species for the plan level of analysis. Potential areas of effect to sensitive plant species were identified in remnant native habitat existing at the interface of development and the adjacent urban canyons. Native habitat also exists within the canyons. The remaining portion of the Uptown CPU area is built out and does not support sensitive biological resources.

The geographic information system (GIS) analysis showed that only very small areas (less than 0.1 acre per lot) of native habitat may remain on individual lots adjacent to canyon edges that may be impacted by edge effects (e.g., brush management zone 1). Therefore, it was determined that sensitive plant species have a low potential to occur within these areas. The GIS analysis also showed that sensitive plant species have the potential to occur further downslope within the relatively undisturbed native habitats. However, these areas are located where development is not expected to occur. Sensitive plant species could potentially occur within relatively undisturbed native habitats in the canyon areas of the community plans. However, the project involves little or no change to the open space or Multi Habitat Planning Area (MHPA) designations in the urban canyons. Potentially occurring sensitive species would be conserved in accordance with ESL regulations, the Biology Guidelines, and the provisions of the MSCP Subarea Plan.

**San Diego thornmint (***Acanthomintha ilicifolia***).** San Diego thornmint is federally listed as threatened and state-listed as endangered. It is considered a narrow endemic under the MSCP and has a California Native Plant Society (CNPS) Rare Plant Ranking of 1B.1 (rare, threatened, or endangered in California and elsewhere; seriously endangered in California). This annual herb in the mint family (Lamiaceae) flowers from April through June. It is known to occur at elevations between 30 and 3,200 feet in San Diego County and in northern Baja California. Preferred habitat is friable or cracked clay soil in grassy openings within chaparral and coastal scrub. This species has known occurrences within the Uptown community.

**San Diego goldenstar** (*Bloomeria* [=*Muilla*] *clevelandii*). San Diego goldenstar is a covered species under the MSCP and has a CNPS Rare Plant Ranking of 1B.1 (rare, threatened, or endangered in California, but more common elsewhere; seriously endangered in California). San Diego goldenstar is a bulbiferous herb of the Brodiaea family (Themidaceae). This species is found only in southwestern San Diego County and northern Baja California, where it occurs on clay soils in coastal sage scrub, chaparral, and grassland habitats. It is a perennial bulb threatened by loss, degradation, and conversion of habitat. This species has known occurrences within the Uptown community.

Snake cholla (*Cylindropuntia* [=*Opuntia*] *californica* var. *californica*). Snake cholla is considered a narrow endemic species under the MSCP and has a CNPS Rare Plant Ranking of 1B.1 (rare, threatened, or endangered in California and elsewhere; seriously endangered in California). It is a generally prostrate cactus (Cactaceae family) that may grow up to 9 feet and blooms with yellow or green–yellow flowers in April and May. This variety grows only in southern San Diego County and Baja California, with the northernmost known location in Florida Canyon in Balboa Park. Snake cholla occurs in coastal sage scrub and chaparral habitats between100 and 500 feet elevation, most often on dry hillsides. It is associated with Huerhuero loam, Gaviota fine sandy loam, and Redding cobbly loam soils. This variety can be distinguished from *C. californica* var. *parkeri* by its range, prostrate form, and shorter tubercle and longer central spine. There is a low potential for occurrence of this species within the Uptown CPU area.

Variegated dudleya (*Dudleya variegata*) Variegated dudleya is considered a narrow endemic species under the MSCP and has a CNPS Rare Plant Ranking of 1B.2 (rare, threatened, or endangered in California and elsewhere; fairly endangered in California). This small succulent perennial in the stonecrop family (Crassulaceae) emerges from a corm in spring and produces yellow flowers in May and June. Its range extends from southwestern San Diego County to Baja California. It occurs in coastal sage scrub, grassland, and chaparral habitats below 500 feet. It usually grows in stony places lacking shrub cover, on isolated rocky substrate in grasslands, and on mima mounds near vernal pools. It often occurs on gravelly loam soils. This species can be distinguished from many-stemmed dudleya (*D. multicaulis*) by its spoon-shaped, rather than linear, leaves and from Blochman's dudleya (*D. blochmaniae* ssp. *blochmaniae*) by its yellow rather than white flowers. This species has known occurrences within the Uptown community.

**Palmer's goldenbush [=Palmer's ericameria]** (*Ericameria palmeri* var. *palmeri* [=*E. palmeri* ssp. *palmeri*]). Palmer's goldenbush is a CNPS List 1B.1 species (rare, threatened, or endangered in California and elsewhere; seriously endangered in California) and is a MSCP-covered species. This shrub in the sunflower family (Asteraceae) may grow to 5 feet tall and flowers from September to November. Its range extends from San Diego County south into Baja California; the northernmost

occurrence is reported from Carmel Valley with most reports from near Jamul and Jamacha. It prefers seasonally moist sites, such as coastal drainages or mesic chaparral, but may occur in coastal sage scrub. It is associated with sandy loam soils. There is a low potential for occurrence of this species within the Uptown CPU area.

San Diego barrel cactus (*Ferocactus viridescens*). San Diego barrel cactus is a covered species under the MSCP and has a CNPS Rare Plant Ranking of 2B.1 (rare, threatened, or endangered in California, but more common elsewhere; seriously endangered in California). This globular succulent in the cactus family (Cactaceae) grows to 1 foot tall and flowers in May and June. It is found only in coastal San Diego County and Baja California. Although found as far north as Oceanside coastally and Poway inland, the largest populations of coast barrel cactus occur in Otay Mesa and Otay Valley, Point Loma, and Marine Corps Air Station Miramar. This species occurs in sandy and rocky areas in coastal sage scrub and grassland habitats below 500 feet elevation. It is the only barrel cactus found in coastal areas. This species has known occurrences within the Uptown community.

### d. Other Sensitive Plant Species

California adolphia (Adolphia californica). California adolphia has a CNPS Rare Plant Ranking of 2B.1 (rare, threatened, or endangered in California, but more common elsewhere; seriously endangered in California). This small shrub in the buckthorn family (Rhamnaceae) flowers from December to April and loses its leaves in late summer and fall. Its spiny stems are identifiable at close range year-round, however. This species generally occurs in Diegan coastal sage scrub, near the edge of chaparral, particularly in dry canyons or washes. It is associated with San Miguel and Friant soils. Its range is limited to San Diego County and northern Baja California at elevations below 1,000 feet. In San Diego County, it is found from the Carlsbad area south into the Proctor Valley and the Otay area. There is a low potential for occurrence of this species within the Uptown CPU area.

**Decumbent goldenbush** (*Isocoma menzezii* var. *decumbens*). Decumbent goldenbush has a CNPS Rare Plant Ranking of 1B.2 (rare, threatened, or endangered in California and elsewhere; fairly endangered in California). This shrub is a member of the Asteraceae family that blooms from April through November. It ranges from Orange County to Baja California, with known occurrences on San Clemente and Santa Catalina islands. Decumbent goldenbush occurs in chaparral and coastal scrub habitats, often preferring sandy substrate and disturbed areas at elevations from 30 to 400 feet above mean sea level. There is a low potential for occurrence of this species within the Uptown CPU area.

**Nuttall's scrub oak (***Quercus dumosa***).** Nuttall's scrub oak has a CNPS Rare Plant Ranking of 1B.1 (rare, threatened, or endangered in California and elsewhere; seriously endangered in California). This evergreen shrub in the oak family (Fagaceae) grows less than 10 feet tall and blooms from February to April. This species is found near the coast in Santa Barbara, Orange, and San Diego Counties; and in Baja California, at elevations below 1,300 feet. It grows in chaparral, coastal sage scrub, and closed-cone coniferous forest habitats, preferring coastal chaparral with a relatively open canopy in flat areas, but growing in dense stands on north-facing slopes. In San Diego County it is known to grow as far inland as Camp Elliot and Otay Mesa, being replaced by the similar scrub oak (*Q. berberidifolia*) in higher, drier locations. Nuttall's scrub oaks can be distinguished from the scrub oak, with which it may hybridize, by its acorn, which is less than 0.4 inch wide, moderately

tuberculed, with a thin cup, and by its leaves, which tend to be smaller, spinier, more undulated, and have densely matted gray hairs. This species has known occurrences within the Uptown CPU area. However, there is a low potential for occurrence of this species within Uptown CPU area.

**Singlewhorl burrobrush** (*Ambrosia monogyra* [=*Hymenoclea monogyra*]). Singlewhorl burrobrush is a CNPS List 2B.2 species. This shrub in the sunflower family (Asteraceae) has slender stems, narrow leaves, and large inflorescences that bloom from August to November. Singlewhorl burrobrush is found in the southwestern United States from California to Texas as well as within northern Mexico. This species occurs in washes and dry riverbeds. There is a low potential for occurrence of this species within the area affected by the Uptown CPU.

### e. Sensitive Wildlife Species

The sensitive wildlife species discussed below are known to occur within the CPU area based on information obtained from CNDDB. Precise locations of sensitive wildlife species are not available for this program-level analysis and would be identified through on-site reconnaissance in conjunction with future projects. Table 2-7 lists the sensitive wildlife with known occurrences in the Uptown area. These sensitive wildlife species are described below.

Table 2-7 Sensitive Wildlife Species Known to Occur in the Uptown CPU Area					
Species	Status	Habitat/Comments			
BIRDS (Nomenclature from American Ornithologists' Union 2013 and Unitt 2004)					
TROGLODYTIDAE – Wrens					
Coastal cactus wren Campylorhynchus brunneicapillus	CSC, MSCP, *	Maritime succulent scrub, coastal sage scrub and desert scrub with <i>Opuntia</i> thickets. Rare localized resident.			
MAMMALS (Nomenclature from Bake	MAMMALS (Nomenclature from Baker et al. 2003 and Hall 1981)				
PHYLLOSTOMIDAE – New World L	eaf-nosed Bats				
Mexican long-tongued bat Choeronycteris mexicana	CSC	Sightings in San Diego County very rare. Migratory.			
STATUS CODES					
CSC = California Department of Fish and Game species of special concern					
MSCP = Multiple Species Conservation Program covered species					
* = Taxa listed with an asterisk fall into one or more of the following categories:					
<ul> <li>Taxa considered endangered or rare under Section 15380(d) of CEQA guidelines</li> </ul>					
<ul> <li>Taxa that are biologically rare, very restricted in distribution, or declining throughout</li> </ul>					
their range					
<ul> <li>Population(s) in California that may be peripheral to the major portion of a taxon's range</li> </ul>					
but which are threatened with extirpation within California					
<ul> <li>Taxa closely associated with a habitat that is declining in California at an alarming rate (e.g., wetlands, riparian, old growth forests, desert aquatic systems, native grasslands)</li> </ul>					

The GIS analysis showed that only very small areas (less than 0.1 acre per lot) of native habitat may remain on individual lots adjacent to canyon edges that may be impacted by edge effects (e.g., brush management zone 1). Therefore, it was determined that sensitive wildlife species have a low potential to occur within these areas. The GIS analysis also showed that sensitive wildlife species have the potential to occur further downslope within the relatively undisturbed native habitats. However, these areas are outside of any potential plan level impacts (i.e., development is not expected to occur); therefore, no significant impacts to sensitive wildlife species are anticipated to occur.

Sensitive wildlife species could potentially occur within relatively undisturbed native habitats in the canyon areas of the community plans. However, the plan update involves little or no change to the open space or MHPA designations in the urban canyons. Potentially occurring sensitive species would be conserved in accordance with ESL regulations, the Biology Guidelines, and the provisions of the MSCP Subarea Plan.

#### f. Sensitive Birds

Coastal California gnatcatcher (*Polioptila californica californica*). The coastal California gnatcatcher is federally listed as threatened, a CDFW species of special concern, and an MSCP-covered species. The coastal California gnatcatcher is a nonmigratory, resident species found on the coastal slopes of southern California, ranging from Ventura County southward through Los Angeles, Orange, Riverside, and San Diego counties into Baja California. Coastal California gnatcatchers typically occur in or near sage scrub habitat, although chaparral, grassland, and riparian woodland habitats are used where they occur adjacent to sage scrub. Breeding occurs from February through August, and nests are constructed most often in California sagebrush. The coastal California gnatcatcher diet consists mainly of sessile small arthropods, such as leafhoppers, spiders, beetles, and true bugs. The primary cause of decline in the coastal California gnatcatcher is due to habitat loss and degradation. There is a low potential for occurrence of this species within any of the areas affected by the Uptown CPU

Coastal cactus wren (*Campylorhynchus brunneicapillus couesi*). The coastal cactus wren is a CDFW species of concern and an MSCP-covered species. This species ranges from southern Orange County through San Diego County into extreme northwestern Baja California. Year-round residents, coastal cactus wrens inhabit coastal lowlands containing thickets of cholla and prickly pear cactus in coastal sage and maritime succulent scrub. Coastal cactus wrens build their nests in the cactus and males often build secondary nests, used for roosting by adults and fledglings and nesting for subsequent broods. Nesting occurs from March through July; fledglings remain in the nest until September. Their diet consists mainly of grasshoppers, beetles, ants, wasps, butterflies, moths, spiders, and occasionally vegetation, reptiles, and amphibians. The primary cause for the decline of this species is degradation and loss of breeding habitat loss due to urbanization. This species has known occurrences within the Uptown community. However, the potential for occurrence of this species within Uptown CPU area is low as suitable habitat in the form of cactus thickets are not likely present.

### g. Sensitive Mammals

Mexican long-tongued bat (*Choeronycteris mexicana*). The Mexican long-tongued bat is a CDFW species of special concern. This species' distribution extends from the southern United States, through Mexico and Central Mexico, to northern South America. It has been reported as recently as 1999 in a number of urban locations in San Diego County, including Mount Helix and the San Diego Zoo. In other states, it has been reported in desert and montane riparian habitats, succulent scrub, and pinyon-juniper woodlands, and it roosts in caves, mines, and buildings. This bat is a colonial breeder from May to August. Their diet consists mainly of moths, but they eat other insects such as flies and beetles. Threats to this species include recreational caving; natural or intentional mine closures, renewed mining, mine reclamation, and loss of food resources. Indirectly, development, prescribed fire, or grazing could potentially have negative impacts on food plants. This species has known occurrences within the Uptown community. However, the potential for occurrence of this species the Uptown CPU area is low due to the lack of suitable habitat such as caves and mines, which are not present in the CPU area.

# 2.3.8.5 Jurisdictional Waters/Wetlands

Agencies with jurisdictional authority over wetlands and other jurisdictional water resources include U.S. Fish and Wildlife Service (USFWS), ACOE, California Department of Fish and Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), and the City of San Diego. Wetland definitions applicable to each agency are described below. A general description of each agencies regulatory authority over jurisdictional waters is provided in Chapter 5.0, Regulatory Framework. Approximately 3.3 acres has been mapped as a wetland (e.g., riparian scrub) within the Uptown community within the bottom of an urban canyon.

# a. U.S. Army Corps of Engineers

As stated in the federal regulations for the Clean Water Act, wetlands are defined as:

Those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances, do support a prevalence of vegetation typically adapted for life in saturated soil conditions (EPA, 40 Code of Federal Regulations [CFR] 230.3 and CE, 33 CFR 328.3).

Wetlands are delineated using three parameters: hydrophytic vegetation, wetland hydrology, and hydric soils. According to ACOE, indicators for all three parameters must be present to qualify an area as a wetland.

In accordance with Section 404 of the Clean Water Act, ACOE regulates the discharge of dredged or fill material into waters of the U.S. The term "waters of the United States" is defined as:

- All waters currently used, or used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters subject to the ebb and flow of the tide;
- All interstate waters including interstate wetlands;

- All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds; the use, degradation, or destruction of which could affect foreign commerce including any such waters: (1) which could be used by interstate or foreign travelers for recreational or other purposes; or (2) from which fish or shellfish are, or could be taken and sold in interstate or foreign commerce; or (3) which are used or could be used for industries in interstate commerce.:
- All other impoundments of waters otherwise as defined as waters of the United States under the definition;
- Tributaries of waters identified above;
- The territorial seas; and
- Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in the paragraphs above [33 CFR Part 328.3(a)].

ACOE also requires the delineation of non-wetland jurisdictional waters. These waters must have strong hydrology indicators such as the presence of seasonal flows and an ordinary high watermark. An ordinary high watermark is defined as:

... that line on the shore established by the fluctuations of water and indicated by physical characteristics such as [a] clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas (33 CFR Part 328.3).

Areas delineated as non-wetland jurisdictional waters may lack wetland vegetation or hydric soil characteristics. Hydric soil indicators may be missing, because topographic position precludes ponding and subsequent development of hydric soils. Absence of wetland vegetation can result from frequent scouring due to rapid water flow. These types of jurisdictional waters are delineated by the lateral and upstream/downstream extent of the ordinary high watermark of the particular drainage or depression.

#### b. U.S. Fish and Wildlife Service

Under Sections 7 and 10 of the Endangered Species Act, USFWS has regulatory authority over federally listed endangered or threatened plant and animal species. Specifically, Section 7 requires agencies to ensure that their activities are not likely to jeopardize the continued existence of listed species or impact designated critical habitats through consultation with the Service. Under Section 7, the USFWS issues a Biological Opinion that serves as the incidental take permit (ITP) associated with a 404 permit authorized by the ACOE. Under Section 10(a)1(A), the USFWS requires the preparation of a habitat conservation plan that accompanies the ITP to ensure that the authorized take is adequately mitigated and minimized.

### c. California Department of Fish and Wildlife

Under sections 1600–1607 of the Fish and Wildlife Code, CDFW regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. CDFW has jurisdiction over riparian habitats (e.g., riparian scrub) associated with watercourses. Jurisdictional waters are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider.

### d. RWQCB Jurisdiction

The San Diego RWQCB is a state agency responsible for protecting water quality in California's San Diego Region (Region 9). The jurisdiction of this agency includes all waters of the state and all waters of the United States as mandated by both the federal Clean Water Act and the California Porter-Cologne Water Quality Control Act. State waters are "any surface water or groundwater, including saline waters, with the boundaries of the state" [Water Code Section 13050(e)].

### e. City of San Diego

According to the City of San Diego's Municipal Code (City of San Diego 2012), wetlands are areas which are characterized by any of the following conditions: (1) all areas persistently or periodically containing naturally occurring wetland vegetation communities characteristically dominated by hydrophytic vegetation; (2) areas that have hydric soils or wetland hydrology and lack naturally occurring wetland vegetation communities because human activities have removed the historic wetland vegetation; and (3) areas lacking wetland vegetation communities, hydric soils, and wetland hydrology due to non-permitted filling of previously existing wetlands.

### 2.3.8.6 Wildlife Movement Corridors

Habitat linkages and wildlife corridors are defined as areas that connect suitable wildlife habitat areas in a region otherwise fragmented by rugged terrain, changes in vegetation, or human disturbance. Natural features such as canyon drainages, ridgelines, or areas with vegetation cover provide corridors for wildlife travel. Habitat linkages and wildlife corridors are important because they provide access to mates, food, and water; allow the dispersal of individuals away from high population density areas; and facilitate the exchange of genetic traits between populations. Wildlife movement corridors are considered sensitive by the City of San Diego and resource and conservation agencies.

Within the Uptown CPU area, several canyons occur. However, these canyons are isolated by development from and are not part of a major wildlife corridor system. Although not part of a significant regional corridor, the canyons provide for local wildlife movement, such as birds and small mammals, and serve as a stepping-stone for wildlife species movement between other local canyon systems and into major off-site habitat areas.

# 2.3.9 Geology

# 2.3.9.1 Soils and Geologic Formations

The Uptown CPU area is underlain by four surficial soil deposits and three geologic formations. The surficial soils include artificial fill (unmapped), topsoil/colluvium, alluvium (unmapped), and very old terrace deposits (formerly Lindavista Formation). The geologic formations include San Diego Formation, Pomerado Conglomerate, and Mission Valley Formation. Uptown CPU area geology s described and illustrated in Section 6.9. A general discussion of the surficial soils and geologic formations is presented below.

### a. Artificial Fill (Unmapped)

Artificial fill is likely present in many areas of the Uptown CPU area. The location, extent, and suitability of the fill would need to be determined during site-specific geotechnical investigations. Artificial fills in older neighborhoods could possibly contain soils environmentally impacted by burn dumps, cesspools, etc.

### b. Topsoil And Colluvium (Unmapped)

Varying thickness of topsoil likely blankets the level portions of the Uptown CPU area. Colluvium is present on sloping and natural hillsides within the Community Plan areas. Topsoil and colluvium are generally soft, loose, and/or expansive.

# c. Alluvium (QAL)

Alluvial soils are mapped in canyon bottoms. These soils consist of soft sandy to silty clay and interfingers or grades with topsoil and slopewash along the outer edges of canyons. Depth of alluvial materials is anticipated to range from approximately 5 feet in smaller drainages to in excess of 20 feet in major drainages.

# d. Very Old Terrace Deposits (QVOP)

Pleistocene age very old terrace deposits (formerly Lindavista Formation) are present at the surface across most of the San Diego Mesa. The very old terrace deposits are described by Kennedy and Tan (2008) as poorly sorted, red brown, interfingered siltstone, sandstone, and conglomerate.

Reed (1991) describes a mudstone unit (proposed, therein, as the Normal Heights Mudstone member of the Lindavista formation) lying on top of the very old terrace deposits. The Normal Heights Mudstone typically ranges from a few feet thick to approximately 10 feet thick, or greater, in localized areas. This mudstone unit displays a "wide variation in structural performance." The mudstone is typically highly expansive.

### e. San Diego Formation (TSD)

The Pliocene-age San Diego Formation is exposed on slopes along drainages within the Uptown Community Plan area and underlies the very old terrace deposits. The San Diego Formation consists of dense, yellow-brown, fine- to medium-grained, poorly indurated micaceous sandstone. It is readily eroded and forms uniform slopes along the sides of narrow canyons in the study area. The San Diego Formation is typically massive, and is considered to be flat lying, and exhibits a favorable geologic structure for gross slope stability. Soils derived from this formation are low expansive and have relatively good shear strength characteristics and, as such, can provide good capping materials for pads and higher strength soils for construction of fill slopes. Portions of the San Diego Formation are cohesionless and can erode readily where they are exposed on non-conforming slope faces.

### f. Pomerado Conglomerate (TP)

Tertiary-age Pomerado Conglomerate is mapped on the north-facing slopes primarily in the northern portions of the Uptown CPU area. The Pomerado Conglomerate is typically a cobble conglomerate embedded in a silty to clayey sand soil matrix. The Pomerado Conglomerate is favorable for overall slope stability.

### g. Mission Valley Formation (TMV)

Tertiary-age Mission Valley Formation is exposed in the canyons and north-facing slopes in the northern portions of the Uptown CPU area. The Mission Valley Formation is composed of light gray, friable, fine to medium grained sandstone with occasional cobble conglomerate tongues. The Mission Valley Formation is generally flat-lying or nearly horizontally bedded and is favorable for overall slope stability.

# 2.3.9.2 Faulting and Seismicity

# a. Geologic Hazard Category

Review of the 2008 City of San Diego Seismic Safety Study, Geologic Hazards and Faults, indicates the majority of the Uptown CPU area is mapped as Geologic Hazard Category (GHC) 52. Category 52 is "other level areas, gently sloping to steep terrain, favorable geologic structure, low risk". The northern boundary of the Uptown CPU area is designated as GHC 53, which is "level or sloping terrain, unfavorable geologic structure, low to moderate risk". The south end of the CPU area is mapped within the downtown special fault zone, GHC 13. Figure 6.9-2 shows the Uptown Community Plan area boundary superimposed on the 2008 City of San Diego Seismic Safety Study.

# b. Faulting

Review of published geologic literature indicates the Uptown CPU area is located on the east margin of the Rose Canyon Fault Zone (see Figure 6.9-2). The Rose Canyon Fault Zone is characterized by a zone of north- trending, strike-slip faults, portions of which are deemed active by the State of California.

The City of San Diego Seismic Safety Study, Geologic Hazards and Faults (2008) Grid Tiles 20 and 21 map faults crossing the northwestern portion of the planning area. These faults are described as "potentially active, inactive, presumed inactive, or activity unknown". These faults have been named as the Old Town and Mission Bay fault segments of the Rose Canyon Fault Zone. Some researchers (Rockwell 2010 in GEOCON 2015) deem faulting in Old Town, near the Mormon Battalion Historic Site and the Presidio Hills Golf Course, to be active.

Kennedy (Kennedy 1975 in GEOCON 2015) indicates the Old Town fault has vertically offset sediments approximately 100,000 years old by more than 20 meters, indicating late Quaternary activity. Typically, building set-backs are not required on potentially active or inactive faults. However, considering the proximity of these faults to the Rose Canyon fault, site-specific fault studies should be performed where development extends across the identified fault zones. Additionally, these faults are considered to have a potential for surface rupture, unless site-specific studies demonstrate otherwise.

#### 2.3.9.3 Groundwater

Near surface groundwater (less than 20 feet deep) is unlikely in geologic formations within the Uptown community. Subsurface water may be present at depth in alluvial soils deposited in canyon drainage channels.

# 2.3.10 Paleontology

Paleontological resources, or fossils, are the remains and/or traces of prehistoric plant and animal life. Fossils provide direct evidence of ancient organisms and document the patterns of organic evolution and extinction that have characterized the history of life. Fossil remains, such as bones, teeth, shells, and wood, are found in the geologic deposits (formations) within which they were originally buried. Paleontological resources contain not only the actual fossil remains, but also the localities where those fossils are collected and the geologic formations containing the localities. Fossil remains are important, as they provide indicators of the earth's chronology and history. They represent a limited, nonrenewable, and sensitive scientific and educational resource.

The potential for fossil remains at a location can be predicted through previous correlations that have been established between the fossil occurrence and the geologic formations within which they are buried. Geologic formations possess a specific paleontological resource potential wherever the formation occurs based on discoveries made elsewhere in that particular formation. To evaluate paleontological resources in the proposed CPU area, the presence and distribution of geologic formations, and the respective potential for paleontological resources must be evaluated.

Geologic formations located within the Uptown CPU area include San Diego Formation, Pomerado Conglomerate, and Mission Valley Formation, described in Section 2.3.9, Geology, above. A paleontological resource sensitivity matrix is provided in Table 2-8 that identifies the geologic formation, location of potential occurrence, and its sensitivity rating. Paleontological resource sensitivity of geologic formations is typically rated from high to zero. The sensitivity of the paleontological resource determines the significance of a paleontological impact. The specific criteria applied for each sensitivity category are summarized below.

P	Table 2-8 Paleontological Determination Matrix	
Geological Deposit/Formation/Rock Unit	Potential Fossil Localities	Sensitivity Rating
Alluvium (Qsw, Qal, or Qls)	All communities where unit occurs	Low
Ardath Shale (Ta)	All communities where unit occurs	High
Bay Point/Marine Terrace (Qbp) <sup>1</sup>	All communities where unit occurs	High
Cabrillo Formation (Kcs)	All communities where unit occurs	Moderate
Delmar Formation (Td)	All communities where unit occurs	High
Friars Formation (Tf)	All communities where unit occurs	High
Granite/Plutonic (Kg)	All communities where unit occurs	Zero
	Mira Mesa/Tierrasanta	High
Lindavista Formation (Qln, Qlb) <sup>2</sup>	All other areas	Moderate
Lusardi Formation (Kl)	Black Mountain Ranch/Lusardi Canyon Poway/Rancho Santa Fe	High
,	All other areas	Moderate
Mission Valley Formation (Tmv)	All communities where unit occurs	High
	Rose Canyon	High
Mt. Soledad Formation (Tmv)	All other areas where unit occurs	Moderate
Otay Formation (To)	All communities where unit occurs	High
Point Loma Formation (Kp)	All communities where unit occurs	High
Democrade Conglements (To)	Scripps Ranch/Tierrasanta	11:-1-
Pomerado Conglomerate (Tp)	All other areas	High
River/Steam Terrace Deposits (Qt)	South Eastern/Chollas Valleys/ Fairbanks Ranch/Skyline/Paradise Hills/Otay Mesa, Nestor/San Ysidro	Moderate
	All other areas Low	
San Diego Formation (Qsd)	All communities where unit occurs	High
Santiago Peak Volcanics (Jsp) Metasedimentay	Black Mountain Ranch/La Jolla Valley, Fairbanks Ranch/Mira Mesa/ Peñasquitos	Moderate
Santiago Peak Volcanics (Jsp) Metavolcanic	All other areas	Zero
Scripps Formation (Tsd)	All communities where unit occurs High	
Stadium Conglomerate (Tst)	All communities where unit occurs	High
Sweetwater Formation	All communities where unit occurs	High
Torroy Candstone (TA	Black Mountain Ranch/Carmel Valley	High
Torrey Sandstone (Tf)	All other areas	Low

Sensitivity Rating Grading Thresholds for Required Monitoring

High = >1,000 cubic yards and 10 feet+ deep Moderate = >2,000 cubic yards and 10 feet+ deep

Zero-Low = Monitoring not required

Baypoint<sup>1</sup> – Broadly correlative with Qop 1-8 of Kennedy and Tan (2008) new mapping nomenclature.

Lindavista<sup>2</sup> – Broadly correlative with Qvop 1-13 of Kennedy and Tan (2008) new mapping nomenclature.

SOURCE: City of San Diego CEQA Significance Thresholds 2011.

<sup>\*</sup>Monitoring is always required when grading on a fossil recovery site or near a fossil recovery site in the same geologic deposit/formation/rock unit as the project site as indicated on the Kennedy Maps.

<sup>\*\*</sup>Monitoring may be required for shallow grading (i.e., <10ft) when a site has previously been graded and/or unweathered geologic deposits/formations/rock units are present at the surface.

<sup>\*\*\*</sup>Monitoring is not required when grading documented or undocumented artificial fill.

- High Sensitivity These formations contain a large number of known fossil localities. Generally, highly sensitive formations produce vertebrate fossil remains or are considered to have the potential to produce such remains.
- Moderate Sensitivity These formations have a moderate number of known fossil localities. Generally, moderately sensitive formations produce invertebrate fossil remains in high abundance or vertebrate fossil remains in low abundance.
- Low and/or Unknown Sensitivity These formations contain only a small number of known fossil localities and typically produce invertebrate fossil remains in low abundance. Unknown sensitivity is assigned to formations from which there are no known paleontological resources, but which have the potential for producing such remains based on their sedimentary origin.
- Very Low Sensitivity Very low sensitivity is assigned to geologic formations that, based on their relative youthful age and/or high-energy depositional history, are judged to be unlikely to produce any fossil remains.

# 2.3.11 Hydrology and Water Quality

# **2.3.11.1 Drainage**

The Uptown CPU area is located on a mesa top incised with a complex network of canyons. Drainage occurs in two directions. The northern portion of the mesa drains through the canyons and storm drains to the San Diego River, located within Mission Valley to the north. The southern portion of the mesa drains via the canyon systems and storm drains to San Diego Bay (City of San Diego 2015).

The Uptown CPU area is located in the San Diego Basin Planning Area Hydrologic Unit and lies within two Hydrologic Subareas of the San Diego River watershed. The northern portion of the Uptown community is located within the Mission San Diego Hydrologic Subarea 907.11 (Figure 2-8). With a land area of approximately 440 square miles, the San Diego River watershed is the second largest hydrologic unit in San Diego County. The watershed's is approximately 475,000 residents and contains portions of the cities of San Diego, El Cajon, La Mesa, Poway, and Santee and several unincorporated areas. Approximately 58.4 percent of the San Diego River watershed is currently undeveloped. Important hydrologic resources in the watershed include five water storage reservoirs, a large groundwater aquifer, extensive riparian habitat, coastal wetlands, and tide pools.

The southern portion of the Uptown community is located within the Pueblo San Diego Hydrologic Subarea 908.21. The Pueblo San Diego watershed is the smallest hydrologic unit in San Diego County, encompassing approximately 60 square miles of predominantly urban landscape in the cities of San Diego, La Mesa, Lemon Grove, and National City. The watershed contains the smallest proportion of unincorporated area (0.3 percent) of the hydrologic units within the county. The population of the Pueblo San Diego watershed is approximately 500,000 residents, making it the county's most densely populated watershed. Approximately 75 percent of the watershed is developed. Due to the high level of existing urbanization in the watershed, only small amounts of additional land is projected for development over the next 15 years (Project Clean Water 2016).



FIGURE 2-8 Uptown Watersheds

### 2.3.11.2 Water Quality

Urban runoff is surface water runoff generated from developed or disturbed land associated with urbanization. The increase in impervious surfaces and fewer opportunities for infiltration within the landscape increase storm flows and provides a source for sediment and other pollutants to enter receiving waters. Urban runoff is a major component of urban flooding and is a particular problem for management of watersheds. Urban runoff is the largest pollution source of Southern California's coastal beaches and near-shore waters. Urban runoff control programs typically focus on managing the effect that new impervious surfaces have on stream channels but may also provide remediation of existing problems. The northern portion of the community is within the San Diego Watershed, which comprises the San Diego River, and the southern portion is within the Pueblo San Diego Watershed, which ultimately discharges into San Diego Bay.

### a. San Diego River

The San Diego River generally flows to the west from the Uptown CPU area and discharges into the Pacific Ocean just north of the Ocean Beach community. The San Diego River has been listed as an "impaired" body under Section 303(d) of the Clean Water Act due to fecal coliform, low dissolved oxygen, phosphorus, total dissolved solids, and toxicity. Major impacts to this watershed include surface water quality degradation, habitat degradation and loss, sediment, invasive species, eutrophication, and flooding. Sources of impacts include urban runoff, agricultural runoff, mining operations, sewage spills, and sand mining.

### b. San Diego Bay

The majority of the Uptown CPU drains to San Diego Bay. The beneficial uses of the inland surface waters in the Pueblo San Diego watershed are limited to contact (potential use activities involving a significant risk if ingestion of water, including wading by children and swimming) and non-contact (aquatic recreation pursuits not involving a significant risk of water ingestion, including fishing and limited body contact incidental to shoreline activity) recreation, warm freshwater habitat, and wildlife habitat. The San Diego Bay receiving water supports an extensive array of beneficial uses (RWQCB 1994).

The existing coastal beneficial uses identified for San Diego Bay include industrial service supply, navigation, contact water recreation, non-contact water recreation, commercial and sport fishing, preservation of biological habitats of special significance, estuarine habitat, wildlife habitat, rare, threatened, or endangered species, marine habitat, migration of aquatic organisms, spawning, reproduction, and/or early development, and shellfish harvesting (RWQCB 1994).

The watershed drainage consists of a group of relatively small local creeks and pipe conveyances, many of which are concrete-lined and drain directly into San Diego Bay. The creeks in the watershed are highly impacted by urban runoff, and Chollas Creek and the mouth of the creek in San Diego Bay are listed as 303(d)-impaired water bodies for various trace metals parameters and aquatic toxicity. Several sites in San Diego Bay that are impacted by runoff from the Pueblo San Diego watershed have been identified as hot spots by California's Bay Protection Toxic Cleanup Program.

Although much of the Uptown CPU area drains directly to San Diego Bay, as one of the major conveyances of water to the bay Chollas Creek may include runoff from part of the Uptown CPU area. Impairments from multiple pollutants have led to establishment of Chollas Creek total maximum daily loads (TMDLs). Five TMDLs have been adopted for Chollas Creek: the pesticide (diazinon) TMDL (with a final compliance date of December 31, 2010), the dissolved metals TMDLs (for copper, lead and zinc), and an indicator bacteria TMDL. Multiple agencies, including the City of San Diego, the Cities of La Mesa and Lemon Grove, the County of San Diego, the San Diego Unified Port District, Caltrans, and the U.S. Navy, were among those identified as having responsibility in reducing pollutants to mandated levels. The indicator bacteria TMDL is being re-evaluated based upon new scientific data. Implementation Plans are designed to meet the requirements of the metals and bacteria TMDLs over a 20-year period, with phased incremental reductions required.

#### 2.3.11.3 Groundwater

Groundwater within the San Diego Mesa is exempt from municipal and domestic supply beneficial use by the 1989 Regional Water Quality Control Board's Resolution No. 89-33, as it was determined that this area does not support municipal and domestic supply. Groundwater within the Mission San Diego area of the Lower San Diego portion of the San Diego Hydrologic Unit has a potential beneficial use for municipal and domestic supply and existing beneficial uses for agricultural supply, industrial service supply, and industrial process supply (RWQCB 1994).

### 2.3.12 Public Infrastructure

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

#### 2.3.12.1 Public Services and Facilities

Existing public services and facilities, including parks, recreation centers, libraries, schools, fire, emergency medical, and police, serve the residents and businesses within the Uptown and surrounding communities. The following provides a discussion of the existing and planned public services and facilities that are, or will be, available to the CPU area. The information provided below is based on communications with the service providers during preparation of this PEIR.

#### a. Police Protection

Police services are provided by the San Diego Police Department. The Police Department does not staff individual stations based on population ratios. The goal Citywide is to maintain 1.45 officers per 1,000 population ratio, which the Police Department is currently meeting based on a 2010 census-estimated residential population of 1,376,173. The Police Department currently uses a five-level

priority dispatch system, which includes, in descending order: Priority E (Emergency), One, Two, Three, and Four.

Police protection for the Uptown community is provided by the Central Divisions and Western Division of the Police Department. Located at 2501 Imperial Avenue, Central Division serves a population of 103,524 people and encompasses 9.7 square miles. Western Division is located at 5215 Gaines Street serving a population of 129,709 people and encompassing 22.7 square miles. The Central Divisions serves the neighborhoods of Balboa Park, Barrio Logan, Core-Columbia, Cortez, East Village, Gaslamp, Golden Hill, Grant Hill, Harborview, Horton Plaza, Little Italy, Logan Heights, Marina, Memorial, Banker's Hill/Park West, Petco, Sherman Heights, South Park and Stockton. The Western Division serves the neighborhoods of Hillcrest, La Playa, Linda Vista, Loma Portal, Midtown, Midway District, Mission Hills, Mission Valley West, Morena, Ocean Beach, Old Town, Point Loma Heights, Roseville-Fleetridge, Sunset Cliffs, University Heights and Wooded Area.

#### b. Parks and Recreation

The Uptown community is served by the Mission Hills Park, Old Trolley Barn Park, a small portion of which is located in the North Park community plan area, and West Lewis Street Pocket Park, as well as joint-use facilities at Birney Elementary School (which is shared with North Park) and Roosevelt Middle School. Mission Hills Park, which includes Pioneer Memorial Park, consists of passive recreation amenities, such as multi-purpose turf areas, a children's play area, seating, picnicking, walkways, and landscaping. Old Trolley Barn Park consists of passive recreation amenities, such as multi-purpose turf areas, a children's play area, seating, picnicking, walkways, and landscaping. West Lewis Street Pocket Park consists of passive recreational amenities, a trail, public art, interpretive signage, and seating. Two regional parks border Uptown: Balboa Park (described below) and Presidio Park. Presidio Park, which is located in Old Town San Diego community plan area, encompasses approximately 40 acres and includes Junípero Serra Museum, picnic areas, small venue space, restrooms, monuments, and open lawn space for active and passive recreation.

#### c. Fire Protection

Fire facilities serve multiple neighborhoods and therefore need to be located on major roads accessible to neighborhoods, and adjacent to freeways when practicable. Fire Station No. 5, located at 3902 Ninth Avenue, Fire Station No. 8, located at 3974 Goldfinch Street, and Fire Station No. 3, located at 725 W. Kalmia Street, provide primary fire protection and advanced life support services to the Uptown community and the surrounding area. All fire department engines and trucks are full Advanced Life Support units and are equipped and capable of managing medical emergencies. The construction of a new fire station was specifically identified by the current Public Facilities Financing Program (PFFP) for the Uptown CPU area and is included in the IFS for the update.

Emergency medical services are also provided to the Uptown community and throughout the City through a public/private partnership between the City's Emergency Medical Services (EMS) and Rural Metro Corporation, which provides additional personnel and some ambulances. EMS has ambulances, paramedics, and emergency medical technicians (EMTs) who respond to emergency calls. Calls are prioritized from Level 1 (most serious) to Level 4 (non-emergency).

### d. Libraries

Library services are provided by the San Diego Public Library (SDPL) and its branch locations. Per the City's *Guiding Principles for Library Facilities* (July 2001), the minimum branch library size should be 15,000 square feet. The Library System Improvements Program for the SDPL originally included a new Central Library (completed in 2014) and 23 branch libraries. Nine libraries have been completed with either new construction or expansion. Three branches are in the SDPL five-year plan for either expansion or new construction: Mission Hills/Hillcrest, Skyline Hills, and San Ysidro. Others are in planning and design phases, on hold due to lack of funding, or the projects will be closed until funding is identified.

The Uptown community is served by two branch locations of the San Diego Library system: Mission Hills Branch Library located in Uptown and the University Heights Branch Library located in North Park.

#### e. Schools

The Uptown community is located within the jurisdiction of the San Diego Unified School District (SDUSD). The Uptown community is served by three public elementary schools: Florence, Alice Birney, and Grant Elementary Schools; Roosevelt Middle School; and San Diego High School.

In 2012, voters approved funding of two bond measures, Propositions S and Z, to fund repairs, and renovate and revitalize schools within the SDUSD. Bond projects build off improvements that were started with Prop MM funding and include classroom technology, safety and security upgrades, Americans with Disabilities Act (ADA) upgrades, new/renovated facilities, temporary classrooms replaced by permanent classrooms, air conditioning, upgrades to ADA improvements in athletic facilities, turf fields, and other capital improvements at traditional and charter schools throughout the district.

All development projects within the City are required to pay school fees in accordance with the requirements of the SDUSD, and as mandated by state law, to accommodate the needs of public schools serving existing and future students.

# g. Roadways

The City's Public Works Department provides a full range of engineering services for the City's capital investment in various types of infrastructure, including roadways, and provides traffic engineering services to the communities. The department is responsible for the planning, design, project management, and construction management of public improvement projects, and also for providing traffic operations and transportation engineering services.

Operation and maintenance of roadways are managed by the Streets Division of the City's Transportation and Storm Water Department. The Streets Division is responsible for the maintenance of roadways, bridges, sidewalks, traffic control devices, street lighting, and urban forestry.

#### h. Water and Sewer Infrastructure

The Uptown Community Plan area is located in the City of San Diego Public Utilities Department (PUD) service area. The PUD serves more than 1.3 million residents in the City and in certain surrounding areas, including both retail and wholesale customers. The PUD relies on imported water as its major water supply source and is a member agency of the San Diego County Water Authority (SDCWA), which is in turn a member agency of the Metropolitan Water District of Southern California (MWD). The PUD currently purchases approximately 85 to 90 percent of its water from the SDCWA, which supplies the water (raw and treated) through two aqueducts consisting of five pipelines. In addition, the PUD uses three local supply sources to meet or offset potable demands: local surface water, conservation, and re-cycled water. The PUD water system extends over 404 square miles, including 324 square miles in the City, and includes potable and recycled water facilities.

Wastewater in the CPU area is managed by the San Diego PUD Wastewater Branch, which operates the two components of the City's wastewater system: the Metropolitan Sewerage System and the Municipal Wastewater Collection System. The metropolitan system treats wastewater for a service area of 450 square miles, stretching from Del Mar and Poway in the north to Alpine and Lakeside in the east and the border of Mexico in the south. The service area includes the City of San Diego and 15 other cities and districts. The system serves a population of about 2.2 million and treats an average of 180 million gallons of wastewater per day.

The Municipal Wastewater Collection System is responsible for the collection and conveyance of wastewater from residences and businesses in the City of San Diego, serving a 330 square mile area with a population of 1.3 million people. The Municipal Wastewater Collection System consists of over 2,894 miles of sewer lines, nine major pump stations, and 75 smaller pump stations. Wastewater is conveyed via the pump stations to North City Water Reclamation Plant, the Point Loma Wastewater Treatment Plant, and the South Bay Water Reclamation Plant. Treated effluent is discharged to the Pacific Ocean through either the Point Loma Ocean Outfall or the South Bay Ocean Outfall.

Current City sewer infrastructure is in need of continued upgrade and replacement to maintain the system. Planned improvements to existing facilities would increase City wastewater treatment capacity to serve an estimated population of 2.9 million through the year 2050, when nearly 340 million gallons per day of wastewater are anticipated to be generated. During the early 1900s, as the City of San Diego developed, sewer lines were added in the canyons to utilize gravity flow to transport sewage to the west for treatment. Of the 2,894 miles of sewer lines in the City, 253 miles are currently situated in canyons and other environmentally sensitive areas. These pipelines and manholes have historically had limited cleaning, because the original maintenance paths to these facilities were not adequately maintained. As a result, a number of sewer spills have occurred within urban canyons or other inaccessible areas over the years. In 2001, the City initiated the Long-Term Canyon Sewer Maintenance Program, which focuses on evaluating each of the City's sewer lines in canyons and environmentally sensitive areas for long-term maintenance access needs. In January of 2002, the City Council adopted two council policies related to this purpose.

Council Policy 400-13 identifies the need to provide maintenance access to all sewers in order to reduce the potential for spills. The policy requires that environmental impacts from access paths in

environmentally sensitive areas should be minimized to the maximum extent possible through the use of sensitive access path design, canyon-proficient maintenance vehicles, and preparation of plans that dictate routine maintenance and emergency access procedures.

Council Policy 400-14 outlines a program to evaluate the potential to redirect sewage flow out of canyons and environmentally sensitive areas to an existing or proposed sewer facility located in City streets or other accessible locations. The policy includes an evaluation procedure that requires both a physical evaluation and a cost-benefit analysis. Based on the analysis, if redirection of flow outside the canyon is found to be infeasible, a Long-Term Maintenance and Emergency Access Plan is required. The plan would be specific to the canyon evaluated, and would prescribe long-term access locations for routine maintenance and emergency repairs along with standard operating procedures identifying cleaning methods and inspection frequency. Additionally, the CPU contains policies that address maintenance and repair of the existing sewer network (CPU PF-1.9).

#### 2.3.12.2 Public Utilities

Public utilities include public water, energy, sewer, storm water, and solid waste collection and recycling that are available to serve the Uptown CPU area. A description of the existing conditions of each of these public utilities is provided below. Potential impacts to public utilities from implementation of the Uptown CPU are discussed in Section 6.13.

### a. Water Supply

### City of San Diego

The City of San Diego PUD provides water service to more than 1.3 million residents over 404 square miles of developed land in the south central portion of San Diego County, including the Uptown CPU area. In the past, the City relied on water from MWD for 95 percent of its supply. During years of drought this made the City extremely vulnerable to water supply shortages, such as in 1991 when a drought forced MWD to cut its deliveries to San Diego by 30 percent. As a result, SDCWA has implemented a strategy to aggressively diversify its water supply portfolio through the introduction of new local and imported water supplies, so that by 2014 MWD deliveries accounted for around 49 percent of the total supply with new sources and conservation efforts accounting for the remaining 51 percent.

SDCWA secured new imported water supplies through a long-term (45-75 year) water conservation and transfer agreement with the Imperial Irrigation District, which provided approximately 100,000 acre-feet of water from the Colorado River in 2014 and will double by 2021. SDCWA has a separate 110-year agreement to receive approximately 80,000 acre-feet of water from the Colorado River by lining parts of the Coachella and All-American canals.

SDCWA is also in the final stages of executing a \$3.1 billion Capital Improvements Program that involves 50 different projects, including new reservoirs, pipelines, pumping stations, a new regional water treatment facility, and a project to raise the San Vicente Dam to allow for additional local storage. Other strategies involve collaboration with SDCWA's 24 local member retail agencies, and include: promoting water conservation through water use efficiency programs, and the introduction

of supplies from groundwater, recycled water, and seawater desalination. Additional information about SDCWA water supply diversification projects is provided in SDCWA's 2010 Urban Water Management Plan (UWMP).

The City PUD receives the majority of its water supply from MWD through the Water Authority. Historic imported water deliveries from the Water Authority to the PUD and local surface water, conservation savings, and recycled water deliveries are shown in Table 2-9.

Table 2-9 Historic Imported, Local, and Recycled Water Demands to Public Utilities Department						
THISCOTTE III	Imported Water	Local Surface Water	Conservation <sup>1</sup>	Recycled Water	Total <sup>2</sup>	
Fiscal Year	(acre-feet)	(acre-feet)	(acre-feet)	(acre-feet)	(acre-feet)	
1990	233,158	22,500		-	255,658	
1995	162,404	59,204	8,914		230,342	
2000	207,874	39,098	17,410	3,250	267,632	
2005	204,144	26,584	29,410	4,294	264,432	
2010	188,337	13,117	34,317	12,173	247,944	

<sup>&</sup>lt;sup>1</sup>Conserved water is from savings and is not a direct supply.

The City water system consists primarily of nine surface water reservoirs with over 408,000 acre-feet of storage capacity, three water treatment plants, 31 treated water storage facilities, and more than 3,213 miles of transmission and distribution lines. The local surface raw water storage facilities are connected directly or indirectly to the City's water treatment operations: Otay Water Treatment Plant, Alvarado Water Treatment Plant, and Miramar Water Treatment Plant. These three plants have a total capacity of 294.4 million gallons per day.

The City's two recycled water facilities, North City Water Reclamation Plan (NCWRP) and South Bay Water Reclamation Plant (SBWRP), were built to treat wastewater to a level approved for landscaping irrigation, manufacturing, and other specified non-potable uses. These recycled water facilities not only provide water to City residents and business, but also to other jurisdictions and water districts, including the City of Poway and the Olivenhain Municipal Water District. As part of the City's water resource strategy, the Water Purification Demonstration Project is examining the use of advanced water purification technology to provide additional water supply. The Demonstration Project will determine the feasibility of a full-scale reservoir augmentation project, which would diversify San Diego's water supply and reduce its dependence on imported water.

The PUD emphasizes the importance of water conservation to minimize water demand and avoid excessive water use. The PUD's Water Conservation Program, established in 1985, accounts for approximately 73,000 acre-feet of potable water savings per year. These savings have been achieved through creation of a water conservation ethic and implementation of programs, policies, and ordinances designed to promote water conservation practices, including irrigation management. In accordance with Municipal Code Section 147.04, all residential, commercial, and industrial buildings, prior to a change in ownership, are required to be certified as having water-conserving plumbing fixtures in place. The PUD also examines new water saving technologies and annually checks

<sup>&</sup>lt;sup>2</sup>Total includes water supplied and conserved.

progress toward conservation goals, working collaboratively with the MWD and Water Authority to formulate new conservation initiatives.

The City developed a Long-Range Water Resources Plan (2002–2030) in order to address the projected need for additional water supplies. This plan detailed existing water supplies, new water supply opportunities, objectives and performance measures, and ultimately conclusions and recommendations. The plan is to be implemented in three phases in order to meet the City's growing demands and to make adjustments as necessary. The three phases are 2010, 2020, and 2030.

In May 2011, the City issued a draft 2010 UWMP that addresses the City's water system, water supply sources, historic and projected water use, and provides a comparison of water supply to water demands during average, single-dry, and multiple-dry year periods. The UWMP was prepared in accordance with the Urban Water Management Act (as amended, California Water Code, Sections 10610 through 10656), which requires every urban water supplier that provides water for municipal purposes to more than 3,000 connections or supplying more than 3,000 acre-feet of water annually to adopt and submit a plan every five years to the California Department of Water Resources.

In accordance with the Conservation Element of the City's General Plan (Policy CE-A.11), development projects shall implement sustainable landscape design such as planting "deciduous shade trees, evergreen trees, and drought-tolerant native vegetation, as appropriate, to contribute to sustainable development goals" and using "recycled water to meet the needs of development projects to the maximum extent feasible" to aid in water conservation (City of San Diego 2008a).

The area of Uptown is served by existing six-inch- to 36-inch-diameter public water mains located in a grid pattern within the connecting streets. Water is distributed to businesses and residences through private water lines that connect to the public water main.

# Metropolitan Water District of Southern California

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

MWD's 2010 RUWMP documents the availability of these existing supplies and additional supplies necessary to meet future demands, includes the resource targets included in the IWRP, and contains a water supply reliability assessment that includes a detailed evaluation of the supplies necessary to meet demands over a 25-year period in average, single-dry year, and multiple-dry year periods. MWD's recently adopted IWRP (2010) identifies a mix of resources (imported and local) that, when implemented, will provide 100 percent reliability for full-service demands. Service demands will be met through the attainment of regional targets set for conservation, local supplies, State Water Project supplies, Colorado River supplies, groundwater banking, and water transfers through year 2035.

### San Diego County Water Authority

The SDCWA purchases water from the MWD that is delivered to the region through two aqueducts. Of the MWD's 26 cities and member agencies, the SDCWA is the largest member agency in terms of deliveries and purchases, with about 25 percent of all the water that MWD delivered in fiscal year 2007. As a retail member agency of the SDCWA, the PUD purchases water from the SDCWA for retail distribution within its service area. As discussed above, in 2014 MWD deliveries accounted for around 49 percent of the total supply with new sources and conservation efforts accounting for the remaining 51 percent.

The SDCWA's 2010 UWMP was adopted by the SDCWA Board on June 23, 2011, in accordance with state law and the RUWMP. The plan contains a water supply reliability assessment that identified a diverse mix of imported and local supplies necessary to meet demands over the next 25 years in average, single-dry year, and multiple-dry year periods. The UWMP documents that no shortages are anticipated within its service area. The SDCWA also prepared an annual water supply report for use by its members that provides updated documentation on existing and projected water supplies.

### **PUD Water Supply Assessment and Verification**

Senate Bill (SB) 221 and SB 610 went into effect January 2002, with the intention of linking water supply availability to land use planning by cities and counties. SB 610 requires water suppliers to prepare a Water Supply Assessment (WSA) report for inclusion by land use agencies during the CEQA process for new developments subject to SB 221. SB 221 requires water suppliers to prepare written verification that sufficient water supplies are planned to be available prior to approval of large-scale subdivision of land under the State Subdivision Map Act. As defined in SB 221 and SB 610, large-scale projects include residential development projects of more than 500 residential units and/or shopping centers or businesses employing more than 1,000 people or having more than 500,000 square feet of floor space.

The City's PUD prepared WSA reports for the project (May 2015), which are included as Appendix K to this PEIR. The WSA reports were prepared for the project to assess whether sufficient water supplies are, or will be, available to meet the projected water demands associated with the proposed land use scenarios. Because no subdivision of land is proposed as part of this project, the WSA reports were prepared in compliance with the requirements of SB 610. The WSA reports include, among other information, identification of existing water supply entitlements, water rights, water service contracts, or agreements relevant to the identified water supply for the project; and quantities of water received in prior years pursuant to those entitlement, rights, contracts, and agreements.

### b. Water, Sewer, and Storm Water Infrastructure

Wastewater in the Uptown Community Plan area is managed by the PUD Wastewater Branch, which operates the two components of the City's wastewater system: the Metropolitan Sewerage System and the Municipal Wastewater Collection System. The metropolitan system treats wastewater for a service area of 450 square miles, stretching from Del Mar and Poway in the north to Alpine and Lakeside in the east and the border of Mexico in the south. The service area includes the City of San

Diego and 15 other cities and districts. The system serves a population of about 2.2 million and treats an average of 180 million gallons of wastewater per day.

The Municipal Wastewater Collection System is responsible for the collection and conveyance of wastewater from residences and businesses in the City of San Diego, serving a 330-square-mile area with a population of 1.3 million people. The Municipal Wastewater Collection System consists of over 2,894 miles of sewer lines, nine major pump stations, and 75 smaller pump stations. Wastewater is conveyed via the pump stations to North City Water Reclamation Plant, the Point Loma Wastewater Treatment Plant, and the South Bay Water Reclamation Plant. Treated effluent is discharged to the Pacific Ocean through either the Point Loma Ocean Outfall or the South Bay Ocean Outfall.

The largest pump stations in the collection system are pump stations #1 and #2. Pump Station #1, located on East Harbor Drive, collects all of south San Diego's wastewater and has an average daily flow of 75 million gallons. It sends the wastewater flow north via the 8-mile South Metro Interceptor to Pump Station #2, which is located on North Harbor Drive. The average daily flow into Pump Station #2 is approximately 180 million gallons. This station pumps the wastewater to the Point Loma Wastewater Treatment Plant through two 87-inch force mains.

The Point Loma Wastewater Treatment Plant, located on the coast, processes approximately 175 million gallons a day of wastewater generated by 2.2 million residents and workers. The plant has a treatment capacity of 240 million gallons per day. The plant discharges to the Point Loma Ocean Outfall, a 4.5-mile-long outfall that ends at a depth of 320 feet. The current modified National Pollutant Discharge Elimination System permit for the Point Loma Wastewater Treatment Plant and outfall was renewed in 2010.

The PUD also operates the Metro Biosolids Center, a state-of-the-art regional biosolids treatment facility, which turns waste into dewatered biosolids that are currently used as soil amendments, landfill, and landfill cover, but which also may be used to promote growth of agricultural crops. Skim from the Point Loma Wastewater Treatment Plant is transported through the 17-mile Miramar Sludge Pipeline for treatment at the Biosolids Center along with solids from the North City Water Reclamation Plant. Any remaining wastewater from the treatment process is returned to the Point Loma Wastewater Treatment Plant.

The San Diego PUD anticipates that planned improvements to the wastewater system will increase capacity to serve a population of 2.9 million, or 340 million gallons of wastewater per day, by the year 2050. Beginning in 2007, the City increased water and sewer rates to replace and improve both the water and sewer systems infrastructure. Some pipelines have been in operation for a hundred years and need to be replaced. The City of San Diego Water Department's Capital Improvement Program Guidelines and Standards provides the framework for the design and construction of new water facilities and address water efficiency, conservation, recycled and reclaimed water, cost effectiveness, and timely construction.

The City also monitors and maintains the water and sewer system on an ongoing basis because of the age of the water and sewer infrastructure in the older communities. In a continuing replacement program, outmoded concrete sewer mains and cast iron water mains are being replaced on a Citywide basis through the annual Capital Improvements Program. Replacement is currently scheduled based on breaks or blockages in the mains.

The Transportation and Storm Water Department is responsible for the operation and maintenance of streets, sidewalks, and storm drains; leads efforts to protect and improve the water quality of rivers, creeks, bays, and the ocean; performs traffic and transportation system engineering; manages the utilities undergrounding program; and plans and coordinates work in the public right-of-way. Storm drains are designed to handle normal water flow, but occasionally during heavy rain, flooding will occur. Storm drain infrastructure within the community's streets often discharges into the natural canyon areas causing erosion. Storm water pollution affects people as well as aquatic plant and animal life. Oil and grease from parking lots and roads, leaking petroleum storage tanks, pesticides, cleaning solvents, and other toxic chemicals can contaminate storm water and be transported into water bodies and receiving waters.

While storm drain infrastructure within public streets in the community still needs to be upgraded, new regulations require storm water flow to be controlled within individual sites. The City's Municipal Separate Storm Sewer System Permit (MS4 Permit), issued by the San Diego RWQCB, requires all development and redevelopment projects to implement storm water source control and site design practices to minimize the generation of pollutants. Additionally, the permit requires new development and significant redevelopment projects that exceed certain size threshold to implement Structural Storm Water Best Management Practices (Structural BMPs) to reduce pollutant in storm water runoff and control runoff volume. There is also an increased reliance on Low Impact Development (LID) strategies to meet the MS4 Permit requirements and total maximum daily load as well. Examples of LID techniques are bioretention cells, green roofs, permeable pavement, infiltration basins, and biofiltration planters.

#### c. Solid Waste

The City provides refuse, recycling, and yard waste collection and disposal services to some residents under the People's Ordinance (Municipal Code Section 66.0127), adopted in 1919. The free solid waste collection services provided by the City are to primarily single-family homes, and some multi-family and commercial/business customers through General Fund monies. Most multi-family residences are not served and are required to fund and contract directly with private haulers for trash and recycling collection.

Solid waste generated in the Uptown CPU area is collected by private franchised haulers and taken to one of three active landfills permitted to accept solid waste: West Miramar Sanitary Landfill, Otay Landfill, and Sycamore Sanitary Landfill. The Miramar and Sycamore landfills are both located in the City, while Otay Landfill is located in the County of San Diego. Based on current and projected disposal rates and permitted disposal limits, the San Diego region is anticipated to exceed the ability of existing landfills to accept waste within the next 10 years unless landfill expansions are approved.

The Miramar Landfill is permitted to receive 8,000 tons per day, and on average, it receives less than 1,000,000 tons per year. The anticipated closure date for the landfill is 2022. The Sycamore Landfill is permitted to receive a maximum of 3,965 tons per day, although the permit and the facility franchise are inconsistent. The owner/operator is currently proposing a significant increase in throughput, together with a major expansion of the height and footprint of the facility. The Sycamore Landfill, based on a 3,965-ton-per-day limit, is expected to operate until 2031. In order to meet the region's long-term (year 2050) solid waste needs, the Sycamore Landfill expansion has been proposed. The

Sycamore Landfill Master Plan proposes to increase the landfill capacity to 157 million cubic yards, which would allow an increase from 3,965 tons per day to approximately 11,450 tons per day. With the proposed expansion, the landfill would be operational until approximately 2050. This increase in landfill capacity is not currently approved or permitted, and therefore cannot be guaranteed to be completed at this time. The Otay Landfill is permitted to receive 5,830 tons per day. Permits were recently modified, which reduced the overall height of the landfill with no loss of capacity. The Otay Landfill is expected to serve the region through 2021.

In an effort to address landfill capacity and solid waste concerns, the California Legislature passed the Integrated Waste Management Act in 1989 (Assembly Bill 939), which mandated that all cities reduce waste disposed in landfills from generators within their borders by 50 percent by the year 2000. In response, the City Environmental Services Department developed the Source Reduction and Recycling program that outlines waste management policies and programs to meet the City's long-term disposal needs and achieve the mandated waste reduction. Since 2004, the City has diverted more than 50 percent of its generated waste stream from disposal. The City adopted the Recycling Ordinance in November 2007, and phased implementation of the ordinance over the next two years.

The State enacted Assembly Bill 341 in 2011, which established a policy goal for California that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020. Additionally, California Department of Resources Recycling and Recovery's (CalRecycle's) Strategic Directive 6.1 (CalRecycle 2015) calls for a 50-percent reduction in organic waste disposed by 2020. Compliance with and implementation of the above state regulations and policy goals could potentially extend the life of existing landfills. On July 13, 2015, the City adopted a Zero Waste Plan, which would result in 70 percent waste diversion by 2020, 90 percent waste diversion by 2035 and 100 percent diversion by 2040.

A report was prepared by CalRecycle and issued in May 2012, detailing strategies to achieve Assembly Bill 341 goal primarily through recycling. In July 2012, the City updated the Recycling Ordinance to lower the exemption threshold for required recycling, thereby requiring all privately serviced businesses, commercial/institutional facilities, apartments, and condominiums generating four or more cubic yards of trash per week to recycle.

Relative to development activities, pursuant to the City's Significance Determination Thresholds, any land development project that may generate approximately 60 tons of waste or more during construction and/or operation is required to prepare a project-specific Waste Management Plan to address disposal of waste generated during short-term project construction and long-term post-construction operation. The WMP is required to identify how the project would reduce waste and achieve target reduction goals and must include: projected waste generation calculations and identification of the types of waste materials generated; description of how materials would be reused on- site; identification of source separation techniques for recycling; and identification of recycling and reuse facilities where waste would be taken if not reused on-site. The WMP reduces solid waste impacts to below a level of significance. In tandem with the WMP, all new development projects must comply with the City's Construction and Demolition Ordinance and Section 142.08 of the LDC, which outlines the requirements for refuse and recyclable materials storage.

### d. Energy

### Electricity

San Diego Gas & Electric (SDG&E) is the owner and operator of electricity transmission, distribution, and natural gas distribution infrastructure in San Diego County, and currently provides gas and electric services to the Uptown community. SDG&E is regulated by the California Public Utilities Commission (CPUC). The CPUC sets the gas and electricity rates for SDG&E and is responsible for making sure that California utilities customers have safe and reliable utility service at reasonable rates, protecting utilities customers from fraud, and promoting the health of California's economy.

There are two major operating power plants in San Diego County: the Encina Power Plant and the San Onofre Nuclear Generating Station. However, it should be noted that the reactors at the San Onofre Nuclear Generating Station have been offline since January 2012. There are also a number of smaller generating plants in the county that are used as backup during times of peak power demand. These in- region assets are currently capable of generating approximately 2,360 megawatts (MW) of electricity, about 55 percent of the region's summer peak demand. However, San Diego's older in-region resources typically run at partial capacity (1,628 MW) due to air quality, high fuel cost, and other reasons. Power generation and power use are not linked geographically. Electricity generated is fed into the statewide grid and is generally available to any users statewide. SDG&E purchases electricity from this statewide grid through various long-term contracts.

Along with traditional utilities, private generating companies, and state agencies, the California Independent System Operator (ISO) is a component of the state's electricity industry. The ISO is a not-for-profit public benefit organization that operates the state's wholesale power grid. The California ISO strives to make sure California's electricity needs are met.

#### Natural Gas

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

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

# Solar Energy

In San Diego, solar energy can be used as an alternative to fossil-fuel energy via private on-site installation/generation or through earmarked purchase of green power from SDG&E. The California Energy Commission (CEC) mandated SDG&E to provide 20 percent of its total energy from solar or other renewable energy sources by the year 2010. While SDG&E missed this goal in 2010, the Renewables Portfolio Standard Quarterly Report, 1<sup>st</sup> and 2<sup>nd</sup> Quarter 2012, issued by CPUC, states that

SDG&E, the region's primary energy provider, "served 20.8 percent of its 2011 retail sales with RPS-eligible renewable energy", thereby meeting the 2010 goal. SDG&E is on track to meet a 25 percent goal by 2016, as well as the long-term goal of 33 percent by 2020.

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

#### e. Communications

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

# 2.3.13 Health and Safety

A hazardous material is any item or agent (biological, chemical, radiological, and/or physical), which has the potential to cause harm to humans, animals, or the environment, either by itself or through interaction with other factors. Hazardous materials are defined and regulated in the United States primarily by laws and regulations administered by the U.S. EPA, the U.S. OSHA, the U.S. DOT, and the U.S. NRC. Each agency has its own definition of a "hazardous material." Some common definitions are included below.

#### 2.3.13.1 Hazardous Materials

Hazardous materials are substances with certain physical or chemical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Title 22 of the California Code of Regulations, Division 4.5, Chapter 11, Article 3 groups hazardous materials into the following four categories based on their properties: toxic (causes human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), and reactive (causes explosions or generates toxic gases). Hazardous materials are commonly used in commercial, agricultural and industrial applications as well as in residential areas to a limited extent.

### 2.3.13.2 Hazardous Waste

A hazardous waste is any waste that may (1) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness, or (2) pose a substantial present or potential hazard to human health or the environment, due to factors including, but not limited to, carcinogenicity, acute toxicity, chronic toxicity, bio-accumulative properties, or persistence in the environment, when improperly treated, stored, transported, or disposed of, or otherwise managed (California Health and Safety Code, Section 25141). Hazardous materials and wastes can result in public health hazards if improperly handled, released into the soil or groundwater, or released into the air through vapors, fumes, or dust.

### 2.3.13.3 Hazardous Materials Sites

Hazardous materials are used for a variety of purposes including service industries, various small businesses, medical uses, schools, and households. Many chemicals used in household cleaning, construction, dry cleaning, film processing, landscaping, and automotive maintenance and repair are considered hazardous. Businesses that handle/generate hazardous materials within the City are monitored by the U.S. EPA. Small quantity hazardous waste generators include facilities such as automotive repair, dry cleaners, and medical offices.

### 2.3.13.4 Wildfire Hazards

Extended droughts characteristic of the City's Mediterranean climate result in large areas of dry vegetation, particularly in late summer and fall, when Santa Ana winds blow in from the desert and dry out the vegetation. Potential wildfire risk zones within the Uptown CPU area are areas that have steep slopes, limited precipitation, and plenty of available vegetation fuel. Uptown contains undeveloped land in the form of canyons that are occupied by a variety of native and non-native plant communities. Due to the amount of natural, unmaintained open space, there exists a high risk for wildfires.

Current City regulations require that brush management zones be established adjacent to development to reduce the risk from wildland fires. The purpose of such a program is to reduce the risk of wildfire while minimizing visual, biological, and erosion impacts to natural areas. In all the areas requiring brush management, a combination of two brush management zones occurs. Zone 1 consists of paving or ornamental plantings, which would be located within the development pad of each residential lot. Zone 2 involves the selective thinning and pruning of native vegetation and is considered impact neutral.

# 2.3.13.5 Emergency Preparedness

The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. OES is responsible for: notifying appropriate agencies when a disaster occurs; coordinating all responding agencies; ensuring that resources are available and mobilized; developing plans and procedures for response to and recovery from disasters; and developing and providing preparedness materials for the public.

OES staffs the Operational Area Emergency Operations Center (EOC), a central facility that provides regional coordinated emergency response, and also acts as staff to the Unified Disaster Council (UDC), its governing body. The UDC, established through a joint powers agreement among all 18 incorporated cities and the County of San Diego, provides for coordination of plans and programs countywide to ensure protection of life and property.

In 2010, the County and 18 local jurisdictions, including the City of San Diego, adopted the Multi-Jurisdictional Hazard Mitigation Plan (MHMP). The MHMP is a countywide plan that identifies risks and ways to minimize damage by natural and manmade disasters. The plan is a comprehensive document that serves many purposes, including creating a decision tool for management, promoting compliance with state and federal program requirements, enhancing local policies for hazard mitigation capability, and providing interjurisdictional coordination.

The City of San Diego's disaster prevention and response activities are conducted in accordance with U.S. Department of Homeland Security Office of Domestic Preparedness requirements and incorporate the functions of planning, training, exercising, and execution. The City's disaster preparedness efforts include oversight of the City's EOC, including being responsible for maintaining the EOC in a continued state of readiness, training City staff and outside agency representatives in their roles and responsibilities, and coordinating EOC operations when activated in response to an emergency or major event/incident.



# **Chapter 3.0 Project Description**

# 3.1 Introduction

The project analyzed in this Draft Program Environmental Impact Report (PEIR) is the Uptown Community Plan Update (proposed CPU) as well as several discretionary actions listed in Table 3-1, Project Components. The proposed CPU and associated regulatory documents and actions form the "project" for this PEIR and are referred to throughout the PEIR as the project. The project description contained within this section provides the basis for the environmental analysis in this PEIR for the proposed CPU and the associated discretionary actions.

Table 3-1 Project Components	
Certification of PEIR	
Adoption of the Uptown Community Plan	
Adoption of the General Plan Amendments to Amend Community Plan	
Adoption of the Uptown Impact Fee Study	
Repeal the Mid-City Communities Planned District Ordinance (PDO)	
Repeal the West Lewis Street PDO	
Rescind the Interim Height Ordinance	
Rezone PDO areas with Citywide zones	
Amend the boundaries of the Uptown Community Plan Implementation Overlay Zone (CPIOZ)	

The proposed CPU and associated regulatory documents are available for review at the City and at the following website:

#### **Uptown CPU:**

https://www.sandiego.gov/planning/community/profiles/uptown

The existing Uptown Community Plan was last updated in 1988. The proposed CPU, and associated actions, will ensure consistency of the CPU with and incorporate relevant policies from the City of San Diego General Plan (General Plan), as well as provide a long-range, comprehensive policy framework and vision for growth and development in the Uptown community through 2035.

The Uptown CPU provides a long-range guide for the future physical development of the community. The CPU process started in 2009 with a public outreach effort centered around community meetings that included Uptown's stakeholder committees and neighborhood associations, workshops on key topics, a multi-day charrette, and meetings of the Uptown Planning Committees and the City's recognized community planning groups.

The Uptown CPU was updated in parallel with the North Park and Golden Hill CPUs in order to address key issues and propose solutions as they relate to attributes shared by each of the communities, including those relating to urban design, historic preservation, open space, and mobility. The City worked with community members to identify locations that would support compact, pedestrian-friendly, mixed-use village areas linked by transit and also developed community-specific policies that support infill development. Shared planning solutions were developed with refinements appropriate to individual community and neighborhood contexts. Background information regarding development of the proposed CPU, including project changes and community outreach, is described in Chapter 4.0, History of Project Changes Related to CEQA.

## 3.2 Relationship to General Plan

The General Plan, adopted in 2008, did not change the Community Plan land use designations or zoning on individual properties, but rather provided policy direction for future CPUs, discretionary project review, and implementation programs. The General Plan provided the Citywide vision and comprehensive policy framework for how the City should grow and develop, provide public services, and maintain the qualities that define the City as a whole.

The proposed Uptown CPU would build upon the goals and strategies in the General Plan. The proposed CPU is intended to further express General Plan policies through the provision of site-specific recommendations and policies that implement Citywide goals and policies at the Community Plan-level, address community needs, and guide zoning. The General Plan and Community Plan work together to establish the policy framework for growth and development in the CPU area. The Land Development Code within the Municipal Code implements the Community Plan policies and recommendations through zoning and development regulations. Specific General Plan policies are referenced within the proposed CPU to emphasize its relevance and applicability in the Uptown community. This PEIR provides analysis and evaluation of all relevant land use and environmental issues associated with the project.

## 3.3 Project Objectives

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15124, the following objectives were identified to outline the underlying purpose for the project. These objectives will be used to assist the lead agency in developing a reasonable range of alternatives to be evaluated in this PEIR and ultimately aid decision-makers in preparing findings and overriding considerations, if necessary. The primary objectives for the project are:

- Develop a multi-modal transportation network emphasizing active transportation measures for walkable and bicycle-friendly streets, and transit-related measures supporting transit operations and access.
- Maintain or increase the housing supply through the designation of higher residential densities focusing along major transit corridors.
- Provide for increased economic diversification through land use to increase employment and economic growth opportunities.
- Preserve the neighborhood character and design relationships between neighborhoods within each community through the development of transitions and design policies.
- Identify significant historic and cultural resources within the community and provide for their preservation, protection, and enhancement.
- Provide increased recreation opportunities and new public open spaces.
- Preserve, protect, and enhance the community's natural landforms, including canyons and environmentally sensitive lands.
- Include financing strategies that can secure infrastructure improvements concurrent with development.

## 3.4 Project Description

The project includes the comprehensive update to the Uptown Community Plan, which is intended to guide development through 2035 build-out of the Community Plan. For facility planning, technical evaluation, and environmental review purposes, build-out is assumed to occur in 2035. The Community Plan also addresses changes in conditions since 1988, when the Uptown Community Plan was last adopted. The proposed CPU provides detailed policy direction to implement the General Plan with respect to the distribution and arrangement of land uses (public and private); local street and transit network; prioritization and provision of public facilities, community, and site-specific urban design guidelines; and recommendations to preserve and enhance natural open space and historic and cultural resources within the Uptown community.

CPU implementation requires adoption of the Uptown Community Plan, amendments to the General Plan to incorporate the CPU as a component of the General Plan Land Use Element,

adoption of a Land Development Code (LDC) ordinance that would rezone the Planned District Ordinance (PDO) areas within the CPU area with Citywide zones within the LDC and repeal the existing Mid-City Communities PDO, the West Lewis Street PDO, and Interim Height Ordinance. The project would also amend the mapped boundaries of the Uptown Community Plan Implementation Overlay Zone (CPIOZ) to include CPIOZ-Type A and CPIOZ-Type B areas that would limit building heights. An Impact Fee Study (IFS) (formerly known as the Public Facilities Financing Plan) is also proposed for adoption resulting in a new IFS for the Uptown community. Each of these project elements is discussed further below.

While the proposed CPU sets forth procedures for implementation, it does not establish regulations or legislation nor does it, on its own, rezone property. Zoning and development regulations place controls on development and use of public and private property.

The proposed Uptown CPU includes an Introduction and Implementation chapter, and includes the following elements: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; Noise; and Historic Preservation. Chapter 11 of the proposed Uptown CPU describes available financing methods for public improvement projects. Each element of the proposed CPU is described below.

## 3.4.1 Community Plan Elements

#### 3.4.1.1 Land Use Element

The Land Use Element establishes the land use framework for the Uptown community and defines the distribution of proposed land uses on a map. The land use framework for the proposed CPU is depicted on the proposed Community Plan land use maps (Figures 3-1 through 3-4). The maps designate the proposed general location, distribution, and extent of land uses. The land use classifications are meant to be broad enough to give the City flexibility in implementation but clear enough to provide sufficient direction to carry out the goals of the proposed CPU. The figures are to be used and interpreted only in conjunction with the text and other figures contained in the proposed CPU.

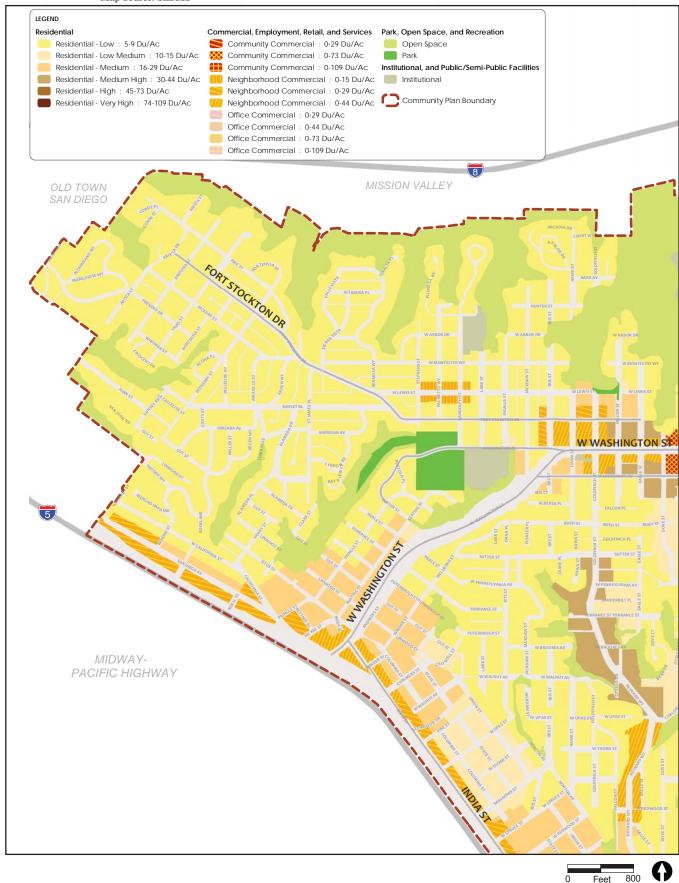
The land use plans locate the highest intensity land uses within each community along transit corridors where existing and future commercial, residential, and mixed-use development can support existing and planned transit investments. Residential density is proposed to be increased from the adopted Community Plan in some areas and reduced in some areas to help achieve these objectives. The CPU results in an overall communitywide reduction of future housing units at Community Plan build-out when compared to the adopted Community Plan.

Community Plan land use designations that would be applied within the CPU area are described below. Future development within each land use designation would be subject to the CPU policies applicable to each designation. Table 3-2 provides a summary of land use classifications within the CPU area and permitted densities/intensities.

Map Source: SanGIS MISSION VALLEY OLD TOWN SAN DIEGO NORTH PARK MIDWAY-PACIFIC HIGHWAY LEGEND Community Plan Boundary Proposed Land Use (Draft) Residential Residential - Low : 5-9 Du/Ac Residential - Low Medium : 10-15 Du/Ac BALBOA PARK Residential - Medium : 16-29 Du/Ac Residential - Medium High : 30-44 Du/Ac Residential - High : 45-73 Du/Ac Residential - Very High: 74-109 Du/Ac Commercial, Employment, Retail, and Services Community Commercial: 0-29 Du/Ac HAWTHORN ST Community Commercial: 0-73 Du/Ac Community Commercial: 0-109 Du/Ac Neighborhood Commercial: 0-15 Du/Ac Neighborhood Commercial: 0-29 Du/Ac Meighborhood Commercial: 0-44 Du/Ac Office Commercial: 0-29 Du/Ac Office Commercial: 0-44 Du/Ac Office Commercial: 0-73 Du/Ac DOWNTOWN Office Commercial: 0-109 Du/Ac GREATER GOLDEN Park, Open Space, and Recreation Open Space Park Institutional, and Public/Semi-Public Facilities Feet 1,600 Institutional

FIGURE 3-1 Proposed Land Use - Uptown

Map Source: SanGIS



 $\label{eq:FIGURE 3-2} FIGURE~3-2$  Proposed Uptown Land Use – West

Map Source: SanGIS

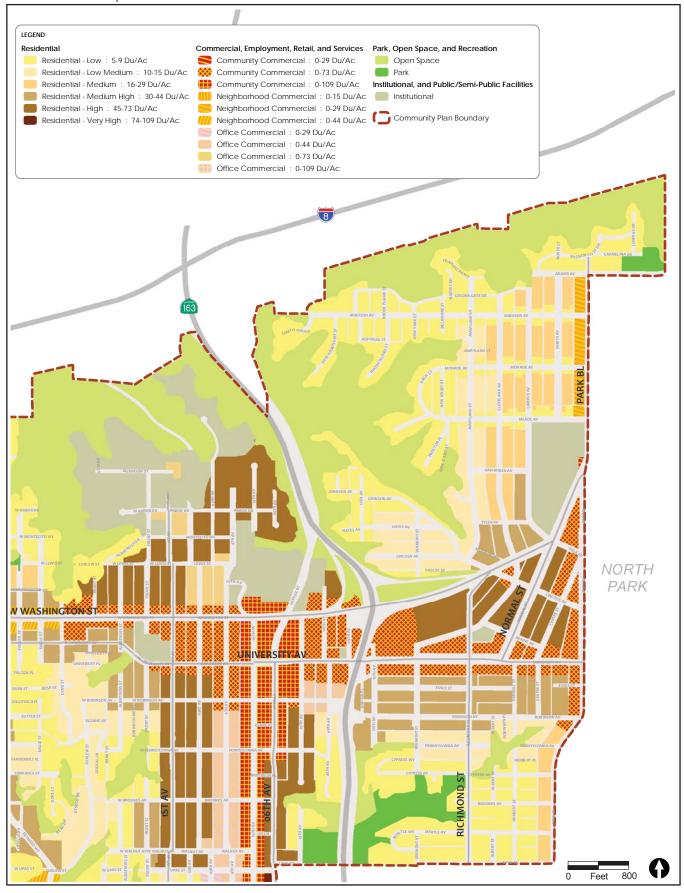
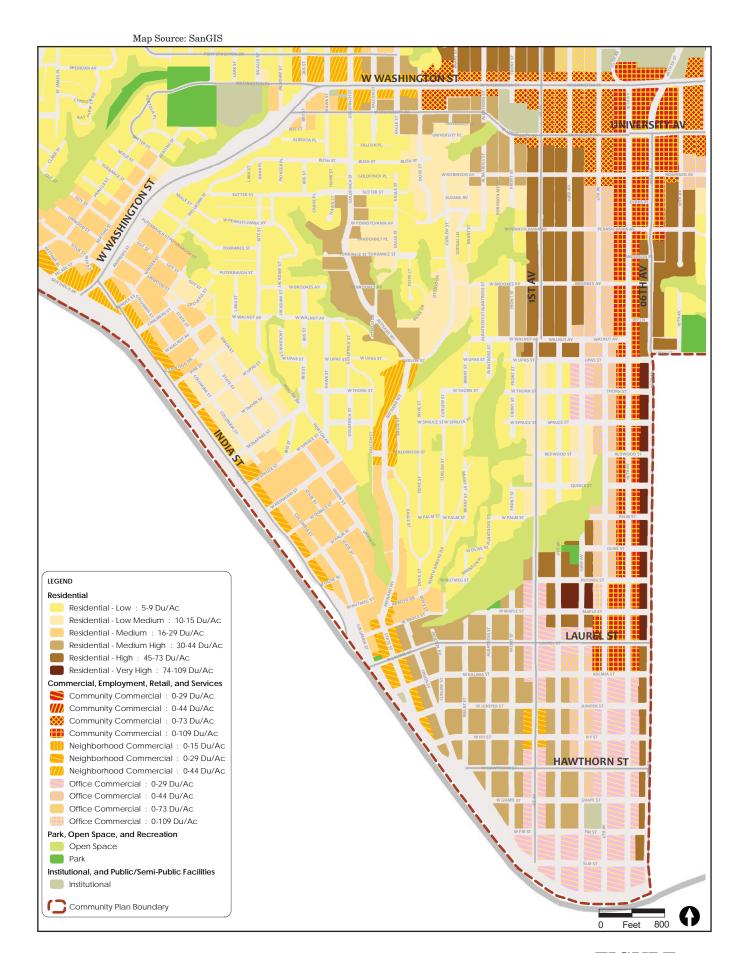


FIGURE 3-3 Proposed Uptown Land Use – East



 $\label{eq:FIGURE 3-4} FIGURE~3-4$  Proposed Uptown Land Use – South

	Table 3-2 Land Use Classifications and Permitted Densities/Intens	ities	
		Residential Density	
Community Plan Land Use	Description	(du/ac)	Development Intensity
Residential			
Residential – Very High	Provides for multi-family housing within a very-high density range.  Commercial uses are also allowed, but not required.	74-109	3.60 FAR
Residential –High	Provides for multi-family housing within a high density range.  Commercial uses are also allowed, but not required.	45-73	2.70 FAR
Residential – Medium High	Provides for multi-family housing within a medium-high density range.  Commercial uses are also allowed, but not required.	30 to 44	1.80 FAR
Residential – Medium	Provides for both single-family and multi-family housing within a medium density range.	16 to 29	1.35 FAR
Residential – Low Medium	Provides for both single-family and multi-family housing within a low-medium density range.	10 to 15	0.75 FAR
Residential – Low	Provides for both single-family and multi-family housing within a low-density range.	5 to 9	Varies; see Table 131-04 in Municipal Code
Commercial Employment, R			•
Neighborhood Commercial	Provides for shopping areas with retail, service, civic, and office uses for a neighborhood. Housing is allowed as part of a mixed use project.	0-15	1.0 FAR
Neighborhood Commercial	Provides for shopping areas with retail, service, civic, and office uses for the community. Housing is allowed as part of a mixed use project.	0-29	1.0 FAR
Neighborhood Commercial	Provides for shopping areas with retail, service, civic, and office uses for the community. Housing is allowed as part of a mixed use project.	0-44	1.0 FAR
Community Commercial	Provides for shopping areas with retail, service, civic, and office uses for the community. Housing is allowed as part of a mixed use project.	0-29	2.0 FAR
Community Commercial	Provides for shopping areas with retail, service, civic, and office uses for the community. Housing is allowed as part of a mixed use project.	0-73	2.0 FAR
Community Commercial	Provides for shopping areas with retail, service, civic, and office uses for the community. Housing is allowed as part of a mixed use project.	0-109	2.0 FAR
Office Commercial	Provides for shopping areas with retail, service, civic, and office uses for the community. Housing is allowed as part of a mixed use project.	0-29	0.75 FAR
Office Commercial	Provides for shopping areas with retail, service, civic, and office uses for the community. Housing is allowed as part of a mixed use project.	0-44	2.0 FAR
Office Commercial	Provides for shopping areas with retail, service, civic, and office uses for the community. Housing is allowed as part of a mixed use project.	0-73	2.0 FAR

Table 3-2 Land Use Classifications and Permitted Densities/Intensities						
		Residential				
		Density				
Community Plan Land Use	Description	(du/ac)	Development Intensity			
Office Commercial	Provides for shopping areas with retail, service, civic, and office uses for the community. Housing is allowed as part of a mixed use project.	0-109	2.0 FAR			
Institutional and Public and	Semi-Public Facilities					
Institutional	Not Applicable	Not Applicable				
Park, Open Space and Recre	ation					
Open Space	Applies to land or water areas generally free from development or developed with very low-intensity uses that respect natural environmental characteristics.	1	Limited			
Population-based Parks	Provide for passive and/or active recreational uses, such as community parks and neighborhood parks.	Not Applicable	Not Applicable			

#### Notes:

du/ac = dwelling units per acre

- 1. FAR Floor Area Ratio and represents total allowed FAR, as follows:
  - For Neighborhood Commercial and Community Commercial: FAR includes only non-residential uses. Zones applied allow additional FAR for residential mixed-use.
  - For Residential only uses: Projects would need to comply with both density and FAR standards.
- 2. New residential development is required to be within the density range (both maximum and minimum) specified in the applicable designation as shown in Table 2-3 of the proposed Uptown CPU. Residential density is applied to overall parcel area, excluding land that is not developable because of steep slopes or other natural constraints. Clustering is permitted in all residential designations to encourage open space conservation and preservation of natural topography; this may result in portions of a site developed at a density higher than the applicable density range, which is acceptable as long as the density for the overall development site is not exceeded.

### a. Land Use Designations

The Community Plan land use designations are indicated on the proposed land use maps and are differentiated by color. The land use designations are described below.

#### Residential

#### Residential - Very High

Residential – Very High allows for multi-family housing in the highest density range (75 to 109 dwelling units per acre [du/ac]).

#### Residential - High

Residential – High allows for multi-family housing within a high density range (45 to 73 du/ac).

#### Residential - Medium High

Residential – Medium–High allows for multi-family housing within a medium-high density range (30 to 44 du/ac).

#### Residential - Medium

Residential – Medium allows for both single-family and multi-family housing within a medium density range (16 to 29 units du/ac).

#### Residential - Low Medium

Residential – Low–Medium provides for both single-family and multi-family housing within a low-medium density range (10 to 15 du/ac).

#### Residential - Low

Residential – Low is intended for areas with predominantly single-family residential development, with a low density range of 5 to 9 du/ac.

#### **Commercial and Employment**

#### Neighborhood Commercial - Residential Permitted

Neighborhood Commercial - Residential Permitted focuses on commercial uses and provides for shopping areas with retail, service, civic, and office uses for the community at large within 3 miles. Residential use between 0-15 du/ac, 0-29 du/acre, and 0-44 du/acre; office, public, and community gathering spaces are also allowed.

#### Community Commercial - Residential Permitted

Community Commercial - Residential Permitted focuses on commercial uses, and provides for shopping areas with retail, service, civic, and office uses for the community at large within 3 to 6 miles. Residential use between 0-29 du/ac, 0-44 du/ac, 0-73 du/acre, and 0-109 du/acre; office, public, and community gathering spaces are also allowed.

#### Institutional and Public/Semi-Public Facilities

#### Institutional

The Institutional designation provides for uses that are identified as public or semi-public facilities in the CPU, including but not limited to, hospitals, schools, libraries, and police and fire stations.

#### Park, Open Space, and Recreation

#### Open Space

Open Space applies to land generally free from development, developed with very low-intensity uses that respect natural environmental characteristics. Open Space lands consisting of canyons, slopes, and other natural land forms are located throughout the City. This Open Space is intended to preserve and protect native plants and animals, while providing public access and enjoyment by the use of hiking, biking, and equestrian trails.

#### **Population-Based Parks**

Population-based parks provide for passive and/or active recreational uses, such as community parks, neighborhood parks, and recreation centers to meet the recreational needs of the community as defined by the future Recreation Element. Population-based parks (commonly known as Neighborhood and Community parks), facilities, and services are intended to serve the daily needs of the neighborhood and community. When possible, they adjoin schools in order to share facilities, and ideally are within walking distance of the residences within their service area.

## b. Neighborhood Centers and Villages

The proposed Uptown CPU identifies Neighborhood Centers and Villages where growth is focused into mixed-use activity centers that are pedestrian-friendly and linked to an improved regional transportation system. These areas would implement the General Plan's City of Villages Strategy and are envisioned to have an integrated mixture of uses, accessible and attractive streets, and public spaces. The proposed CPU identifies specific policies applicable to development in the area. Refer to Figure 3-5 for the location of proposed community villages and mixed-use corridors.

 ${\bf FIGURE~3-5}$  Uptown Village Locations and Mixed-Use Corridors

#### Hillcrest Core - West

Hillcrest Core – West is located west of the State Route 163 (SR-163) to Front Street provides a variety of commercial–retail businesses and eating and drinking establishments. Hillcrest Core – West is characterized by its narrower, grid-patterned streets and small business storefronts and has served as the traditional heart of the Hillcrest neighborhood.

#### Hillcrest Core - East

Hillcrest Core – East located east of SR-163 along Washington Street and University Avenue to Park Boulevard. Hillcrest Core – East has grown in importance through the years as the second Community village core in Uptown. This Community Village core contains the Uptown District – a large pedestrian-oriented, mixed-use retail center and. This Community Village core is characterized by University Avenue as the main transit corridor marked by both auto-oriented strip commercial, as well as pedestrian-oriented businesses.

#### **Mission Hills**

The Neighborhood Village in Mission Hills focused around Goldfinch Street and Washington Street provides a variety of convenience goods and services to adjacent single-family and multi-family residential neighborhoods that surround the Neighborhood Village core.

#### Bankers Hill/Park West

The Neighborhood Village in Bankers Hill/Park West is characterized by offices; commercial and residential development, quality shopping, eating and drinking establishments; high-rise mixed-use developments; and its proximity to Balboa Park.

#### Middletown

Within Middletown, the Neighborhood Village is prominently known for its various restaurants located along India Street also known as International Restaurant Row.

## 3.4.1.2 Mobility Element

The proposed Uptown CPU Mobility Element provides direction on how to achieve mobility goals through a balanced, multi-modal transportation network in the Community Plan area. This element is closely linked to the Land Use and Urban Design Elements. The Mobility Element describes existing and future conditions related to streets; vehicles and parking; as well as bicycles, pedestrians, and public transit, including recommended mobility improvements to achieve adequate capacity and improved access.

The proposed CPU identifies specific policies applicable to pedestrians, bicycling, and transit and identifies priority routes for each mode. Policies applicable to the street system are provided in addition to roadway classifications. Street system policies focus on providing a complete street network throughout the communities to accommodate all modes. Future roadway classifications proposed for the Uptown CPU area is shown in Figure 3-6.

Map Source: SanGIS MIDWAY-PACIFIC HIGHWAY Connections Beyond Community Boundary 2 Lane Collector (no center lane) 2 Lane Collector (one-way) 2 Lane Collector (continuous left-turn lane) 2 Lane Collector (no fronting property) 3 Lane Collector (no center lane) 3 Lane Collector (two-way) 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) 3 Lane Collector (one-way) 4 Lane Collector DOWNTOWN 4 Lane Collector (no center lane) 4 Lane Major Arterial 6 Lane Major Arterial Parks / Open Space Community Plan Boundary Feet 1,600

FIGURE 3.6 Future Roadway Classifications

The proposed Uptown CPU includes policies related to Intelligent Transportation Systems (ITS), such as coordinated traffic signals and use of Transportation Demand Management (TDM) to reduce single-occupancy vehicle trips. The proposed CPU also includes policies related to parking that address issues such as the design and placement of parking areas and compatibility with bicyclists and motorcycles. The Mobility Element is contained within Chapter 3 of the proposed Uptown CPU.

## 3.4.1.3 Urban Design Element

The proposed Uptown CPU Urban Design Element describes community character and provides goals and policies related to urban form, including public spaces and mixed-use design, neighborhood and community gateways and linkages, building types and massing, streetscape and pedestrian orientation, urban forestry, and other unique aspects of the Uptown community. This element presents the proposed urban form of the Community Plan area and highlights opportunities for urban design in the community. The Urban Design Element is contained within Chapter 4 of the proposed Uptown CPU.

## 3.4.1.4 Economic Prosperity Element

The proposed Uptown CPU Economic Prosperity Element links economic prosperity goals with land use distribution and employment land use policies, including specific policies aimed at supporting existing and new businesses to preserve and create job opportunities for residents, primarily through new commercial and office development where appropriate. This element seeks to enhance economic opportunity in the Community Plan area, building on significant growth opportunities along the CPU's main commercial corridors. The Economic Prosperity Element is contained within Chapter 5 of the proposed Uptown CPU.

## 3.4.1.5 Public Facilities, Services, and Safety Element

The proposed Uptown CPU Public Facilities, Service, and Safety Element identifies public facilities and services intended to serve existing and future residents, including educational facilities, public safety services, and infrastructure systems. This element provides policies regarding police and fire services, schools and public libraries, public utilities, geological and seismic hazards, flooding hazards, fire hazards, and hazardous materials. The Public Facilities, Services, and Safety Element is contained within Chapter 6 of the proposed Uptown CPU.

### 3.4.1.6 Recreation Element

The proposed Uptown CPU Recreation Element provides goals and policies and identifies opportunities to create a more comprehensive park strategy. The proposed CPU calls for the acquisition and development of new parks and associated facilities, improving existing parks in order to expand active and passive recreational use, and provide access to trails and open spaces. This element identifies existing parks, proposed parks, and park equivalencies to provide additional recreation opportunities. Proposed park sites may be acquired and/or developed as park land by the City. Where undeveloped land is limited, unavailable or cost-prohibitive, the General Plan allows for the application of park equivalencies to be determined by the community and City staff. Park

equivalencies include joint use facilities, trails, privately owned publicly accessible parks, non-traditional parks (such as rooftop or indoor recreation facilities), portions of resource-based parks, and park facility expansions or upgrades. The Uptown community is an urbanized community where park equivalencies are appropriate for satisfying some of the community's population-based park needs. The Recreation Element is contained within Chapter 7 of the proposed Uptown CPU.

#### 3.4.1.7 Conservation Element

The proposed Uptown CPU Conservation Element provides goals and policies to effectively manage, preserve, and enhance natural resources in the community. The element addresses open space and landform preservation policies, urban runoff management, water resource management, air quality, and waste diversion. This element supports sustainability through policies and land use guidance that provide for economic resiliency, resource conservation, renewable energy, and enhancement of habitat and the urban forest. Strategies included in the Conservation Element address development and use of sustainability and energy generation types, including reuse or recycling of building material, adaptively retrofitting and reusing existing buildings, constructing energy-efficient buildings with healthy and energy-efficient interior environments, creating quality outdoor living spaces, improving materials recycling programs, and promoting local initiatives for local sources and environmentally sustainable goods and services.

Development in the Community Plan area will generally occur as infill projects, focusing on vacant or under-utilized parcels or previously utilized lots rather than on undeveloped land with high natural resource values. The proposed Conservation Element is contained within Chapter 8 of proposed Uptown CPU.

#### 3.4.1.8 Noise Element

The proposed Uptown CPU Noise Element provides goals and policies addressing noise compatibility, including commercial, traffic, and airport noise and identifies future noise contours from freeways and major roads in the community. The Noise Element is contained within Chapter 9 of the proposed Uptown CPU.

#### 3.4.1.9 Historic Preservation Element

The proposed Uptown CPU Historic Preservation Element describes the archaeological and historic context and history of the built environment in Uptown. The Historic Preservation Element focuses on the protection of the community's historical and cultural resources, and supports educational opportunities and incentives to highlight, maintain, and preserve historic resources. This element provides a framework for evaluating individual historic properties and districts for the National Register of Historic Places, California Register of Historic Places, and the San Diego Register of Historic Resources. Specific policies for the Community Plan area are provided to identify, preserve, and promote education and awareness of the community's historic resources.

The proposed Historic Preservation Element identifies Potential Historic District Boundaries within the Uptown community that are intended to provide protection measures to prevent the loss of the overall integrity of Potential Historic Districts. Additional detail about implementation of Potential Historic Districts is discussed in Section 3.4.2.2 below. The Historic Preservation Element is contained within Chapter 10 of the proposed Uptown CPU.

### 3.4.1.10 Implementation

The proposed CPU includes an Implementation chapter that describes future actions that would implement the Community Plan. Future implementation actions are described below and detailed in Chapter 11 of the proposed Uptown CPU.

- Approve and regularly update an IFS identifying the capital improvements and other projects necessary to accommodate present and future community needs as identified throughout the CPU.
- Fund and construct facilities and other public improvements in accordance with the IFS.
- Pursue additional funding sources, such as grant funding, to implement unfunded needs identified in the IFS.
- Apply and implement the Community Plan's urban design policies and recommendations during review of developments projects including administration of the Uptown CPIOZ.
- Seek longer-term implementation strategies that could be considered toward meeting the Community Plan's identified improvement projects.

## 3.4.2 Land Development Code Amendments

## 3.4.2.1 Repeal of Planned District Ordinances

The project would repeal the existing Mid-City Communities PDO, the West Lewis Street PDO, the Interim Height Ordinance, and rezone those PDO parcels with existing Citywide zones to implement the proposed land use plan designations.

## 3.4.2.2 Amendment to the Uptown Community Plan Implementation Overlay Zone Boundaries

The CPIOZ is applied within the boundaries of the Uptown Community Plan per Chapter 12, Article 2, Division 14 of the Municipal Code to regulate specific building heights primarily along the transit corridors within the neighborhoods of Hillcrest, Mission Hills, and Bankers Hill/Park West. According to Chapter 13, Article 2, Division 14 of the Municipal Code, the purpose of the CPIOZ is to supplement the Municipal Code by providing development regulations that are tailored to specific circumstances and/or sites within the community. The mapped boundaries of the existing CPIOZ would be amended within the Uptown community to replace CPIOZ-Type A, related to retail parking requirements for the Thackery Gallery structure in Hillcrest, and CPIOZ-Type B, related to discretionary review of office uses in the Medical Complex neighborhood with new boundaries to address ministerial review of building height limits within Hillcrest and Mission Hills (CPIOZ-Type A)

and discretionary review of building height limits within Hillcrest and Bankers Hill/Park West (CPIOZ-Type-B). CPIOZ-Type A identifies areas within the community where ministerial approval is granted for development that does not exceed 50 feet within Mission Hills and 65 feet in Hillcrest and Bankers Hill/Park West. CPIOZ-Type B identifies areas within the community where discretionary approval is granted through a Process 3 Site Development Permit for development that does not exceed 150 feet in Bankers Hill/Park West, 120 feet in central Hillcrest, and 100 feet in Hillcrest east of the SR-163. Maps depicting areas where CPIOZ-Type A and CPIOZ-Type B would be applied to address building heights are in the proposed Uptown CPU Urban Design Element and are shown in Figures 3-7 and 3-8.

## 3.4.3 Zone Changes

## 3.4.3.1 Citywide Rezoning

The implementation program for the Community Plan would replace the Mid-City Communities PDO and West Lewis Street PDO with Citywide zones and development regulations. Conversion from Planned District zoning to Citywide zoning is summarized in Table 3.3 below. Certain commercial PDO zones listed in the table show multiple compatibility with Citywide zones as a result of varying densities allowed based on lot size. The implementation program for the Community Plan also includes residential zones identified in Table 3.3 that would be converted to an open space-residential zone to preserve privately owned property that is designated in the Community Plan as open space with limited development. The proposed zoning for the Uptown CPU area is depicted on Figure 3-9.

Table 3-3 Conversion to Citywide Zoning					
Mid-City Communities Planned District	Citywide Zone				
MR-3000	RM-1-1				
MR-1500	RM-2-5				
MR-1000	RM-3-7				
MR-800B	RM-3-9				
MR-400	RM-4-10				
CV-4, CL-5, CL-6	CN-1-3				
CN-3, CN-4, CN-2A, CV-3, CL-2	CN-1-4				
NP-3	CC-1-3				
NP-3	CC-3-4				
CN-1	CC-3-5				
NP-2	CC-3-6				
CN-1, CN-1A, CL-2, NP-1	CC-3-8				
CN-1, CN-1A, CV-1	CC-3-9				
West Lewis Street Planned District	Citywide Zone				
WLSPD	CN-1-1				
Residential Zones	Citywide Zone				
RS-1-1, RS-1-2, RS-1-4, RS-1-5	OR-1-1				

Map Source: SanGIS PENNSYLVANIA AV BALBOA PARK **LEGEND** Maximum Building Height - 65 Feet \* Maximum Building Height - 50 Feet \* Community Plan Boundary \*Allowed under ministerial review. Feet

FIGURE 3-7 Uptown Proposed CPIOZ-Type A

Map Source: SanGIS **NORTH** PARK BALBOA PARK **LEGEND** Maximum Building Height - 100 Feet \* Maximum Building Height - 120 Feet \* Maximum Building Height - 150 Feet \* Community Plan Boundary \*Allowed under discretionary review -Site Development Permit - Process 3 800 Feet

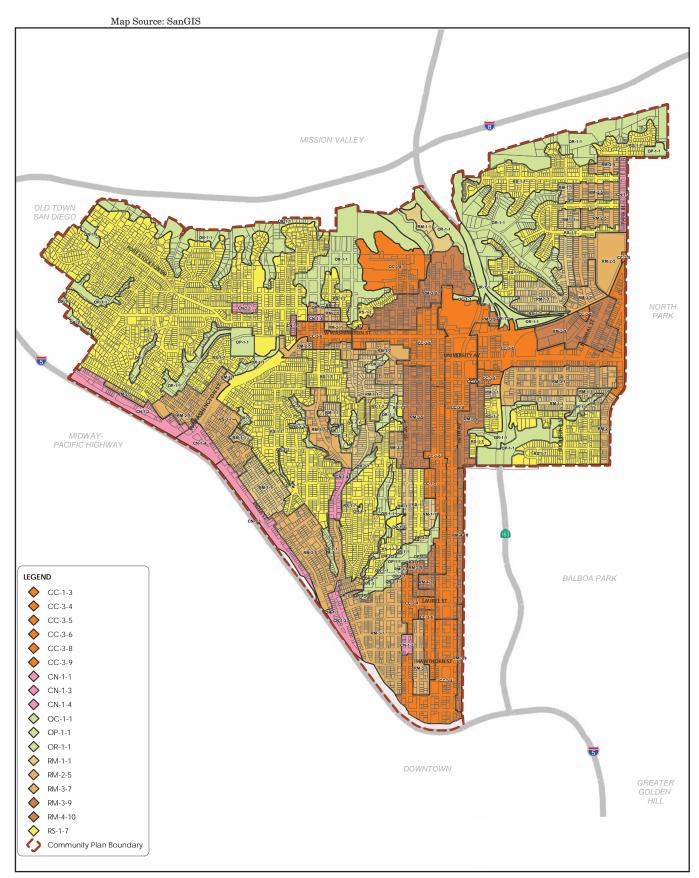




FIGURE 3-9 Uptown Proposed Zoning

## 3.4.3.2 Applicable Citywide Zones

The following zones would apply within the Uptown CPU area and are described below.

#### a. OR Zone

The purpose of the OR zone is to preserve privately owned property that is designated as Open Space in a land use plan for such purposes as preservation of public health and safety, visual quality, sensitive biological resources, steep hillsides, and control of urban form, while retaining private development potential. The following OR zone, described in Table 3-4, would be applied in the CPU area:

• OR-1-1 is intended to allow open space with limited private residential development.

Table 3-4					
Proposed OR Zone within CPU Area					
	Maximum	Maximum	Maximum		
Zone	Density	Height	FAR		
OR-1-1	1 du/ac	30 feet	0.45		

#### b. RM Zones

The purpose of the RM zones is to provide for multiple dwelling unit development at varying densities and provide for residential development that is compatible with the pattern of existing neighborhoods. The following RM zones, described in Table 3-5, would be applied in the CPU area:

- RM-1-1 is intended to allow a mix of Low to Medium residential density (up to 15 dwelling units per acre).
- RM-2-5 is intended to allow Medium residential density (up to 29 dwelling units per acre).
- RM-3-7 is intended to allow a mix of Medium residential density (up to 44 dwelling units per acre) with limited ground floor neighborhood serving commercial uses with a pedestrian orientation.
- RM-3-9 is intended to allow a mix of High residential density (up to 73 dwelling units per acre) with limited ground floor neighborhood serving commercial uses with a pedestrian orientation.
- RM-4-10 is intended to allow High density multiple dwelling units with limited commercial uses, with a maximum density of up to 109 dwelling units per acre.

Table 3-5 Proposed RM Zones within CPU Area						
	Maximum	Maximum	Maximum			
Zone	Density	Height	FAR			
RM-1-1	15 du/ac	30 feet	.75			
RM-2-5	29 du/ac	40 feet	1.35			
RM-3-7	44 du/ac	40 feet	1.80			
RM-3-9	73 du/ac	60 feet	2.70			
RM-4-10	109 du/ac	50 feet	3.60			

#### c. CN Zones

The purpose of the CN zones is to provide residential areas with access to a limited number of convenient retail and personal service uses. The CN zones are intended to provide areas for smaller scale, lower intensity developments that are consistent with the character of the surrounding residential areas. The zones in this category may include residential development. Property within the CN zones will be primarily located along local and collector streets. The following CN zones, described in Table 3-6, would be applied in the CPU areas:

- CN-1-1 is intended to allow development of a limited size with up to 15 dwelling units per acre as part of a pedestrian-oriented mixed-use development.
- CN-1-3 is intended to allow for neighborhood commercial with up to 29 dwelling units per acre as part of a pedestrian-oriented mixed-use development.
- CN-1-4 is intended to allow neighborhood commercial development with up to 44 dwelling units per acre as part of pedestrian-oriented mixed-use development.

Table 3-6 Proposed CN Zones within CPU Area						
		Maximum	Maximum			
Zone	Maximum Density	Height	FAR			
CN-1-1	15 du/ac	30 feet	1.0			
CN-1-3	29 du/ac	30 feet	1.0			
CN-1-4	44 du/ac	65 feet	1.0			

#### d. CC Zones

The purpose of the CC zones is to accommodate community-serving pedestrian-oriented commercial services, retail uses in a mixed-use setting. The CC zones are intended to provide for a range of development patterns from pedestrian-friendly commercial streets to shopping centers. All of the CC zones in the Uptown community include residential development. Property within the CC zones will be primarily located along collector streets, major streets, and public transportation lines. The following CC zones, described in Table 3-7, would be applied in the CPU area:

- CC-1-3 is intended to accommodate development with an auto orientation and a Medium density.
- CC-3-4 is intended to accommodate development with a pedestrian orientation and a Medium density.
- CC-3-5 is intended to accommodate development with a high intensity, pedestrian orientation and Medium density.
- CC-3-6 is intended to accommodate development with a high intensity, pedestrian orientation and Medium High density.
- CC-3-8 is intended to accommodate development with a high intensity, pedestrian orientation and High density.
- CC-3-9 is intended to accommodate development with a high intensity, pedestrian orientation and Very High density.

Table 3-7 Proposed CC Zones within CPU Area						
	Maximum	Maximum	Maximum			
Zone	Density	Height	FAR			
CC-1-3	29 du/ac	45 feet	0.75			
CC-3-4	29 du/ac	30 feet	1.0			
CC-3-5	29 du/ac	100 feet	2.0			
CC-3-6	44 du/ac	65 feet	2.0			
CC-3-8	73 du/ac	100 feet	2.5			
CC-3-9	109 du/ac	unlimited	3.0			

## 3.4.4 Impact Fee Study

The project includes adoption of an IFS (formerly known as a Public Facilities Financing Plan [PFFP]) that addresses the need for public facilities associated with the identified needs of the Uptown CPU area. City Council adopted the current PFFP in 2003. The existing PFFP sets forth the major public facilities needs in the areas of transportation (streets, sidewalks, storm drains, traffic signals, etc.), libraries, park and recreation facilities, and fire stations that are needed to serve the community. The proposed IFS for Uptown would be used to determine the public facilities needs associated with the proposed CPU area. It includes potential funding sources for public facility financing, particularly development impact fees

The IFS identifies and prioritizes improvements to public facilities. Improvements vary widely in their range and scope; some could be implemented incrementally as scheduled street maintenance occurs, and others would require significant capital funding from city, state, regional, and federal agencies, or are not feasible until significant new development occurs. A complete list of projects is included in the proposed IFS.

## 3.4.5 MHPA Boundary Line Corrections

The project includes a comprehensive communitywide Multi-Habitat Planning Area (MHPA) boundary line correction within the Uptown CPU area. A comprehensive, systematic approach was developed in order to evaluate areas of existing developed land that should be removed, as well as areas where biological resources should be added. The boundary line corrections generally removed existing developed areas in addition to the 35-foot brush management zone 1 area as required in accordance with the City's Land Development Code, Section 142.0412. The comprehensive MHPA boundary corrections for the Uptown CPU area would result in removal of acreage of existing developed lands from the MHPA and an addition of sensitive habitats including coastal sage scrub and chaparral. For specific acreage of vegetation communities/land cover proposed for addition and removal from the MHPA, refer to Chapter 6.8.

## 3.5 Environmental Design Considerations

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

## 3.5.1 Sustainability

Sustainable building concepts and practices have been incorporated into the proposed policies within various elements of the proposed CPU. Implementation of these policies will serve to reduce or avoid potential environmental effects associated with water and energy consumption, consumption of non-renewable or slowly renewing resources, and urban runoff.

## 3.5.2 Village Districts and Transit Corridors

Development completed in accordance with the proposed CPU would occur in an existing urbanized area with established public transportation infrastructure, including existing and future transit service. Most future development is expected to occur within proximity of areas served by transit, which may reduce vehicle trips and miles traveled. In addition, implementation of the policies contained in the Land Use, Mobility, Recreation, and Conservation elements of the proposed CPU would improve mobility within the Community Plan area, by promoting development of a balanced, multi-modal transportation network, including better pedestrian and bicycle mobility. Policies that support walking and bicycling as transportation choices could also reduce vehicle trips and vehicle miles traveled.

## 3.5.3 Transit

While the intent of the proposed Uptown CPU Mobility Element is to provide a more cohesive transportation network, it contains policies that specifically address transit services and facilities, including improving the environment surrounding transit stops, and working with the San Diego Metropolitan Transit System (MTS) to incorporate transit priority measures.

### 3.5.4 Recreation

The proposed Uptown CPU Recreation and Conservation elements contain policies aimed at creating a sustainable park system that meets the needs of Uptown residents and visitors by increasing the quantity and quality of recreation facilities within the CPU area.

## 3.5.5 Urban Runoff/Water Quality

Urban runoff management policies located in the proposed Uptown CPU Conservation Element seek to reduce potential runoff/water quality impacts by encouraging the use of Low Impact Development (LID) techniques and materials that slow water runoff and absorb pollutants from roofs, parking areas, and other urban surfaces; incorporating bio-swales or other design practices where there are sufficient public rights-of-way throughout the community; and encouraging private property owners to design or retrofit landscaped areas to better capture storm water runoff.

## 3.5.6 Diversity and Affordability of Housing

The land use plan for the proposed CPU proposes a range of single- and multi-family housing densities intended to provide a range of housing types, including moderate and high densities that typically could allow a mix of market rate and affordable multi-family units. This could enable a wider range of economic levels and age groups to live within these communities. The Uptown Land Use Element contains policies related providing land use types to accommodate both affordable and market rate housing; providing a diverse mix of housing type; enabling rental and ownership opportunities in all types of housing including alternative housing units such as companion units, live/work studios, and shopkeeper units; and developing adequate housing for those with special needs such as the elderly, disabled persons, low income, and those who need nursing care.

## 3.5.7 Bicycle Network

In order to reduce reliance on fossil fuels and encourage alternative modes of transportation, the proposed Uptown CPU aims to provide a safe and convenient bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network. In support of this goal, the Uptown Mobility Element includes bicycle policies in Section 3.2 of the Mobility Element. Specifically, implementation of Uptown Mobility Element Policies in this section would support and implement bicycle priority streets and facilities that would connect Uptown to neighboring communities with emphasis on constructing missing bikeways in the bicycle network, implementing and building upon the San Diego Bicycle Master Plan. The Mobility Element Policy MO-2.3 calls for increasing bicycle comfort and accessibility for all levels of bicycle rides with improvements such as signage, marking, and wayfinding for bicycles, directing them to points of interest within Uptown and adjacent communities, actuated by signal timing for bicycles, priority parking for bicycles, wider bike lanes, and separated bicycle facilities, where feasible.

## 3.5.8 Access to Outdoor and Active Spaces

The proposed CPU addresses existing and planned access to outdoor and active spaces, and provides for additional outdoor recreation opportunities, including land acquisition for creation of public parks within the community. On-site open space within new multi-family development is also recommended. Access is to be improved per policies for better pedestrian and bicycle access to open space within canyons as well as Balboa Park.

Strategies to expand programming within existing public spaces to reduce the existing parkland deficit in the CPU area are also included in the proposed CPU. The Recreation Element includes policies to provide parkland to meet the needs of the community through CPU build-out; provide for preservation, protection, and enhancement of existing and planned parkland facilities; ensure accessibility of parkland to all residents and visitors; and to preserve, protect, and enhance/restore resources associated with existing and proposed open space.

## 3.5.9 Improved Transportation Network and Increased Alternative Modes of Transportation

The proposed CPU includes several policies intended to improve the existing transportation network, as well as encouraging alternative modes of transportation to reduce impacts related to traffic/circulation and air quality. The proposed Mobility Element would support and help implement the General Plan at the Community Plan-level by including specific policies and recommendations that will improve mobility through the development of a balanced, multi-modal transportation network. Specifically, the Mobility Element includes policies addressing walkability that would promote and encourage new construction and upgrades to existing pedestrian pathways. Transit Policies of the proposed Mobility Element would support improving access to public transit facilities (i.e., San Diego Trolley); Intelligent Transportation System policies would promote smart parking technology; and Bicycle Policies would promote a continuous network of bicycle facilities connecting the CPU areas to the Citywide bicycle network and bicycle parking facilities. In support of General Plan Policies UD-D-1 through D-3, the proposed Land Use Element Sections 2.2 and 2.3 focus the highest intensity development (residential and non-residential) on the community's commercial-transit corridors and village areas to capitalize on access to transit, boost transit ridership, and reduce reliance on driving.

## 3.5.10 Energy Efficiency in Buildings

The Urban Design and Conservation elements of the CPU include policies to reduce air, water, and land pollution, and other environmental impacts associated from energy production and consumption. The Urban Design Element encourages new infill buildings and retrofitting of existing buildings to take into account energy-efficient design. In particular, the Uptown Urban Design Element provides policies to incorporate building features that reduce energy consumption, reduce solar heat gain, and restore and adaptively reuse older structures. Specifically, policies within the Urban Design Element address sustainable building design, access to light and air, and adaptive reuse.

The Uptown Conservation Element policy CE-1.1, along with proposed Mobility Element policies, addresses energy efficiency and sustainable building design by encouraging new development to build upon the community's existing street grid network to create a more functional environment for pedestrians and bicyclists and reduce local dependence on automobile transportation; encourage the reduction in development of project-level greenhouse gas emissions to acceptable levels by incorporating sustainable building and development practices, applying site-specific mitigation measures, and adhering to standardized measures outlined in the City's Climate Action Plan; and as part of a comprehensive energy-reduction strategy, promote the continued use or adaptive reuse of existing buildings in conjunction with any needed upgrades to their energy-use efficiency. This would include preserving existing buildings with important architectural or historic character as valued community assets and preserving structures that meet the Historical Resources criteria for designation and adaptive reuse, if necessary, to maintain their economic viability.

## 3.5.11 Air Quality

The Conservation Element includes policies to reduce the CPU's impact on air quality and climate change. The Conservation Element includes Air Quality policy CE-3.4, which encourages alternative modes of transportation, street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and pollutants, and the relocation of incompatible uses that contribute to poor air quality. The implementation of Sustainability Development policies in section 4.4 Development Form of the Urban Design Element also aim to reduce project-level greenhouse gas emissions to acceptable levels through project design, application of site-specific mitigation measures, or adherence to standardized measures outlined in an adopted Citywide Climate Action Plan.

## 3.5.12 Urban Agriculture, Urban Forestry, and Sustainable Landscape Design

The proposed Conservation Element includes policies in Section 8.1 Sustainable Development that would support sustainable food practices, locally sourced goods and services, and would seek opportunities for community agricultural use of property including community gardens. Urban Forestry policies in Section 4.4 Development Form of the Urban Design Element of the proposed Uptown CPU discuss and encourage the implementation of programs for enhancing the urban forest and supporting urban forestry efforts by incorporating shade-producing street trees that are suited to the San Diego climate along all streets and roadways as well as maximizing tree shade canopy. Additionally, policies in the Urban Design Element advocate for the incorporation of sustainable landscape treatments like drought-tolerant and climate appropriate plant species. Proposed policies in the Conservation Element encourage the use of water-wise practices with new development and building retrofits such as recycled/gray water systems, low water use vegetation in public spaces, and incorporating water-efficient landscape design in community greening projects.

## 3.6 Plan Build-out

Future development realized under the proposed land use map is referred to as build-out. The proposed CPU does not specify or anticipate when build-out would occur, as long-range demographic and economic trends are difficult to predict. However, for facility planning, technical evaluation, and environmental review purposes, build-out is assumed to occur in 2035.

## 3.6.1 Uptown Land Use Distribution at Plan Build-out

The amount of area in each land use designation under the CPU is shown on Table 3-8. The predominant land use designation in Uptown would remain residential, with single-family residential at 726 acres mirroring the current prevalence of single-family houses. The multi-family designation would comprise 380 acres.

Table 3-8						
Proposed Land Use Classifications in Uptown						
Community Plan Land Use	Acres	Percent				
Residential						
Residential - Single	726	27%				
Residential - Multi	380	14%				
Residential Total	1,106	41%				
Commercial and Office						
Visitor and Retail Commercial	181	8%				
Office Commercial	32	1%				
Commercial, Employment Total	213	9%				
Institutional and Educational Facilities						
Institutional	100	4%				
Education	29	1%				
Institutional and Education Total	129	5%				
Open Space and Parks						
Open Space	398	14%				
Population-based Parks	51	3%				
Parks and Open Space Total	449	17%				
Roads						
Roads	761	28%				
Agriculture						
Agriculture	0.5	0.0%1				
Total	2,658.5	100%				
Source: City of San Diago 2016	<u> </u>					

Source: City of San Diego 2016.

Table 3-9 describes the existing and proposed residential development anticipated from application of land uses shown on the proposed Uptown Land Use Map on vacant and underutilized parcels, according to analysis undertaken for the CPU. Table 3-10 shows the same for existing and proposed non-residential development.

<sup>&</sup>lt;sup>1</sup> – Existing community garden. Percentage accounts for less than 1% of the total acreage in the community

Table 3-9 Residential Development: Existing and at Proposed CPU Build-out							
	Existing De	evelopment	Proposed Plan	Build-out	Differ	ence	
	Residential Percent of Residential Percent of						
Residential Development	Units	Total	Units	Total	Change	Change (%)	
Single-Family Units <sup>1</sup>	7,540	33 %	5,520	17%	(2,020)	(27) %	
Multi-Family Units <sup>2</sup>	15,620	67 %	27,180	83%	11,560	74 %	
Total Housing Units	23,160	100%	32,700	100%	9,540	41 %	
Household Population	36,750		55,700		18,950	52 %	

#### Notes:

- 1 Includes detached single-family, multiple-unit single-family.
  2 Includes residential units in mixed-use development.
  Source: City of San Diego 2016.

Table 3-10 Non-Residential Development: Existing and at Proposed CPU Build-out							
	Existing De	evelopment	Proposed Plan	Build-out	Difference		
	Non- Residential		Non-Residential				
	Building	Percent of	Building	Percent		Change	
Non-Residential Development	(square feet)	Total	(square feet)	of Total	Change	(%)	
Commercial/Retail	1,875,780	26%	3,186,500	43%	1,309,720	70 %	
Visitor Commercial	366,460	5%	174,000	2%	(192,460)	(53)%	
Office	2,308,390	32%	1,598,700	21%	(709,690)	(31)%	
Industrial	19,710	1%	0	0%	(19,700)	(100)%	
Education	413,100	5%	364,200	5%	(48,900)	(12)%	
Institutional	2,214,450	30%	2,121,500	28%	(92,950)	(4)%	
Recreational	31,110	1%	31,100	1%	0	0%	
Total Non-Residential Development	7,229,000	100%	7,476,000	100%			
Source: City of San Diego 2016.	•						

#### 3.6.2 Future Actions Associated with Plan Build-out

Due to the nature of an amendment to a Community Plan and a lack of site-specific development proposals associated with the proposed CPU, site-specific environmental analyses of future development anticipated within the CPU area are not undertaken within this PEIR. However, the analysis anticipates that future development would occur within CPU area and would be subject to applicable development regulations and requirements of the CPU and this PEIR. Future development within the CPU would involve subsequent approval of public and private development proposals through both ministerial in accordance with the zoning and development regulations and discretionary reviews in accordance with the zoning and development regulations and proposed Uptown CPU policies. These subsequent activities may be public (i.e., road/streetscape improvements, parks, public facilities) or private projects, and are referred to as future development or future projects in the text of the PEIR. A non-inclusive list of discretionary actions that would occur as the CPU is implemented are shown on Table 3-11.

## Table 3-11 Potential Future Discretionary Actions Associated with Plan Build-out

#### **City of San Diego**

**Subdivision Maps** 

**Discretionary Permits** 

Site Development Permits

Establishment of Public Facilities Financing Mechanisms

**Conditional Use Permits** 

Neighborhood Development Permits

Neighborhood Use Permits

Planned Development Permits

**Variances** 

Street Vacations, Release of Irrevocable Offers of Dedication, and Dedications

Water and sewer infrastructure and road improvements

#### **State of California**

Caltrans Encroachment Permits

Section 1602/1603 Streambed Alteration Agreements

Water Quality Certification Determinations for Compliance with Section 401

Department of Education approval of school sites

#### **Federal Actions**

U.S. Army Corps of Engineers Section 404 Permits

USFWS Section 7 or 10 (a)

#### **Other Agencies**

SDG&E/Public Utilities Commission approvals of power line relocations or undergrounding



# **Chapter 4.0 History of Project Changes Related to CEQA**

## 4.1 NOP and Project Initiation

The City initiated the process of updating the Uptown, North Park and Golden Hill Community Plans in 2009, when the planning team began its analysis of existing conditions. The Notice of Preparation (NOP) for the Program Environmental Impact Report (PEIR) was issued on December 23, 2013 (State Clearinghouse No. 2013121076, a new State Clearinghouse No. to be assigned for the Uptown Community Plan Update [CPU] PEIR at the start of public review). A public scoping meeting was held on January 9, 2014, to gather agency and public input on the scope and content of the PEIR. Written comments were also received during the 30-day public comment period and are included as Appendix A of this PEIR. Potentially significant concerns and issue areas were defined based on the initial analysis of environmental setting and baseline conditions, and comments on the NOP, and are analyzed as part of this PEIR.

## 4.2 Community Outreach and Plan Development

Between 2009 and 2016, an extensive outreach program was undertaken to solicit input from residents, business owners, community leaders, public officials, and other interested parties. The outreach program included multiple Community Plan Update Advisory Committee meetings on various land use topics, historic resources and mobility open house events, and a cluster workshop involving participants from each of the three communities to discuss urban design. Multi-day workshops or "charrettes" focusing on land use, areas of change and stability, urban design, mobility, historic resources, and recreation were conducted for each of the Community Plan Update (CPU) areas culminating in an urban design framework that would set the foundation for developing land use policies and recommendations. Additionally, "Open Mic Night" events were hosted by the City in an effort for community members to consider various perspectives from stakeholder organizations such as those representing local business districts, neighborhood-level organizations, historic preservation societies, planning and architectural organizations, and hospitals, as well as

walkability, open space, and housing advocates. The policies and details of the CPUs were developed and shaped through this process.

## 4.3 Changes Based on Comments on the Draft Community Plans

Subsequent to the NOP in December 2013, the stakeholders in the Uptown CPU area continued to have comments and concerns regarding the recommended edits to the CPU, whereas the community groups for North Park and Golden Hill had largely completed their review of their individual CPUs and voted to proceed with key components of their respective CPU. To maintain the overall progress and not unnecessarily delay all CPUs, the City Planning Department made the decision to remove Uptown CPU from the North Park/Golden Hill PEIR, moving forward with a separate Uptown CPU PEIR. Chapter 2.0 (Environmental Setting) and Chapter 5.0 (Regulatory Framework) have retained some discussions related to the adjacent CPUs to reflect background information of these concurrent planning efforts. The North Park/Golden Hill CPUs PEIR was sent out for public review under separate cover on May 31, 2016. When the Uptown CPU PEIR is released for public review, a State Clearinghouse Number will be assigned to the project, separate from the North Park/Golden Hill CPUs PEIR.



# **Chapter 5.0 Regulatory Framework**

The regulatory framework applicable to each subject area included within this Program Environmental Impact Report (PEIR) is included in this chapter.

## 5.1 Land Use

Included within Section 3.0, Project Description, of this PEIR are descriptions of the existing land use plans that currently apply to the proposed Uptown Community Plan Update (CPU) area. The following expands the discussion of applicable plans and development regulations, including the General Plan, pertinent San Diego Municipal Code (SDMC) regulations, the City Multiple Species Conservation Program (MSCP) Subarea Plan, and the Airport Land Use Compatibility Plan.

## 5.1.1 City of San Diego General Plan

A comprehensive update of the City's General Plan was adopted in 2008, incorporating the City of Villages strategy, which in turn was developed and adopted as part of the Strategic Framework Element in 2002. The Strategic Framework Element represented the City's new approach for shaping how the City will grow while attempting to preserve the character of its communities and its most treasured natural resources and amenities. It was developed to provide the overall structure to guide the General Plan update and future CPUs and amendments, as well as the implementation of an action plan. Table 5-1 summarizes the general land use categories that will be applied within the Uptown CPU.

Under the City of Villages strategy, the General Plan aims to direct new development projects away from natural undeveloped lands into already urbanized areas and/or areas where conditions allow the integration of housing, employment, civic, and transit uses. It is a development strategy that mirrors regional planning and smart growth principles intended to preserve remaining open space and natural habitat and focus development in areas with available public infrastructure.

	Table 5-1					
		General Pl	an Land Use Categories			
General	Recommended	Use	5	General Plan		
Plan Land	Community Plan	Considerations	Description	Density Range		
Use	Designation	<b>.</b>		(du/ac¹)		
	Open Space	None	Provides for the preservation of land that has	N/A		
			distinctive scenic, natural, or cultural features;			
			that contributes to community character and			
_			form; or that contains environmentally sensitive resources. Applies to land or water areas that			
ıtio			are undeveloped, generally free from			
rea			development, or developed with very low-			
Rec			intensity uses that respect natural environmental			
ρι			characteristics and are compatible with the open			
al,			space use. Open Space may have utility for:			
асе			primarily passive park and recreational uses;			
Sp			conservation of land, water, and other natural			
neu			resources; historic or scenic purposes; visual			
Ор			relief; or landform preservation.			
Parks, Open Space, and Recreation	Population-based	None	Provides for areas designated for passive and/or	N/A		
Paı	Parks		active recreational uses, such as community			
			parks and neighborhood parks. It will allow for			
			facilities and services to meet the recreational			
			needs for the community as defined by the			
			Community Plan.			
	Residential – Low	None	Provides for both single-family and multi-family	5-9 du/ac		
			housing within a Low-density range.			
	Residential –	None	Provides for both single-family and multi-family	10-14 du/ac		
<u>-</u>	Low-Medium		housing within a Low–Medium-density range.	45.20   /		
ıtial	Residential –	None	Provides for both single-family and multi-family	15-29 du/ac		
Residential <sup>1</sup>	Medium Residential –	None	housing within a Medium-density range.	30-44 du/ac		
esi	Medium–High	None	Provides for multi-family housing within a Medium–High-density range.	30-44 du/ac		
~	Residential – High	None	Provides for multi-family housing within a High-	45-74 du/ac		
	Residential – High	None	density range.	45-74 du/ac		
	Residential – Very	None	Provides for multi-family housing in the highest	75+ du/ac		
	High		density range.	75 44746		
	Neighborhood	Residential	Provides local convenience shopping, civic uses,	0-44 du/ac		
and	Commercial	Permitted	and services serving an approximate three mile			
il,			radius. Housing may be allowed only within a			
eta			mixed-use setting.			
t, R	Community	Residential	Provides for shopping areas with retail, service,	0-74 du/ac		
1e n	Commercial	Permitted	civic, and office uses for the community at large			
oyn :es¹			within three to six miles. It can also be applied to			
plqr			Transit Corridors where multi-family residential			
En			uses could be added to enhance the viability of			
Commercial Employment, Retail, and Services <sup>1, 2, 3</sup>			existing commercial uses.			
Jer	Office Commercial	Residential	Provides for office employment uses with	0-44 du/ac		
ШШ		Permitted	limited, complementary retail uses. Residential			
CO			uses may occur only as part of a mixed-use			
			(commercial/residential) project.			

	Table 5-1 General Plan Land Use Categories							
General Plan Land Use	Recommended Community Plan Designation	Use Considerations	Description	General Plan Density Range (du/ac¹)				
Institutional and Public and Semi-Public Facilities <sup>4</sup>	Institutional	None	Provides a designation for uses that are identified as public or semi-public facilities in the Community Plan and which offer public and semi-public services to the community. Uses may include but are not limited to: airports, military facilities, community colleges, university campuses, landfills, communication and utilities, transit centers, water sanitation plants, schools, libraries, police and fire facilities, cemeteries, post offices, hospitals, park-and-ride lots, government offices, and civic centers.	N/A				

du/ac = dwelling units per acre

<sup>1</sup>Residential density ranges will be further refined and specific in each Community Plan. Residential densities mal also be narrowed within the density ranges established for the Commercial Employment, Retail, and Services General Plan land use category in this table. Community Plans may also establish density minimums where none are specified in the Commercial Employment, Retail, and Services General Plan land use category. Calculation of residential density is to be rounded to the nearest whole number if the calculation exceeds a whole number by 0.50 or more in most cases. In all other remaining instances, such as in the coastal areas, calculation of density is to be based on established policies and procedures. Whenever a plus (+) sign is identified next to a density number, the upper limit may be further specified in a Community Plan without causing the need for amending the General Plan, upon evaluation of impacts. For uses located within an airport influence area, the density ranges should be consistent with the Airport Land Use Compatibility Plan and Air Installation Compatible Use Zone study or steps should be taken to overrule the Airport Land Use Commission.

The General Plan includes 10 elements that are intended to provide guidance for future development. These are listed here and discussed in more detail below: (1) Land Use and Community Planning Element; (2) Mobility Element; (3) Urban Design Element; (4) Economic Prosperity Element; (5) Public Facilities, Services, and Safety Element; (6) Recreation Element; (7) Conservation Element; (8) Noise Element; (9) Historic Preservation Element; and (10) Housing Element. The Housing Element, which must be updated every five years under state law, was last updated in 2014 and is provided under separate cover due to the need for more frequent updates. It is required to be consistent with the General Plan goals and City of Villages strategies.

## **5.1.1.1** Land Use and Community Planning Element

The Land Use and Community Planning Element provides overarching policies to integrate the City of Villages strategy and guides the provision of public facilities while accommodating planned growth. Policies within this element, in combination with other elements, also ensure consistency with zoning regulations (e.g., SDMC).

The Land Use and Community Planning Element of the City's General Plan is largely seen as the structure and framework for developing Community Plans. When appropriate, policies call for Community Plans to further identify appropriate land uses to meet the goals set by the General Plan and City of Villages strategy. The policies also indicate that mixed-use areas, villages, and

<sup>&</sup>lt;sup>2</sup>Consult the Economic Prosperity Element for policies related to the commercial and industrial land use designations.

<sup>&</sup>lt;sup>3</sup>Commercial land use designations may be combined to meet community objectives.

<sup>&</sup>lt;sup>4</sup>Community Plans will further define the specific institutional uses allowed on a particular site.

community-specific policies are developed with public input and involvement.

The Land Use and Community Planning Element contains five goals related to community planning. These goals are to provide:

- 1. Community plans that are clearly established as essential components of the General Plan to provide focus upon community-specific issues.
- 2. Community plans that are structurally consistent yet diverse in their presentation and refinement of Citywide policies to address specific community goals.
- 3. Community plans that maintain or increase planned density of residential land uses in appropriate locations.
- 4. Community plan updates that are accompanied by updated Impact Fee Study (IFS; formerly known as Public Facilities Financing Plan [PFFPs]).
- 5. Community plans that are kept consistent with the future vision of the General Plan through comprehensive updates or amendments.

Community Plans are important because they contain specific policies that protect community character. Future public and private projects will be evaluated for consistency with policies in the Community Plans.

Environmental Protection/Environmental Justice. The General Plan Land Use and Community Planning Element also provides direction regarding balanced communities, equitable development, and environmental justice. The U.S Environmental Protection Agency (EPA) defines Environmental Justice as fair treatment and meaningful involvement of all peoples, regardless of race, color, national origin, or income, with respect to development, implementation and enforcement of environmental laws, regulations, and policies. The City of Villages strategy and emphasis on transit system improvements, transit-oriented development, and the Citywide prioritization and provision of public facilities in underserved neighborhoods are consistent with environmental justice goals.

#### 5.1.1.2 Urban Design Element

The Urban Design Element of the General Plan includes goals and policies specific to mixed-use villages and commercial areas. The element emphasizes the integration of compatible land uses. In addition, this element anticipates the creation of transit-focused, walkable village centers, the provision of high-quality public spaces and civic architecture, and the enhancement of the visual quality of office and industrial development.

## **5.1.1.3** Economic Prosperity Element

The Economic Prosperity Element contains policies that are intended to improve the economic prosperity. This is accomplished by ensuring that the economy grows in ways that strengthen San Diego industries, retail and create good jobs with self-sufficient wages, increase average income, and stimulate economic investment in the community.

#### 5.1.1.4 Noise Element

The focus of the Noise Element is to minimize excessive noise effects and improve the quality of life of people working and living in the City. The Noise Element identifies goals and related policies with regard to noise and land use compatibility, motor vehicle traffic noise, and trolley and train noise that are relevant to the CPUs. While the Noise Element articulates the City's goals, the enforcement mechanism to control noise is the City's Noise Ordinance, which is discussed in Section 5.6.

## 5.1.2 Land Development Code Regulations

Chapters 11 to 15 of the SDMC are referred to as the Land Development Code (LDC), as they contain the City's planning, zoning, subdivision, and building regulations that regulate how land is to be developed within the City. The LDC contains Citywide base zones that specify permitted land use, density, floor area ratio (FAR), and other development requirements for given zoning classifications, as well as overlay zones and supplemental regulations that provide additional development requirements.

Development of the proposed CPU area is subject to the development regulations of the LDC. As part of the LDC, certain geographic areas of the City, known as Planned Districts, are governed by specific Planned District Ordinances (PDOs), as identified in Chapter 15 of the LDC. Planned district means any legally described geographic area, (1) which has historical significance or serves as an established neighborhood or community, or (2) which is at the time of adoption developing or substantially undeveloped and for which a program of phased growth is desirable, and (3) which has been designated a Planned District by the City Council. The District shall be wholly within the boundaries of a precise plan or coterminous with the boundaries of a Community Plan. PDOs provide the means to adopt plans for certain areas of the City that provide land use, capital improvements, and public facilities controls in lieu of conventional zoning to accomplish the following goals:

- To preserve and enhance the cultural, aesthetic or economic value of neighborhoods having special importance due to their historical significance or because of their being part of older, established communities and neighborhoods; and
- 2. To systematically implement a comprehensive plan for the phased growth of developing and undeveloped areas of the City.

To implement the proposed CPU and included as part of the project analyzed within this PEIR, the City is proposing the deletion of existing zoning established by PDO and would apply Citywide zoning across the community.

## **5.1.2.1 General Development Regulations**

Chapter 14 of the LDC includes the general development regulations, supplemental development regulations, building regulations, and electrical/plumbing/mechanical regulations that govern all aspects of project development. The grading, landscaping, parking, signage, fencing, and storage

requirements are all contained within the Chapter 14, General Regulations. Also included within the general regulations of Chapter 14 are the Environmentally Sensitive Land (ESL) Regulations, discussed below.

#### 5.1.2.2 Environmentally Sensitive Lands Regulations

According to Section 143.0110 of the LDC, ESL Regulations apply to areas with any of the following: sensitive biological resources, steep hillsides, coastal beaches, sensitive coastal bluffs, and special Flood Hazard Areas. Development on a site containing environmentally sensitive lands requires a Site Development Permit in accordance with Section 125.0502 of the LDC. Future development on environmentally sensitive lands within the Uptown CPU area would be subject to the ESL Regulations where steep hillsides and sensitive biological resources occur.

#### 5.1.2.3 Historical Resources Regulations

The purpose of the City's Historical Resources Regulations, found in Section 143.0251 of the LDC is to protect, preserve, and, where damaged, restore the historical resources of San Diego, which include historical buildings, historical structures or objects, important archaeological sites, historical districts, historical landscapes, and traditional cultural properties. These regulations are intended to assure that development occurs in a manner that protects the overall quality of historical resources. The Historic Resources Regulations require that development affecting designated historical resources or historical districts shall provide full mitigation for the impact to the resource, in accordance with the Historical Resources Guidelines of the Land Development Manual (LDM), as a condition of approval. If development cannot, to the maximum extent feasible, comply with the development regulations for historical resources, then a project would require a permit.

## 5.1.3 Multiple Species Conservation Program

The Multiple Species Conservation Program is discussed below in Section 5.8.

## 5.1.4 Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority, serving as the Airport Land Use Commission, is required by state law to prepare an Airport Land Use Compatibility Plan (ALUCP) for the San Diego International Airport (SDIA). The Uptown CPU is within the Airport Influence Area (AIA) for SDIA. The AIA serves as the boundary for the ALUCP. The AIA is divided into to two review areas. Review Area 1 is defined by the combination of the 60-decibel (dB) Community Noise Equivalent Level (CNEL) noise contour, the outer boundary of all safety zones, and the airspace Threshold Siting Surfaces. All policies and standards in the ALUCP apply within Review Area 1. Review Area 2 is defined by the combination of the airspace protection and overflight boundaries beyond Review Area 1. Only airspace protection and overflight policies and standards apply within Review Area 2.

The ALUCP contains policies and criteria that address land use compatibilities concerning noise and safety aspects of airport operations and land uses, heights of buildings, residential densities and residential intensities and the disclosure of aircraft overflight. The adopted ALUCP for SDIA contains

policies that limit residential uses in areas experiencing noise above 60 dB CNEL by placing conditions on residential uses within the 60 dB CNEL contour. Residential uses in such areas may require sound attenuation to reduce interior noise levels to 45 dB. Since the Airport Land Use Commission does not have land use authority, the City implements the compatibility plan through land use plans, development regulations, and zoning regulations.

## 5.1.5 San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan is an update of the Regional Comprehensive Plan for the San Diego Region (RCP) and the 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS), combined into one document. The Regional Plan provides a blueprint for San Diego's regional transportation system in order to effectively serve existing and projected workers and residents within the San Diego region. In addition to the 2050 RTP, the Regional Plan includes an SCS, in compliance with Senate Bill (SB) 375. The SCS aims to create sustainable, mixed-use communities conducive to public transit, walking, and biking by focusing future growth in the previously developed, western portion of the region along the major existing transit and transportation corridors. The purpose of the SCS is to help the region meet the greenhouse gas (GHG) emissions reductions set by the California Air Resources Board (CARB). The Regional Plan has a horizon year of 2050 and projects regional growth and the construction of transportation projects over this time period. The Regional Plan was adopted by the San Diego Association of Governments (SANDAG) Board on October 9, 2015.

# 5.2 Visual Effects and Neighborhood Character

## 5.2.1 California Scenic Highways Program

Recognizing the value of scenic areas and the value of views from roads in such areas, the California State Legislature established the California Scenic Highway Program in 1963. This legislation sees scenic highways as "a vital part of the all-encompassing effort...to protect and enhance California's beauty, amenity and quality of life." Under this program, a number of state highways have been designated as eligible for inclusion as scenic routes. The one-mile portion of State Route 163, known as the Cabrillo Freeway, between the north and south boundaries of Balboa Park, is an Officially Designated State Scenic Highway.

## 5.2.2 City Of San Diego General Plan

The General Plan includes Citywide design goals and policies regarding visual elements that complement the goals for pedestrian-oriented and walkable villages from the City of Villages strategy. A village environment includes high-quality public spaces, civic architecture, and the enhancement of visual quality of all types of development.

The Urban Design Element of the General Plan establishes a set of design principles from which future physical design decisions can be based. Policies call for respecting San Diego's natural topography and distinctive neighborhoods, providing public art, and encouraging the development of walkable, transit-oriented communities.

In its introduction, the Urban Design Element of the General Plan states:

As the availability of vacant land becomes more limited, designing infill development and redevelopment that builds upon our existing communities becomes increasingly important. A compact, efficient, and environmentally sensitive pattern of development becomes increasingly important as the City continues to grow. In addition, future development should accommodate and support existing and planned transit service (City of San Diego 2008).

The General Plan Urban Design Element policies relevant to planning at the Community Plan level involve architectural and landscape elements, as well as the design of transit, parking, and residential. As part of community planning, this element also contains policies related to public spaces and cultural amenities that contribute to the character of neighborhoods.

# 5.3 Transportation and Circulation

This section summarizes existing regulations that apply to the transportation system.

## **5.3.1** State Regulations

#### **5.3.1.1** California Department of Transportation (Caltrans)

Caltrans is the primary state agency responsible for transportation issues. One of its duties is the construction and maintenance of the state highway system. Caltrans has established standards for street traffic flow and has developed procedures to determine if intersections require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and levels of services at such facilities, Caltrans may recommend measures to mitigate the traffic impacts of such projects.

#### 5.3.1.2 California Transportation Commission (CTC)

The CTC consists of nine members appointed by the California Governor. CTC is responsible for the programming and allocating of funds for the construction of highway, passenger rail, and transit improvements throughout the state. CTC is responsible for adopting the State Transportation Improvement Program and the State Highway Operation and Protection Program.

#### 5.3.1.3 AB 1358 – California Complete Streets Act of 2008

Supporting some of the previously referenced regulations/requirements, the California Complete Streets Act of 2008 (Assembly Bill [AB] 1358) requires circulation elements as of January 1, 2011, to accommodate the transportation system from a multi-modal perspective, including public transit and walking and biking, which have traditionally been marginalized in comparison to autos in contemporary American urban planning.

## 5.3.2 Local Regulations

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

See Section 5.1.5 for discussion of San Diego Forward: The Regional Plan.

#### 5.3.2.2 City of San Diego General Plan

The Mobility Element of the City of San Diego General Plan defines the policies regarding traffic flow and transportation facility design. The purpose of the Mobility Element is "to improve mobility through development of a balanced, multi-modal transportation network." The main goals of the Mobility Element pertain to walkable communities, transit first, street and freeway system, intelligent transportation systems (ITS), Transportation Demand Management (TDM), bicycling, parking management, airports, passenger rail, goods movement/freight, and regional transportation coordination and financing.

#### a. Uptown Adopted Community Plan Mobility Element

The purpose of the adopted Uptown Community Plan Mobility Element is to establish goals and policies to guide future street network and design, street classification, Level of Service (LOS), transit facilities and service, pedestrian and bicycle accommodations, and facility improvements needed to support future travel needs within the Community Plan area. This element would be replaced by the Mobility Element of the CPU if adopted.

#### b. City of San Diego Bicycle Master Plan (Update December 2013)

The City's Bicycle Master Plan Update (City of San Diego 2013) provides a framework for making cycling a more practical and convenient transportation option for a wider variety of San Diegans with varying riding purposes and skill-levels. The plan update evaluates and builds on the 2002 Bicycle Master Plan so that it reflects changes in bicycle user needs and changes to the City's bicycle network and overall infrastructure.

## 5.4 Air Quality

Motor vehicles are San Diego County's leading source of air pollution. In addition to these sources, other mobile sources include construction equipment, trains, and airplanes. Emission standards for mobile sources are established by state and federal agencies, such as the CARB and the U.S. EPA. Reducing mobile source emissions requires the technological improvement of existing mobile sources and the examination of future mobile sources, such as those associated with new or modification projects (e.g., retrofitting older vehicles with cleaner emission technologies). The State of California has developed statewide programs to encourage cleaner cars and cleaner fuels. Since 1996, smog-forming emissions from motor vehicles have been reduced by 15 percent, and the cancer risk from exposure to motor vehicle air toxics has been reduced by 40 percent. The regulatory framework described below details the federal and state agencies that are in charge of

monitoring and controlling mobile source air pollutants and the measures currently being taken to achieve and maintain healthful air quality in the San Diego Air Basin (SDAB).

In addition to mobile sources, stationary sources also contribute to air pollution in the SDAB. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources of air pollution are regulated by the local air pollution control or management district, in this case the San Diego Air Pollution Control District (APCD).

The State of California is divided geographically into 15 air basins for managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. If an air basin is not in either federal or state attainment for a particular pollutant, the basin is classified as a moderate, serious, severe, or extreme non-attainment area for that pollutant (there is also a marginal classification for federal non-attainment areas). Once a non-attainment area has achieved the air quality standards for a particular pollutant, it may be redesignated to an attainment area for that pollutant. To be redesignated, the area must meet air quality standards and have a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the Clean Air Act. Areas that are redesignated to attainment are called maintenance areas.

## 5.4.1 Federal Regulations

Ambient Air Quality Standards represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 United States Code (USC) 7401] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the CAA [42 USC 7409], the U.S. EPA developed primary and secondary national ambient air quality standards (NAAQS).

Six criteria pollutants of primary concern have been designated: ozone ( $O_3$ ), carbon monoxide (CO), sulfur dioxide ( $SO_2$ ), nitrogen dioxide ( $NO_2$ ), lead (Pb), and respirable particulate matter ( $PM_{10}$  and  $PM_{2.5}$ ). The primary NAAQS "...in the judgment of the Administrator, based on such criteria and allowing an adequate margin of safety, are requisite to protect the public health..." and the secondary standards "...protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air" [42 USC 7409(b)(2)]. The primary NAAQS were established, with a margin of safety, considering long-term exposure for the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties). The NAAQS are presented in Table 5-2.

			Table 5-2				
		Ambier	nt Air Quality S	tandards	N. C.		
Pollutant	Averaging Time	California Concentration <sup>3</sup>	Standards <sup>1</sup> Method <sup>4</sup>	Primary <sup>3,5</sup>	National Standa Secondary <sup>3,6</sup>	Method <sup>/</sup>	
Ozone <sup>8</sup>	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet	-	Same as Primary	Ultraviolet	
	8 Hour	0.07 ppm (137 μg/m³)	Photometry	0.070 ppm (137 µg/m <sup>3</sup> )	Standard	Photometry	
Respirable Particulate Matter (PM <sub>10</sub> ) <sup>9</sup>	24 Hour Annual Arithmetic Mean	50 μg/m³ 20 μg/m³	Gravimetric or Beta Attenuation	150 μg/m³ -	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
Fine Particulate	24 Hour	No Separate State Standard		35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
Matter (PM <sub>2.5</sub> ) <sup>9</sup>	Annual Arithmetic Mean	12 μg/m³	Gravimetric or Beta 12 μg/m³ 15 μg/m³ Attenuation		15 μg/m³		
	1 Hour	20 ppm (23 mg/m³)		35 ppm (40 mg/m³)	-		
Carbon Monoxide	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )	Non-dispersive Infrared Photometry	9 ppm (10 mg/m <sup>3</sup> )	-	Non-dispersive Infrared	
(CO)	(Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )	Photometry	-	-	Photometry	
Nitrogen Dioxide (NO <sub>2</sub> ) <sup>10</sup>	1 Hour	0.18 ppm (339 μg/m³)	Gas Phase	100 ppb (188 μg/m³)	-	Gas Phase	
	Annual Arithmetic Mean	0.030 ppm (57 μg/m³)	Chemi- luminescence	0.053 ppm (100 µg/m³)	Same as Primary Standard	Chemi- luminescence	
	1 Hour	0.25 ppm (655 µg/m³)		75 ppb (196 µg/m³)	-		
Sulfur	3 Hour	-	- Ultraviolet	-	0.5 ppm (1,300 μg/m³)	Ultraviolet Fluorescence; Spectro-	
Dioxide (SO <sub>2</sub> ) <sup>11</sup>	24 Hour	0.04 ppm (105 μg/m³)	Fluorescence	0.14 ppm (for certain areas) <sup>10</sup>	-	photometry (Pararosaniline - Method)	
	Annual Arithmetic Mean	-		0.030 ppm (for certain areas) <sup>10</sup>	-	- Method)	
	30 Day Average	1.5 μg/m³		-	-		
Lead <sup>12,13</sup>	Calendar Quarter	-	Atomic Absorption	1.5 µg/m³ (for certain areas) <sup>12</sup>	Same as	High Volume Sampler and Atomic Absorption	
	Rolling 3-Month Average	-		0.15 µg/m <sup>3</sup>	- Primary Standard		
Visibility Reducing Particles <sup>14</sup>	8 Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards			
Sulfates	24 Hour	25 μg/m <sup>3</sup>	Ion Chroma- tography				
Hydrogen Sulfide	1 Hour	0.03 ppm (42 μg/m³)	Ultraviolet Fluorescence				
Vinyl Chloride <sup>12</sup>	24 Hour on next page.	0.01 ppm (26 µg/m³)	Gas Chroma- tography				

# Table 5-2 Ambient Air Quality Standards

ppm = parts per million; ppb = parts per billion; μg/m³ = micrograms per cubic meter; – = not applicable.

California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

<sup>2</sup> National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM<sub>10</sub>, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 μg/m<sup>3</sup> is equal to or less than one. For PM<sub>2.5</sub>, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

<sup>4</sup> Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.

<sup>5</sup> National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

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

<sup>7</sup> Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.

<sup>8</sup> On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

 $^{9}$  On December 14, 2012, the national annual PM<sub>2.5</sub> primary standard was lowered from 15 μg/m $^{3}$  to 12.0 μg/m $^{3}$ . The existing national 24-hour PM<sub>2.5</sub> standards (primary and secondary) were retained at 35 μg/m $^{3}$ , as was the annual secondary standards of 15 μg/m $^{3}$ . The existing 24-hour PM<sub>10</sub> standards (primary and secondary) of 150 μg/m $^{3}$  also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years

years.

To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

On June 2, 2010, a new 1-hour SO<sub>2</sub> standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99<sup>th</sup> percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO<sub>2</sub> national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13 The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 μg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

<sup>14</sup> In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.
SOURCE: CARB 2015.

## 5.4.2 State Regulations

#### 5.4.2.1 Criteria Pollutants

The U.S. EPA allows states the option to develop different (stricter) standards. The State of California has developed the California Ambient Air Quality Standards (CAAQS) and generally has set more stringent limits on the criteria pollutants (see Table 5-2). In addition to the Federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride (see Table 5-2). The California CAA, also known as the Sher Bill or California AB 2595, was signed into law on September 30, 1988, and became effective on January 1, 1989. The California CAA requires that districts implement regulations to reduce emissions from mobile sources through the adoption and enforcement of transportation control measures. The California CAA also requires that a district must:

- 1. Demonstrate the overall effectiveness of the air quality program;
- 2. Reduce non-attainment pollutants at a rate of five percent per year, or include all feasible measures and expeditious adoption schedule;
- 3. Ensure no net increase in emissions from new or modified stationary sources;
- 4. Reduce population exposure to severe non-attainment pollutants according to a prescribed schedule;
- 5. Include any other feasible controls that can be implemented, or for which implementation can begin, within ten years of adoption of the most recent air quality plan; and
- 6. Rank control measures by cost-effectiveness. The SDAB is a non-attainment area for the State  $O_3$  standards, the State  $PM_{10}$  standard, and the State  $PM_{2.5}$  standard.

#### 5.4.2.2 Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (AB 1807: Health and Safety Code Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of toxic air contaminants and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to

acceptable levels. The Children's Environmental Health Protection Act, California SB 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children's exposure to air pollutants. The act requires CARB to review its air quality standards from a children's health perspective, evaluate the statewide air monitoring network, and develop any additional air toxic control measures needed to protect children's health. Locally, toxic air pollutants are regulated through the San Diego APCD's Regulation XII.

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

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

#### 5.4.2.3 State Implementation Plan

State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. The CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. The CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register. All of the items included in the California SIP are listed in the Code of Federal Regulations (CFR) at 40 CFR 52.220.

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

### 5.4.2.4 Regional Air Quality Strategy

The San Diego APCD prepared the 1991/1992 Regional Air Quality Strategy (RAQS) in response to the requirements set forth in AB 2595. The draft was adopted, with amendments, on June 30, 1992 (County of San Diego 1992). Attached, as part of the RAQS, are the Transportation Control Measures (TCMs) for the air quality plan prepared by the SANDAG in accordance with AB 2595 and adopted by SANDAG on March 27, 1992, as Resolution Number 92-49 and Addendum. The required triennial

updates of the RAQS and corresponding TCMs were adopted in 1995, 1998, 2001, 2004, and 2009. An update is currently being prepared based on the revised 8-hour ozone standard. The RAQS and TCMs set forth the steps needed to accomplish attainment of the CAAQS.

#### 5.5 Greenhouse Gas Emissions

In response to rising concern associated with increasing GHG emissions and global climate change impacts, several plans and regulations have been adopted at the national, state, and local levels with the aim of reducing GHG emissions. Important federal, state, and local plans and regulations are summarized below.

#### 5.5.1 Federal

#### 5.5.1.1 Federal Clean Air Act

The U.S. Supreme Court ruled on April 2, 2007, in *Massachusetts v. U.S. Environmental Protection Agency* that carbon dioxide ( $CO_2$ ) is an air pollutant, as defined under the CAA, and that the U.S. EPA has the authority to regulate emissions of GHGs. The U.S. EPA announced that GHGs (including  $CO_2$ , methane [ $CH_4$ ], nitrous oxide [ $N_2O$ ], hydrofluorocarbons [HFC], perfluorocarbons [PFC], and sulfur hexafluoride [ $SF_6$ ]) threaten the public health and welfare of the American people. This action was a prerequisite to finalizing the U.S. EPA's GHG emissions standards for light-duty vehicles, which were jointly proposed by the U.S. EPA and the United States Department of Transportation's National Highway Traffic Safety Administration (NHTSA). The standards were established on April 1, 2010 for 2012 through 2016 model year vehicles and on October 15, 2012 for 2017 through 2025 model year vehicles (U.S. EPA 2010, 2012).

## 5.5.1.2 Climate Change Action Plan

Adopted in 1993, the U.S. Climate Change Action Plan (CCAP) consists of voluntary actions to reduce all significant GHGs from all economic sectors. Backed by federal funding, the CCAP supports cooperative partnerships between the government and the private sector in establishing flexible and cost-effective ways to reduce GHG emissions. The CCAP encourages investments in new technologies, but also relies on previous actions and programs focused on saving energy, reducing transportation emissions, improving forestry management, and reducing waste. With respect to energy and transportation-related GHG emissions reductions, the CCAP includes the following:

1. Energy Demand Actions to accelerate the use of existing energy saving technologies and encourage the development of more advanced technologies. Commercial actions focus on installing efficient heating and cooling systems in commercial buildings and upgrading to energy-efficient lighting systems (the Green Lights program). The State Buildings Energy Incentive Fund provides funding to states for the development of public building energy management programs. Residential actions focus on developing new residential energy standards and building codes and providing money-saving energy efficient options to homeowners.

- 2. Energy Supply Actions to reduce emissions from energy supply. These actions focus on increasing the use of natural gas, which emits less CO<sub>2</sub> than coal or oil, and investing in renewable energy sources, such as solar and wind power, which result in zero net CO<sub>2</sub> emissions. Energy supply strategies also focus on reducing the amount of energy lost during distribution from power plants to consumers.
- 3. Transportation Actions to reduce transportation-related emissions are focused on investing in cleaner fuels and more efficient technologies, and reducing vehicle miles traveled (VMT). In addition, the U.S. EPA and Department of Transportation (U.S. DOT) are to draft guidance documents for reducing VMTs for use in developing local clean air programs.

#### 5.5.1.3 Corporate Average Fuel Economy Standards

The federal Corporate Average Fuel Economy (CAFE) standards determine the fuel efficiency of certain vehicle classes in the U.S. While the standards had not changed since 1990, as part of the Energy and Security Act of 2007, the CAFE standards were increased in 2007 for new light-duty vehicles to 35 miles per gallon (mpg) by 2020. In May 2009, President Obama announced further plans to increase CAFE standards to require light-duty vehicles to meet an average fuel economy of 35.5 mpg by 2016. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel.

#### 5.5.2 State

The State of California has adopted a number of plans and regulations aimed at identifying statewide and regional GHG emissions caps, GHG emissions reduction targets, and actions and timelines to achieve the target GHG reductions.

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

This executive order (EO), signed on June 1, 2005, established the following GHG emission reduction targets for the state of California:

- by 2010, reduce GHG emissions to 2000 levels;
- by 2020 reduce GHG emissions to 1990 levels;
- by 2050 reduce GHG emissions to 80 percent below 1990 levels.

This EO also directs the secretary of the California EPA to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts to California related to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. With regard to impacts, the report shall also prepare and report on mitigation and adaptation plans to combat the impacts. The first Climate Action Team Assessment Report was produced in March 2006 and has been updated every two years.

# 5.5.2.2 Executive Order B-30-15 – 2030 Statewide GHG Emission Goal

This EO, issued by Governor Brown on April 29, 2015, established an interim GHG emission reduction goal for the state of California: by 2030, reduce GHG emissions to 40 percent below 1990 levels. This EO also directed all state agencies with jurisdiction over GHG emitting sources to implement measures designed to achieve the new interim 2030 goal as well as the pre-existing long-term 2050 goal identified in EO S- 3-05 (see discussion above). Additionally, this EO directed CARB to update its AB 32 (Nuñez) mandated Scoping Plan (see discussion above) to address the 2030 goal. Therefore, in the coming months, CARB is expected to develop statewide inventory projection data for 2030 as well as commence its efforts to identify reduction strategies capable of securing emission reductions that allow for achievement of the EO's new interim goal.

#### 5.5.2.3 AB 32 - California Global Warming Solutions Act

In response to EO S-3-05, the California legislature passed AB 32, the California Global Warming Solutions Act of 2006, which was signed on September 27, 2006. It requires the CARB to adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. The CARB is also required to publish a list of discrete GHG emission reduction measures. As required by AB 32, CARB has established a statewide GHG emissions cap for 2020, and adopted reporting rules for large industrial sources and a Climate Change Scoping Plan (Scoping Plan).

## 5.5.2.4 Climate Change Scoping Plan

As directed by AB 32, the Scoping Plan prepared by CARB in December 2008 includes measures to reduce statewide GHG emissions to 1990 levels by 2020. These reductions are what CARB identified as necessary to reduce forecasted "Business As Usual" (BAU) 2020 emissions. CARB will update the Scoping Plan at least once every five years to allow evaluation of progress made and to correct the Scoping Plan's course where necessary.

The 2008 Scoping Plan estimated annual BAU 2020 emissions to reach 596 million metric tons of  $CO_2$  equivalent (MMT  $CO_2E$ ). Thus, to achieve 1990 emissions levels of 427 MMT  $CO_2E$ , a 169 MMT $CO_2E$  reduction was thus determined to be needed by 2020. The majority of reductions are directed at the sectors with the largest GHG emissions contributions— transportation and electricity generation—and involve statutory mandates affecting vehicle or fuel manufacture, public transit, and public utilities. The CARB list of reductions is included in the technical GHG analysis in Appendix E. The Scoping Plan also lists several other recommended measures that will contribute toward achieving the 2020 statewide reduction goal, but whose reductions are not (for various reasons, including the potential for double counting) additive with the measures listed in Table 8 of Appendix E. These include state and local government operations. The Scoping Plan reduction measures and complementary regulations are described further in the following sections, and are grouped under the two headings of Transportation-related Measures and Non-Transportation-Related Measures as representative of the sectors to which they apply.

Approved in May 2014, the First Update to the Scoping Plan defines CARB's priorities for the next five years and sets the groundwork to reach long-term goals set forth in EO S-3-05. The First Update describes advancements in climate science such as the quantification of the impacts of temperature change, further understanding of the mechanisms of climate pollutants (black carbon, methane, and hydrofluorocarbons), and improvements to GHG monitoring. The First Update also describes progress made since the original Scoping Plan including implementation of a more comprehensive Cap-and-Trade Program, the Low Carbon Fuel Standard (LCFS), a 33 percent Renewable Portfolio Standard, and an Advanced Clean Cars program that has been adopted at the Federal level.

#### 5.5.2.5 AB 1493 – Vehicular Emissions of Greenhouse Gases

AB 1493 (Pavley) directed CARB to adopt vehicle standards that lowered GHG emissions from passenger vehicles and light-duty trucks to the maximum extent technologically feasible, beginning with the 2009 Model Year. CARB has adopted amendments to its regulations that would enforce AB 1493 but provide vehicle manufacturers with new compliance flexibility. Pavley standards are currently divided into two phases. Standards that regulate vehicles model years 2009 through 2016 are termed "Pavley I", standards for Model Years 2017 through 2025 were originally termed "Pavley II".

With these actions, it is expected that Pavley I will reduce GHG emissions from California passenger vehicles by a total of 31.5 MMT  $CO_2E$  counted toward the total pre- economic downturn statewide reduction target on the capped sector of 146.7 MMT  $CO_2E$  (CARB Scoping Plan). CARB adopted a second phase of the Pavley regulations, termed "Pavley II," which are now called the Low Emission Vehicle III (LEV III) Standards. LEV III covers Model Years 2017 to 2025. These reductions are to come from improved vehicle technologies such as small engines with superchargers, continuously variable transmissions, and hybrid electric drives.

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

This executive order directed that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least ten percent by 2020 through a LCFS. CARB adopted the LCFS as a discrete early action measure pursuant to AB 32 in April 2009 and includes it as a reduction measure in its Scoping Plan.

The LCFS is a performance standard with flexible compliance mechanisms intended to incentivize the development of a diverse set of clean, low-carbon transportation fuel options. Its aim is to accelerate the availability and diversity of low-carbon fuels such as biofuels, electricity, and hydrogen, by taking into consideration the full life cycle of GHG emissions. A ten-percent reduction in the intensity of transportation fuels is expected to equate to a reduction of  $16.5 \text{ MMTCO}_2\text{E}$  in 2020. However, in order to account for possible overlap of benefits between LCFS and the Pavley GHG standards, CARB has discounted the contribution of LCFS to  $15 \text{ MMT CO}_2\text{E}$ .

## 5.5.2.7 Senate Bill 375—Regional Emissions Targets

The SB 375 was signed in September 2008 and requires CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Scoping Plan measure described above. Its

purpose is to align regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation to reduce GHG emissions by promoting high-density, mixed-use developments around mass transit hubs.

The CARB, in consultation with Metropolitan Planning Organizations (MPOs), was required to provide each affected region with passenger vehicle GHG emissions reduction targets for 2020 and 2035 by September 30, 2010. The SANDAG is the San Diego region's MPO. On August 9, 2010 CARB released the staff report on the proposed reduction target, which was subsequently approved by CARB on September 23, 2010. The San Diego region will be required to reduce GHG emissions from cars and light trucks seven percent per capita by 2020 and 13 percent by 2035. The reduction targets are to be updated every eight years, but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets.

Once reduction targets are established, each of California's MPOs must prepare and adopt a SCS that demonstrates how the region will meet its GHG reduction targets through integrated land use, housing, and transportation planning. Enhanced public transit service combined with incentives for land use development that provides a better market for public transit will play an important role in the SCS. After the SCS is adopted by the MPO, the SCS will be incorporated into that region's federally enforceable RTP. San Diego's MPO, SANDAG, completed and adopted its 2050 RTP in October 2011, the first such plan in the state that included a SCS.

CARB is also required to review each final SCS to determine whether it would, if implemented, achieve the GHG emission reduction target for its region. If the combination of measures in the SCS will not meet the region's target, the MPO must prepare a separate Alternative Planning Strategy (APS) to meet the target. The APS is not a part of the RTP.

## 5.5.2.8 Million Solar Roofs Program

The Million Solar Roofs Program was created by SB 1 in 2006 and includes the California Public Utilities Commission's (CPUC's) California Solar Initiative and California Energy Commission's (CEC's) New Solar Homes Partnership. It requires publicly owned utilities to adopt, implement, and finance solar-incentive programs to lower the cost of solar systems and help achieve the goal of installing 3,000 megawatts (MW) of new solar capacity by 2020. The Million Solar Roofs Program is one of CARB's GHG reduction measures identified in the 2008 Scoping Plan. Achievement of the program's goal is expected to equate to a reduction of 2.1 MMT CO<sub>2</sub>E in 2020 statewide BAU emissions.

## 5.5.2.9 California Energy Code

The California Code of Regulations, Title 24, Part 6 is the California Energy Code. This code, originally enacted in 1978 in response to legislative mandates, establishes energy- efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. The most recent amendments to the Energy Code, known as 2013 Title 24, or the 2013 Energy Code, became effective July 1, 2015. The 2013 Title 24 requires energy use reductions of 25 to 30 percent above the former 2008 Title 24 Energy Code. By reducing California's energy consumption, emissions of statewide GHGs may also be reduced.

New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. The compliance reports must demonstrate a building's energy performance through use of CEC-approved energy performance software that shows iterative increases in energy efficiency given selection of various heating, ventilation, and air-conditioning (HVAC); sealing; glazing; insulation; and other components related to the building envelope. Title 24 governs energy consumed by the built environment by the major building envelope systems such as space heating, space cooling, water heating, some aspects of the fixed lighting system, and ventilation. Non-building energy use, or plug-in energy use (such as appliances, equipment, electronics, plug-in lighting), are independent of building design and are not subject to Title 25.

#### 5.5.2.10 California Green Building Standards

California Code of Regulations, Title 24, Part 11 are the California Green Building Standards. Beginning in 2011, California Green Building Standards Code (CalGreen) instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial and low-rise residential buildings, state-owned buildings, schools, and hospitals. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory requirements and may adopt CalGreen with amendments for stricter requirements.

The mandatory standards require:

- 20 percent mandatory reduction in indoor water use relative to specified baseline levels;
- 50 percent construction/demolition waste diverted from landfills;
- mandatory inspections of energy systems to ensure optimal working efficiency; and
- requirements for low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards.

The voluntary standards require:

- Tier I 15 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste, ten percent recycled content, 20 percent permeable paving, 20 percent cement reduction, cool/solar reflective roof; and
- Tier II 30 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste, 15 percent recycled content, 30 percent permeable paving, 30 percent cement reduction, cool/solar reflective roof.

Similar to the compliance reporting procedure described above for demonstrating code compliance under Title 24, Part 6, in new buildings and major renovations, compliance with the CalGreen water reduction requirements must be demonstrated through completion of water use reporting forms for new low-rise residential and non-residential buildings. The water use compliance forms must

demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CalGreen or a reduced per-plumbing-fixture water use rate.

The CARB Scoping Plan includes a Green Building Strategy with the goal of expanding the use of green building practices to reduce the carbon footprint of new and existing buildings. Consistent with CalGreen, the Scoping Plan recognized that GHG reductions would be achieved through buildings that exceed minimum energy-efficiency standards, decrease consumption of potable water, reduce solid waste during construction and operation, and incorporate sustainable materials. Green building is thus a vehicle to achieve the Scoping Plan's statewide electricity and natural gas efficiency targets, and lower GHG emissions from waste and water transport sectors.

In the Scoping Plan, CARB projects that an additional  $26.3 \text{ MMT CO}_2\text{E}$  could be reduced through expanded green building standards. However, this reduction is not counted toward the BAU 2020 reduction goal to avoid any double counting, as most of these reductions are accounted for in the electricity, waste, and water sectors. Because of this, CARB has assigned all emissions reductions that occur because of green building strategies to other sectors for meeting AB 32 requirements, but will continue to evaluate and refine the emissions from this sector.

#### 5.5.2.11 Senate Bill 97—CEQA GHG Amendments

SB 97 (Dutton), passed by the legislature and signed on August 24, 2007, required the Office of Planning and Research on or before July 1, 2009 to prepare, develop, and transmit to the Resources Agency amendments to the CEQA guidelines (Guidelines) to assist public agencies in the evaluation and mitigation of GHGs or the effects of GHGs as required under CEQA, including the effects associated with transportation and energy consumption. SB 97 required the Resources Agency to certify and adopt those guidelines by January 1, 2010. Proposed amendments to the state CEQA Guidelines for GHG emissions were submitted on April 13, 2009, adopted on December 30, 2009, and became effective March 18, 2010.

Section 15065.4 of the amended Guidelines includes the following requirements for determining the significance of impacts from GHG emissions:

- (a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15065. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:
  - Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or
  - 2) Rely on a qualitative analysis or performance-based standards.

While the amendments require calculation of a project's contribution, they clearly do not establish a standard by which to judge a significant effect or a means to establish such a standard.

#### 5.5.3 Local

### 5.5.3.1 San Diego Forward: The Regional Plan

Refer to Section 5.1.5 for a discussion of SANDAG's San Diego Forward: The Regional Plan.

#### 5.5.3.2 City of San Diego General Plan (2008)

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

One specific concept introduced in the General Plan is the City of Villages Strategy, which proposes growth to be directed into pedestrian-friendly mixed-use activity centers linked to an improved regional transit system. The City of Villages Strategy shifts the focus of land use policies to encourage infill development and reinvest in existing communities. Locating different land uses types near one another can decrease mobile emissions. Thus, the development of dense urban "villages" would generate less GHG emissions. The City of Villages Strategy can be seen as an effort to avoid what is commonly referred to as "urban sprawl".

Cumulative impacts of GHG emissions were qualitatively analyzed and determined to be significant and unavoidable in the PEIR for the General Plan. A PEIR Mitigation Framework was included that indicated that "for each future project requiring mitigation (measures that go beyond what is required by existing programs, plans, and regulations), project-specific measures will [need to] be identified with the goal of reducing incremental project-level impacts to less than significant; or the incremental contributions of a project may remain significant and unavoidable where no feasible mitigation exists".

#### 5.5.3.3 Climate Action Plan

In December 2015, the City adopted its Climate Action Plan (CAP). The CAP identifies measures to meet GHG reduction targets for 2020 and 2035. The CAP consists of a 2010 inventory of GHG emissions, a BAU projection for emissions at 2020 and 2035, state targets, and emission reductions

with implementation of the CAP. The City identifies GHG reduction strategies focusing on energy-and water-efficient buildings; clean and renewable energy; bicycling, walking, transit, and land use; zero waste; and climate resiliency. Accounting for future population and economic growth, the City projects GHG emissions will be approximately 15.9 MMT  $CO_2E$  in 2020 and 16.7 MMT  $CO_2E$  in 2035. To achieve its proportional share of the state reduction targets for 2020 (AB 32) and 2050 (EO S-3-05), the City would need to reduce emissions below the 2010 baseline by 15 percent in 2020 and 50 percent by 2035. To meet these goals, the City must implement strategies that reduce emissions to approximately 11.0 MMT  $CO_2E$  in 2020 and 6.5 MMT  $CO_2E$  in 2035. Through implementation of the CAP, the City is projected to reduce emissions even further below targets by 1.2 MMT  $CO_2E$  by 2020 and 205,462 MTCO<sub>2</sub>E by 2035.

#### 5.6 Noise

#### 5.6.1 State

### **5.6.1.1** California Code of Regulations

Title 24, Chapter 12, Section 1207, of the California Building Code (CBC) requires that interior noise levels, attributable to exterior sources, not exceed to 45 dB CNEL in any habitable room. A habitable room in a building is used for living, sleeping, eating or cooking; bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable spaces. An acoustical study is required for proposed single-family, multiple-unit residential and hotel/motel structures within areas where the noise contours exceeds 60 dB CNEL. The studies must demonstrate that the design of the building will reduce interior noise to 45 dB CNEL or lower in inhabitable rooms. If compliance requires windows to be inoperable or closed, the structure must include ventilation or air-conditioning (24 California Code of Regulations [CCR] 1207 2010).

Title 24, Chapter 11 of CalGreen provides mandatory measures for residential and non-residential buildings. Section 5.507, Environmental Comfort, addresses interior noise control in non-residential buildings. This section provides the minimum Sound Transmission Class and Outdoor–Indoor Sound Transmission Class for wall, roof–ceiling assemblies, and windows for buildings located within the 65 A-weighted decibels (dB(A)) CNEL contour of an airport, freeway, expressway, railroad, industrial source, or fixed guideway source as determined by the Noise Element of the General Plan. As indicated, buildings shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly average equivalent level of 50 dB(A) Leq. Exterior features such as sound walls or earth berms may be utilized as appropriate to the building, addition, or alteration project to mitigate sound migration to the interior. An acoustical analysis documenting complying interior sound levels shall be prepared by personnel approved by the architect or engineer of record.

#### 5.6.2 Local

### 5.6.2.1 City of San Diego General Plan

#### a. Exterior Noise

The City specifies compatibility standards for different categories of land use in the Noise Element of the General Plan. Table 5-3 provides the allowable noise levels by land use as identified in the City's General Plan (City of San Diego 2015).

As shown, the "compatible" noise level for noise sensitive receptors, including single- and multi-family residential, is 60 CNEL. Compatibility indicates that standard construction methods will attenuate exterior noise to an acceptable indoor noise level and people can carry out outdoor activities with minimal noise interference.

Exterior noise levels ranging between 65 and 70 CNEL are considered "conditionally compatible" for multiple units, mixed-use commercial/residential, live work, and group living accommodations. The Noise Element also states (Section B, Motor Vehicle Traffic Noise) that although not generally considered compatible, the City conditionally allows multi-family and mixed-use residential uses up to 75 dB(A) CNEL with a requirement to include attenuation measures to ensure an interior noise level of 45 dB(A) CNEL where a Community Plan allows multi-family and mixed-use.

For single-family units, mobile homes, and senior housing, exterior noise levels ranging between 60 and 65 dB(A) CNEL are considered "conditionally compatible." Conditionally compatible uses are permissible, provided interior noise levels will not exceed 45 dB(A) CNEL. Therefore, projects sited on land that falls into the "conditionally compatible" noise environment require an acoustical study.

Park uses are considered compatible in areas up to 70 dB(A) CNEL and conditionally compatible in areas between 70 and 75 dB(A) CNEL.

			Table 5-3						
	City of San	Diego Land III	se - Noise Compatibility Gui	idali	nas				
	City of Sail	_	Table NE-3)	iueii	iics				
	_	(Table NE-3)				xterior Noise Exposure (dBA CNEL)			
					60	65	70	75	
		Land Use Categor	V		00	03	, 0	, ,	
Parks and Rec	reational		ı						
Parks, Active a	and Passive Recreation	on							
Outdoor Spec Facilities	tator Sports, Golf Co	urses; Water Recr	eational Facilities; Indoor Recreation						
Agricultural									
Nurseries & G	& Farming; Comr Freenhouses; Animal	nunity Gardens, Raising, Maintain	Aquaculture, Dairies; Horticulture & Keeping; Commercial Stables						
Residential	ng Units; Mobile Hom	05		l	45		1		
			aft noise, refer to Policies NE-D.2. &	_] :	45	45*			
Institutional									
Hospitals; Nu	rsing Facilities; Inter I Facilities; Libraries;	mediate Care Fac Museums;; Child C	ilities; Kindergarten through Grade Care Facilities		45				
Other Education	tional Facilities incl	uding Vocational	Trade Schools and Colleges and		45	45			
Cemeteries									
Retail Sales									
Sundries, Pha	rmaceutical, & Conve	od, Beverages & enience Sales; Wea	Groceries; Pets & Pet Supplies; Fring Apparel & Accessories			50	50		
Commercial S			Deighio - Figure in Location tions	i	I		1		
Maintenance	& Repair: Personal	Services: Assembl	<ul> <li>Drinking; Financial Institutions;</li> <li>y &amp; Entertainment (includes public</li> <li>Golf Course Support</li> </ul>			50	50		
	and religious assembly); Radio & Television Studios; Golf Course Support Visitor Accommodations				45	45	45		
Offices									
Business & Pr Corporate He		ient; Medical, Den	tal & Health Practitioner; Regional &			50	50		
	ehicular Equipment S								
Sales & Renta	ls; Vehicle Equipmen	t & Supplies Sales	nce; Commercial or Personal Vehicle & Rentals; Vehicle Parking						
	stribution, Storage U								
Wholesale Dis	k Materials Storage stribution	Yards; Moving	& Storage Facilities; Warehouse;						
Industrial									
Terminals; Mi	ning & Extractive Ind	ustries	Industry; Trucking & Transportation						
Research & Do	evelopment						50		
	Compatible	Indoor Uses	Standard construction methods sh to an acceptable indoor noise level.					noise	
	Compatible	Outdoor Uses	Activities associated with the land u	ıse m	ay be	carrie	d out.		
45, 50	45 50 Conditionally		Building structure must attenuate noise level indicated by the num areas. Refer to Section I.	exte ber (	exterior noise to the indoor ber (45 or 50) for occupied				
45, 50	Compatible	Outdoor Uses	Feasible noise mitigation techniquincorporated to make the outdoor Section I.	ues s activi	les should be analyzed a activities acceptable. Refer				
		Indoor Uses	New construction should not be un	derta	ken.				
	Incompatible	Outdoor Uses	Severe noise interference r unacceptable.	make	5 01	utdooi	act	tivities	
Source: City o	f San Diego, General	Plan Amendment	to the Noise Element 2015.						

#### **b.** Interior Noise

Noise-sensitive residential/habitable interior spaces have an interior standard of 45 CNEL, as stated in the City's 2011 Significance Determination Thresholds and the California Noise Insulation Standards. The Significance Determination Thresholds indicate that for multi-family development, exterior noise levels would be considered significant if future projected traffic would result in noise levels exceeding 65 dB(A) CNEL at exterior usable areas or interior noise levels exceeding 45 dB(A) CNEL.

The City assumes that standard construction techniques will provide a 15 dB reduction of exterior noise levels to an interior receiver. Given this assumption, standard building construction could be assumed to result in interior noise levels of 45 dB CNEL or less when exterior noise sources are 60 dB(A) CNEL or less. When exterior noise levels are greater than 60 dB(A) CNEL, consideration of specific non-standard building construction techniques is required.

Proposed new construction and major renovations must demonstrate compliance with the current interior noise standards through submission and approval of a Title 24 Compliance Report.. In the case of ministerial projects for single family, there is no procedure to ensure that noise is adequately attenuated outside of the Airport Influence Area.

#### c. Policies

The General Plan Noise Element contains the following policies regarding the preparation of acoustical studies and interior noise guidelines:

- NE-A.4. Require an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use Noise Compatibility Guidelines (Table NE-3), so that noise mitigation measures can be included in the project design to meet the noise guidelines.
- NE-I.1. Require noise attenuation measures to reduce the noise to an acceptable noise level for proposed developments to ensure an acceptable interior noise level, as appropriate, in accordance with California's noise insulation standards (CCR Title 24) and Airport Land Use Compatibly Plans.
- NE-I.2. Apply CCR Title 24 noise attenuation measures requirements to reduce the noise to an acceptable noise level for proposed single-family, mobile homes, senior housing, and all other types of residential uses not addressed by CCR Title 24 to ensure an acceptable interior noise level, as appropriate.
- NE-E.5. Implement night and daytime on-site noise level limits to address noise generated by commercial uses where it affects abutting residential and other noise-sensitive uses.

#### 5.6.2.2 Noise Abatement and Control Ordinance

Section 59.5.0101 et seq. of the City Municipal Code, the Noise Abatement and Control Ordinance, regulates the sources of disturbing, excessive, or offensive noises within the City limits. Sound level limits are established for various types of land uses and are measured in one-hour averages. The 1-hour, A-weighted equivalent sound level,  $L_{eq}(1)$ , is the energy average of the A-weighted sound levels occurring during a 1-hour period. The Ordinance states that it is unlawful for any person to cause noise by any means to the extent that the 1-hour average sound level exceeds the applicable limit given for that land use. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts. Table 5-4, shows the exterior noise limits specified in the City's Noise Control Ordinance.

Construction noise is regulated by Section 59.5.0404 of the City Municipal Code, that states:

- It shall be unlawful for any person, between the hours of 7:00 P.M. of any day and 7:00 A.M. of the following day, or on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays, to erect, construct, demolish, excavate for, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise...
- . . . it shall be unlawful for any person, including the City of San Diego, to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12hour period from 7:00 A.M. to 7:00 P.M.

Table 5-4 San Diego Property Line Noise Level Limits						
	Noise Level [dB(A)]					
	7:00 A.M. to	7:00 P.M. to	10:00 P.M. to			
Receiving Land Use Category	7:00 р.м.	10:00 р.м.	7:00 A.M.			
Single-family Residential	50	45	40			
Multi-family Residential (up to a maximum density of 1 dwelling unit/2,000 square feet)	55	50	45			
All Other Residential	60	55	50			
Commercial	65	60	60			
Industrial or Agricultural	75	75	75			
SOURCE: City of San Diego Municipal Code Section 59.5.0401						

## 5.6.2.3 Airport Land Use Compatibility Plan

As discussed in Section 5.1.4, the San Diego County Regional Airport Authority, prepared an ALUCP for the SDIA. The Uptown CPU area is within the Review Area 1 AIA for SDIA. The AIA serves as the boundary for the ALUCP. In addition to the policies and criteria addressing land use compatibilities, including building heights and densities, the ALUCP contains policies and criteria concerning noise.

The adopted ALUCP for SDIA contains policies that place conditions on residential uses at and above the 60 dB CNEL contour (Review Area 1). Table 5-5 provides the allowable noise levels by land use.

	le 5-5			
Airport Noise Cor	npatibility C			
Land Use Category <sup>a</sup>		Exterior Noise	Exposure (CNEL	.)
Note: Multiple categories may apply to a project	60-65	65-70	70-75	75+
Residential				
Single-family, Multi-family	45	45 <sup>1</sup>	45 <sup>1,2</sup>	45 <sup>1,2</sup>
Single Room Occupancy (SRO) Facility	45	45 <sup>1</sup>	45 <sup>1,2</sup>	45 <sup>1,2</sup>
Group Quarters	45	45 <sup>1</sup>	45 <sup>1,2</sup>	45 <sup>1,2</sup>
Commercial, Office, Service, Transient Lodging		T.	T.	
Hotel, Motel, Resort	45/50	45/50	45/50	45/50
Office – Medical, Financial, Professional Services, Civic			50	50
Retail (e.g., Convenience Market, Drug Store, Pet Store)			50	50
Service – Low Intensity (e.g., Gas Station, Auto Repair, Car			50	50
Wash)				
Service – Medium Intensity (e.g., Check-cashing,			50	50
Veterinary Clinics, Kennels, Personal Services)				
Service – High Intensity (e.g., Eating, Drinking			50	50
Establishment, Funeral Chapel, Mortuary)				
Sport/Fitness Facility			50	50
Theater – Movie/Live Performance/Dinner		45	45	45
Educational, Institutional, Public Services		1 1	1	1
Assembly – Adult (Religious, Fraternal, Other)	45	45 <sup>1</sup>	45 <sup>1</sup>	45 <sup>1</sup>
Assembly – Children (Instructional Studios, Cultural	45			
Heritage Schools, Religious, other)	.0			
Cemetery				
Child Day Care Center/Pre-K				
Convention Center				
Fire and Police Stations			50	50
Jail, Prison		45/50	45/50	45/50
Library, Museum, Gallery		45	45	45
Medical Care – Congregate Care Facility, Nursing and	45			
Convalescent Home				
Medical Care – Hospital	45			
Medical Care – Out-Patient Surgery Centers	45	1	1	
Schools for Adults – College, University, Vocational/Trade	45	45 <sup>1</sup>	45 <sup>1</sup>	
School				
Schools– Kindergarten through Grade 12 (includes	45			
Charter Schools)				
Industrial				
Junkyard, Dump, Recycling Center, Construction Yard				
Manufacturing/Processing – General				
Manufacturing/Processing of Biomedical Agents,				
Biosafety Levels 3				
and 4 Only				
Manufacturing/Processing of Hazardous Materials <sup>4</sup>				
Mining/Extractive Industry				
Research and Development – Scientific, Technical				
Sanitary Landfill				
Self-Storage Facility				
Warehousing/Storage – General				
Warehousing/Storage of Biomedical Agents, Biosafety				
Levels 3 and 4 Only				
Warehousing/Storage of Hazardous Materials <sup>4</sup>				

	Ta Airport Noise C	ible 5-5 ompatibility (	Criteria				
	Land Use Category <sup>a</sup>			Exposure (CNEL)	)		
Note: Mu	Iltiple categories may apply to a project	60-65	65-70	70-75	, 75+		
	n, Communication, Utilities	00 05	03 70	70 75	731		
Auto Parking	, communication, othlacs						
	er Generation Plant						
Electrical Subs							
	ommunications Facilities						
Marine Cargo							
Marine Passer							
	r, Bus/Rail Station						
	n, Communication, Utilities – General						
Truck Termina							
	water Treatment Plant						
	rk, Open Space						
Arena, Stadiui	<u> </u>						
Golf Course							
Golf Course C	lubhouse						
Marina							
Park, Open Sp	pace, Recreation						
Agriculture		•					
Aquaculture							
Agriculture							
	Compatible: Use is permitted.						
	Conditionally Compatible: Use is permit	tted subject to	stated condition	S.			
	Incompatible: Use is not permitted und	er any circums	stances.				
45	Indoor uses: building must be capable of attenuating exterior noise to 45 CNEL						
50	Indoor uses: building must be capable	Indoor uses: building must be capable of attenuating exterior noise to 50 CNEL					
45/50	Sleeping rooms must be attenuated to CNEL	Sleeping rooms must be attenuated to 45 CNEL any other indoor areas must be attenuated to 50					
1	Avigation easement must be dedicated to the Airport owner/operator.						
2	New residential use is permitted above	ve 70 CNEL co	ontour only if cu	rrent General/Co	mmunity Plar		
	designation allows for residential use. General/Community Plan amendments from a nonresidential						
	designation to a residential designation						
3	Refer to Appendix A of the San Diego	International	Airport Land Cor	npatiblity Plan fo	or definition o		
	Assembly – Children.						
4	Refer to Appendix A of the San Diego			npatiblity Plan for	r definitions o		
	manufacturing, processing and storage						
a		Land uses not specifically listed shall be evaluated, as determined by Airport Land Use Commission,					
	using the critiera for similar uses. Refer to Appendix A of the San Diego International Airport Land						
	Compatiblity Plan.						
b	If this land use would occur within a single- or multi-family residence, it must be evaluated using the criteria for single- or multi-family residential.						
SOURCE: San	Diego County Regional Airport Authority 20						

#### 5.7 Historical Resources

Federal, state, and local criteria have been established for the determination of historical resource significance. The criteria for determining a resource's significance generally focus on a resource's integrity and uniqueness, its relationship to similar resources, and its potential to contribute important information to scholarly research. Some resources that do not meet federal significance criteria may be considered significant under state or local criteria.

#### 5.7.1 Federal

# 5.7.1.1 National Historic Preservation Act of 1966 and National Register of Historic Places

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

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

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

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

#### 5.3.1.2 Native American Involvement

Native American involvement in the development review process is addressed by several federal and state laws. The most notable of these are the California Native American Graves Protection and Repatriation Act (2001) and the federal Native American Graves Protection and Repatriation Act (1990). These acts ensure that Native American human remains and cultural items be treated with respect and dignity. In addition, SB 18 details requirements for local agencies to consult with identified California Native American Tribes during the development process.

At the local level, Policy HP-A.5.e of the Historic Preservation Element in the General Plan states that Native American monitors should be included during all phases of the investigation of archaeological resources. This would include surveys, testing, evaluations, data recovery phases, and construction monitoring.

#### **5.7.2** State

#### 5.7.2.1 California Environmental Quality Act

For the purposes of CEQA, a significant historical resource is one that qualifies for the California Register of Historic Resources (CRHR) or is listed in a local historic register or deemed significant in an historical resources survey, as provided under Section 5025.1(g) of the Public Resources Code. A resource that is not listed in or is not determined to be eligible for listing in the CRHR, is not included in a local register or historic resources, or is not deemed significant in an historical resources survey may nonetheless be deemed significant by a CEQA lead agency.

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

- Containing information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- Having a special and particular quality such as being the oldest or best available example of its type.
- Being directly associated with a scientifically recognized important prehistoric or historic event or person.

# 5.7.2.2 California Register of Historic Resources (Public Resources Code Section 5020 et seq)

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

# 5.7.2.3 Native American Burials (Public Resources Code Section 5097 et seq)

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

#### 5.7.3 Local

# 5.7.3.1 City of San Diego Municipal Code: Historical Resources Regulations

In January 2000, the City's Historical Resources Regulations (Regulations), part of the SDMC (Chapter 14, Article 3, Division 2: Purpose of Historical Resources Regulations or Sections 143.0201-143.0280), were adopted, providing a balance between sound historic preservation principles and the rights of private property owners. The Regulations have been developed to implement applicable local, state, and federal policies and mandates. Included in these are the City's General Plan, CEQA, and Section 106 of the National Historic Preservation Act of 1966. Historical resources, in the context of the City's Regulations, include site improvements, buildings, structures, historic districts, signs, features (including significant trees or other landscaping), places, place names, interior elements and fixtures designated in conjunction with a property, or other objects historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance to the citizens of the city. These include structures, buildings, archaeological sites, objects, districts, or landscapes having physical evidence of human activities. These are usually over 45 years old, and they may have been altered or still be in use.

Historic Resources Guidelines are incorporated in the San Diego LDC by reference. These Guidelines set up a Development Review Process to review projects in the City. This process is composed of two aspects: the implementation of the Historical Resources Regulations and the determination of impacts and mitigation under CEQA.

Compliance with the Historical Resources Regulations begins with the determination of the need for a site-specific survey for a project. Section 143.0212(b) of the Regulations requires that historical

resource sensitivity maps be used to identify properties in the City that have a probability of containing archaeological sites. These maps are based on records maintained by the South Coastal Information Center of the California Historic Resources Information System and San Diego Museum of Man, as well as site-specific information in the City's files. If records show an archaeological site exists on or immediately adjacent to a subject property, the City shall require a survey. In general, archaeological surveys are required when the proposed development is on a previously undeveloped parcel, if a known resource is recorded on the parcel or within a one-mile radius, or if a qualified consultant or knowledgeable City staff member recommends it. A historic property (built environment) survey can be required on a project if the properties are over 45 years old and appear to have integrity of setting, design, materials, workmanship, feeling, and association.

Section 143.0212(d) of the Regulations states that if a property-specific survey is required, it shall be conducted according to the Guidelines criteria. Using the survey results and other available applicable information, the City shall determine whether a historical resource exists, whether it is eligible for designation as a designated historical resource, and precisely where it is located.

#### 5.7.3.2 Historical Resources Register

As compared to CEQA, the City provides a broader set of criteria for eligibility for the City's Historical Resources Register. As stated in the City's Historical Resources Guidelines, "Any improvement, building, structure, sign, interior element and fixture, feature, site, place, district, area, or object may be designated as historic by the City of San Diego Historical Resources Board if it meets any of the following criteria:"

- Exemplifies or reflects special elements of the City's, a community's, or a neighborhood's historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development;
- Is identified with persons or events significant in local, State, or national history;
- Embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;
- Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman;
- Is listed or has been determined eligible by National Park Service for listing on the National Register of Historic Places or is listed or has been determined eligible by the State Historic Preservation Office (SHPO) for listing on the State Register of Historical Resources; or
- Is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest, or aesthetic value or which represent one or more architectural periods or styles in the history and development of the City.

#### 5.7.3.2 General Plan Historic Preservation Element

The Historic Preservation Element of the General Plan provides guidance on archaeological and historic site preservation in San Diego, including the roles and responsibilities of the Historical Resources Board (HRB), the status of cultural resource surveys, the Mills Act, conservation easements, and other public preservation incentives and strategies. A discussion of criteria used by the HRB to designate landmarks is included, as is a list of recommended steps to strengthen historic preservation in San Diego. The Element sets a series of goals for the City for the preservation of historic resources, and the first of these goals is to preserve significant historical resources. These goals are realized through implementation of policies that encourage the identification and preservation of historical resources.

City General Plan Policies HP-A.1 through HP-A.5 are associated with the overall identification and preservation of historical resources. This includes policies to provide for comprehensive historic resource planning and integration of such plans within City land use plans, such as the proposed CPU being analyzed within this PEIR. These policies also focus on coordinated planning and preservation of tribal resources, promoting the relationship with Kumeyaay/Diegueño tribes. Historic Preservation policies HP-B.1 through HP-B.4 address the benefits of historical preservation planning and the need for incentivizing maintenance, restoration, and rehabilitation of designated historical resources. This is proposed to be completed through a historic preservation sponsorship program and through cultural heritage tourism.

# 5.8 Biological Resources

### 5.8.1 Federal

## **5.8.1.1 Endangered Species Act**

The federal Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 et seq.), provides for listing of endangered and threatened species of plants and animals and designation of critical habitat for listed animal species. The ESA also prohibits all persons subject to U.S. jurisdiction from "taking" endangered species, which includes any harm or harassment. Section 7 of the ESA requires that federal agencies, prior to project approval, consult the U.S. Fish and Wildlife Service (USFWS) and/or the National Marine Fisheries Service to ensure adequate protection of listed species that may be affected by the project.

## 5.8.1.2 Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.) is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The list of bird species covered by the MBTA is extensive and is detailed in 50 CFR 10.13. The regulatory definition of "migratory bird" is broad and includes any mutation or hybrid of a listed species, including any part, egg, or nest of such a bird (50 CFR 10.12). Migratory birds are not necessarily federally listed endangered or threatened birds under the ESA. The MBTA, which is enforced by the USFWS, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory

bird or attempt such actions, except as permitted by regulation. The applicable regulations prohibit the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations (50 CFR 21.11).

#### 5.8.1.3 Clean Water Act

The federal Water Pollution Control Act (also known as the Clean Water Act) (33 U.S.C. 1251 et seq.), as amended by the Water Quality Act of 1987 (PL 1000-4), is the major federal legislation governing water quality. The purpose of the Clean Water Act is to "restore and maintain the chemical, physical, and biological integrity of the nation's waters." Discharges into waters of the United States are regulated under Section 404. Waters of the United States include (1) all navigable waters (including all waters subject to the ebb and flow of tides); (2) all interstate waters and wetlands; (3) all other waters, such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sand flats, wetlands, sloughs, or natural ponds; (4) all impoundments of waters mentioned above; (5) all tributaries to waters mentioned above; (6) the territorial seas; and (7) all wetlands adjacent to waters mentioned above. In California, the State Water Resources Control Board and the nine Regional Water Quality Control Boards are responsible for implementing the Clean Water Act. Important applicable sections of the Clean Water Act are discussed below:

- Section 303 requires states to develop water quality standards for inland surface and ocean
  waters and submit to the U.S. Environmental Protection Agency for approval. Under Section
  303(d), the state is required to list waters that do not meet water quality standards and to
  develop action plans, called total maximum daily loads, to improve water quality.
- Section 304 provides for water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for any federal permit that proposes an activity that may result in a discharge to waters of the United States to obtain certification from the state that the discharge will comply with other provisions of the Clean Water Act. Certification is provided by the respective Regional Water Quality Control Board.
- Section 402 establishes the National Pollutant Discharge Elimination System, a permitting system for the discharge of any pollutant (except for dredge or fill material) into waters of the United States. The National Pollutant Discharge Elimination System program is administered by the Regional Water Quality Control Board. Conformance with Section 402 is typically addressed in conjunction with water quality certification under Section 401.
- Section 404 provides for issuance of dredge/fill permits by the U.S. Army Corps of Engineers
  (ACOE). Permits typically include conditions to minimize impacts on water quality. Common
  conditions include ACOE review and approval of sediment quality analysis before dredging, a
  detailed pre- and post-construction monitoring plan that includes disposal site monitoring,
  and required compensation for loss of waters of the United States.

#### 5.8.1.4 U.S. Army Corps of Engineers

The ACOE has primary federal responsibility for administering regulations that concern waters and wetlands in the project area. In this regard, the ACOE acts under two statutory authorities, the Rivers and Harbors Act (33 U.S.C., Sections 9 and 10), which governs specified activities in navigable waters, and the Clean Water Act (Section 404), which governs specified activities in waters of the United States, including wetlands and special aquatic sites. Wetlands and non-wetland waters (e.g., rivers, streams, and natural ponds) are a subset of waters of the United States and receive protection under Section 404 of the Clean Water Act. The ACOE has primary federal responsibility for administering regulations that concern waters and wetlands in the project area under statutory authority of the Clean Water Act (Section 404). In addition, the regulations and policies of various federal agencies mandate that the filling of wetlands be avoided to the maximum extent feasible. The ACOE requires obtaining a permit if a project proposes placing structures within navigable waters and/or alteration of waters of the United States.

#### **5.8.2** State

#### 5.8.2.1 California Endangered Species Act

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

#### 5.8.2.2 California Fish and Game Code

The California Fish and Game Code regulates the handling and management of the state's fish and wildlife. Most of the code is administered or enforced by the California Department of Fish and Wildlife (CDFW; before January 1, 2013, California Department of Fish and Game). One section of the code generally applies to public infrastructure projects:

 Section 1602 regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. CDFW has jurisdiction over riparian habitats associated with watercourses. Jurisdictional waters are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not include tidal areas or isolated resources.

## **5.8.2.3 Porter-Cologne Water Quality Act**

The Porter-Cologne Water Quality Act of 1969, updated in 2012 (California Water Code, Section 13000 et seq.), established the principal California legal and regulatory framework for water quality control. The act is embodied in the California Water Code. The California Water Code authorizes the State Water Resources Control Board (SWRCB) to implement the provisions of the federal Clean

Water Act. The state of California is divided into nine regions governed by the Regional Water Quality Control Board (RWQCB). The RWQCBs implement and enforce provisions of the California Water Code and Clean Water Act under the oversight of the SWRCB.

#### 5.8.3 Local

## **5.8.3.1** Multiple Species Conservation Program

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

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

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

## a. Multi-Habitat Planning Area

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

Private land wholly within the MHPA is allowed only up to 25 percent development in the least sensitive area per the City's MSCP Subarea Plan. Should more than 25 percent development be desired, an MHPA boundary line adjustment may be proposed. The City's MSCP Subarea Plan states that adjustments to the MHPA boundary line are permitted without the need to amend the City's Subarea Plan, provided the boundary adjustment results in an area of equivalent or higher biological value. To meet this standard, the area proposed for addition to the MHPA must meet the six functional equivalency criteria set forth in Section 5.5.2 of the Final MSCP Plan. All MHPA boundary line adjustments require approval by the Wildlife Agencies and the City.

For parcels located outside the MHPA, "there is no limit on the encroachment into sensitive biological resources, with the exception of wetlands, and listed non-covered species' habitat (which are regulated by state and federal agencies) and narrow endemic species." However, "impacts to

sensitive biological resources must be assessed and mitigation, where necessary, must be provided in conformance" with the City's Biological Guidelines.

The MSCP includes management priorities to be undertaken by the City as part of its MSCP implementation requirements. Those actions identified as Priority 1 are required to be implemented by the City as a condition of the MSCP Take Authorization to ensure that covered species are adequately protected. The actions identified as Priority 2 may be undertaken by the City as resources permit.

#### b. MHPA Land Use Adjacency Guidelines

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

#### c. MSCP Subarea Plan: Overall Management Policies and Directives for Urban Habitat Areas

The Uptown CPU is part of the Urban Habitat Areas of the MHPA. The MSCP plan describes the Urban Habitat Areas of the MHPA and its vision as a network of open and relatively undisturbed canyons containing a full ensemble of native species and providing functional wildlife habitat and movement capability. Management directives to achieve this vision are provided in the MSCP. The general MHPA guidelines and management directives are presented below (as excerpted from Section 1.5.7 of the City of San Diego MSCP Subarea Plan):

- Intense land uses and activities adjacent to and in covered species habitat;
- Dumping, litter, and vandalism;
- Itinerant living quarters;
- Utility, facility and road repair, construction, and maintenance activities;
- Exotic (non-native), invasive plants and animals;
- Urban runoff and water quality.

# 5.8.3.2 City of San Diego Environmentally Sensitive Lands Regulations

The purpose of the ESL Regulations is to "protect, preserve, and, where damaged restore, the environmentally sensitive lands of San Diego and the viability of the species supported by those lands. These regulations are intended to assure that development occurs in a manner that protects the overall quality of the resources and the natural and topographic character of the area, encourages a sensitive form of development, retains biodiversity and interconnected habitats, maximizes physical and visual public access to and along the shoreline, and reduces hazards due to flooding in specific areas while minimizing the need for construction of flood control facilities. These

regulations are intended to protect the public health, safety, and welfare while employing regulations that are consistent with sound resources conservation principles and the rights of private property owners". ESL Regulations cover sensitive biological resources, including wetlands, within and outside of the coastal zone and MHPA. Future development proposed in accordance with the Uptown CPU would be required to comply with all applicable ESL regulations.

#### 5.8.3.3 City of San Diego General Plan Policies

The City of San Diego General Plan establishes Citywide policies to be cited in conjunction with a Community Plan. The General Plan presents goals and policies for biological resources in the Conservation Element.

## 5.9 Geologic Conditions

## 5.9.1 Earthquake Fault Zoning Act (Alquist-Priolo Act)

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

## 5.9.2 City of San Diego Seismic Safety Study

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

## 5.9.3 City of San Diego General Plan Policies

The City's General Plan presents goals and policies for geologic and soil safety in the Public Facilities, Services, and Safety Element. Relevant excerpts from this element are included below.

Policy PF-Q.1. Protect public health and safety through the application of effective seismic, geologic and structural considerations.

a. Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This

information should be disclosed, when applicable, in the California Environmental Quality Act (CEQA) document accompanying a discretionary action.

- b. Maintain updated Citywide maps showing faults, geologic hazards, and land use capabilities, and related studies used to determine suitable land uses.
- c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected.
- d. Utilize the findings of a beach and bluff erosion survey to determine the appropriate rate and amount of coastline modification permissible in the City.
- e. Coordinate with other jurisdictions to establish and maintain a geologic "data bank" for the San Diego area.
- f. Regularly review local lifeline utility systems to ascertain their vulnerability to disruption caused by seismic or geologic hazards and implement measures to reduce any vulnerability.
- g. Adhere to state laws pertaining to seismic and geologic hazards.

Policy PF-Q.2. Maintain or improve integrity of structures to protect residents and preserve communities.

- Abate structures that present seismic or structural hazards with consideration of the
  desirability of preserving historical and unique structures and their architectural
  appendages, special geologic and soils hazards, and the socio- economic consequences of
  the attendant relocation and housing programs.
- Continue to consult with qualified geologists and seismologists to review geologic and seismic studies submitted to the City as project requirements.
- Support legislation that would empower local governing bodies to require structural inspections for all existing pre-Riley Act (1933) buildings, and any necessary remedial work to be completed within a reasonable time.

### **5.10** Paleontological Resources

Under California law, paleontological resources are protected by CEQA; the CCR, Title 14, Division 3, Chapter 1, Sections 4307 and 4309; and Public Resources Code Section 5097.5. Pursuant to Section 15065 of the CEQA Guidelines (CCR Sections 15000–15387), a lead agency must find that a project would have a significant effect on the environment when the project has the potential to eliminate important examples of the major periods of California prehistory, including significant paleontological resources. The City's Paleontological Guidelines (July 2002) and Significance Determination Thresholds (January 2011) are used to make this determination.

### 5.11 Hydrology/Water Quality

There are federal, state, and local regulations that impose requirements on new development for erosion control, control of runoff contaminants, and control of direct discharge of pollutants that impact water quality. These laws, regulations, and standards are summarized below.

### **5.11.1 Federal**

#### 5.11.1.1 Clean Water Act

The Clean Water Act (33 U.S.C. §1251 et seq.) (1972) is the primary federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The Clean Water Act established basic guidelines for regulating discharges of pollutants into the waters of the U.S. and requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the Clean Water Act.

Section 401 of the Clean Water Act requires that any applicant for a Federal permit to conduct any activity, including the construction or operation of a facility which may result in the discharge of any pollutant, must obtain certification from the state. Section 402 of the Clean Water Act established the National Pollutant Discharge Elimination System (NPDES) to regulate the discharge of pollutants from point sources, and Section 404 established a permit program to regulate the discharge of dredged material into Waters of the U.S. In California, the SWRCB and RWQCBs administer the NPDES permitting programs and are responsible for developing waste discharge requirements. The local RWQCB is responsible for developing waste discharge requirements specific to its jurisdiction. General waste discharge requirements that may apply to projects or recommendations contained within the Plans include the SWRCB Construction General Permit and Industrial General Permit and the regional Municipal Separate Storm Sewer System (MS4) Permit administered by the RWQCB.

Under section 303(d) of the Clean Water Act, states, territories, and authorized tribes are required to develop lists of impaired waters. These are waters that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes. The law requires that these jurisdictions establish priority rankings for waters on the lists and develop Total Maximum Daily Loads for these waters. A Total Maximum Daily Load is a calculation of the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards.

### 5.11.1.2 Executive Order 11988, Floodplain Management

The major requirements of this federal order are to avoid support of floodplain development; to prevent uneconomic, hazardous, or incompatible use of floodplains; to protect and preserve the natural and beneficial floodplain values; and to be consistent with the standards and criteria of the National Flood Insurance Program. The basic tools for regulating construction in potentially hazardous floodplain areas are local zoning techniques. Proper floodplain zoning can be beneficial in the preservation of open space, retention of floodplains as groundwater recharge areas, and directing of development to less flood-prone areas.

### 5.11.2 State

### 5.11.2.1 California Department of Fish and Wildlife Code – Streambed Alteration Program

CDFW regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. CDFW has jurisdiction over riparian habitats (e.g., southern willow scrub) associated with watercourses. CDFW jurisdictional resources are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider. A Streambed Alteration Agreement is required for a project that would impact CDFW jurisdictional resources. The Agreement with CDFW typically requires mitigation in the form of on-site, off-site, or in-lieu fee mitigation, or combination of all three forms.

### **5.11.2.2 Porter-Cologne Water Quality Control Act**

Refer to Section 5.8 for discussion of the Porter-Cologne Water Quality Control Act.

# 5.11.2.3 San Diego Regional Water Quality Control Board (Water Board) Order No. R9-2013-0001, as amended by Order No. R9-2015-0001 and Order No. R9-2015-0100, NPDES Permit No. CAS0109266

Under the authority of the Clean Water Act amendments and Federal NPDES Permit regulations, the Water Board issued this order to the Copermittees consisting of San Diego County, the 18 cities within San Diego County, the Port of San Diego, and the San Diego Regional Airport Authority. This order requires that all jurisdictions within the San Diego region prepare Jurisdictional Urban Runoff Management Plans. Each of these jurisdictional plans must contain a component addressing construction activities and a component addressing existing development. The subsequent amendments expanded coverage to portions of Orange County and Riverside County within the San Diego Region (Region 9) and made other modifications.

### 5.11.3 Local

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

The San Diego Basin encompasses approximately 3,900 square miles, including most of San Diego County and portions of southwestern Riverside and Orange counties. The basin is composed of 11 major Hydrologic Units, 54 Hydrologic Areas, and 147 Hydrologic Sub Areas, extending from Laguna Beach southerly to the U.S./Mexico border. Drainage from higher elevations in the east flow to the west, ultimately into the Pacific Ocean. The RWQCB prepared the Basin Plan, which defines existing and potential beneficial uses and water quality objectives for coastal waters, groundwater, surface

waters, imported surface waters, and reclaimed waters in the basin. Water quality objectives seek to protect the most sensitive of the beneficial uses designated for a specific water body.

### 5.11.3.2 City of San Diego Jurisdictional Runoff Management Program

This document is a total account of how the City of San Diego plans to protect and improve the water quality of rivers, bays and the ocean in the region in compliance with the Water Board permit referenced above. The document describes how the City incorporates storm water best management practices into land use planning, development review and permitting, City capital improvement program project planning and design, and the execution of construction contracts.

### **5.11.3.3 Water Quality Improvement Plans**

The MS4 Permit also requires development of Water Quality Improvement Plans (WQIPs) that guide the Copermittees' jurisdictional runoff management programs towards achieving improved water quality in MS4 discharges and receiving waters. The WQIPs further the Clean Water Act's objectives to protect, preserve, enhance, and restore the water quality and designated beneficial uses of waters of the state. The requirement sets forth a collaborative and adaptive planning and management process that identifies the highest priority water quality conditions within a watershed management area and implements strategies through the jurisdictional runoff management programs of the respective jurisdictions.

### 5.11.3.4 Local Drainage Design Manual

Chapter 14, Article 2, Division 2 of the SDMC outlines Storm Water Runoff and Drainage Regulations which apply to all development in the City, regardless of whether or not a development permit or other approval is required. In addition, drainage design policies and procedures are provided in the City's Drainage Design Manual (which is incorporated in the Land Development Manual as Appendix B). The Drainage Design Manual provides a guide for designing drainage, and drainage-related facilities for developments within the City.

#### 5.11.3.5 Storm Water Standards Manual

The City's current Storm Water Standards Manual provides information to project applicants on how to comply with the permanent and construction storm water quality requirements in the City. Significant elements of the Storm Water Standards Manual include:

- 1. Low Impact Develop (LID) Best Management Practice (BMP) Requirements
- 2. Source Control BMPs
- 3. BMPs Applicable to Individual Priority Development Project Categories
- 4. Treatment Control BMPs

Although the footprint of the LID BMPs can often be fit into planned landscaping features, this requires early planning to ensure that the features are located in places where they can intercept

the drainage and safely store the water without adverse effects to adjacent slopes, structures, roadways, or other features. The Storm Water Standards Manual also addresses "Hydromodification – Limitations on Increases of Runoff Discharge Rates and Durations." Hydromodification management requirements would dictate design elements in locations where downstream channels are susceptible to erosion from increases in storm water runoff discharge rates and durations. Future development projects proposed within areas draining to San Diego Bay would typically be exempt from hydromodification management requirements because of the location and hardened drainage systems. Projects discharging into underground storm drains discharging directly to bays or the ocean are exempt.

The Storm Water Standards Manual also provides minimum requirements for construction site management, inspection, and maintenance of construction BMPs; monitoring of the weather and implementation of emergency plans as needed; and provides minimum performance standards, including: pollution prevention measures so that there would be no measurable increase of pollution (including sediment) in runoff from the site, no slope erosion, water velocity moving off-site must not be greater than pre-construction levels, and preserve natural hydraulic features and riparian buffers where possible.

### 5.11.3.6 City of San Diego General Plan

The City's General Plan presents goals and policies for storm water infrastructure in the Public Facilities, Services, and Safety Element, and presents goals and policies for open space (including floodplain management) and urban runoff management in the Conservation Element.

### 5.12 Public Services and Facilities

The City requires payment of Development Impact Fees (DIF) to collect a proportional fair-share cost of capital improvements needed to offset the impact of the development (City of San Diego Municipal Code Section 142.0640). DIF fees are based on community specific financing plans completed when Community Plans are updated. Financing plans were formerly known as Public Facilities Financing Plans (PFFP) and are now referred to as Impact Fee Studies (IFS).

The General Plan Public Facilities Element includes a number of policies that address financing of public facilities and specifies that IFS should be completed concurrent with preparation of Community Plan updates, should set community-level priorities for facility financing, and ensure new development pays its proportional fair-share of public facilities costs through payment of DIFs. Facility types that are eligible for DIF funding include transportation, storm drains, parks and recreation, fire-rescue, police, and libraries.

### **5.12.1** Police

As specified in the City General Plan, Public Facilities Element, Policy PF-E.2, the City goal is to maintain average response time goals as development and population growth occurs. Average response time guidelines are as follows:

- Priority E Calls (imminent threat to life) within seven minutes.
- Priority 1 Calls (serious crimes in progress) within 12 minutes.
- Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes.
- Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes.
- Priority 4 Calls (minor requests for police service) within 90 minutes.

### 5.12.2 Parks

The General Plan provides standards for population–based parks and Recreation Facilities which include Recreation Centers and Aquatic Complexes. The standard for population-based parks is 2.8 useable acres per 1,000 residents, which can be achieved through a combination of neighborhood and community parks and park equivalencies. The standard for Recreation Center is a minimum of 17,000 square feet per recreation center or a population of 25,000. The standard for Aquatic Complex is one per 50,000 people or within approximately six miles.

### 5.12.3 Fire

The Fire-Rescue Department has an active program that promotes the clearing of canyon vegetation away from structures in accordance with Section 142.0412 of the San Diego Municipal Code and the San Diego Fire-Rescue Department's Canyon Fire Safety guidelines and policies related to brush management. The City thins brush on city property within 100 horizontal feet of a previously conforming structure unless a site-specific report, which indicates that a greater distance is necessary, is approved by the San Diego Fire-Rescue Department (per SDMC Section 142.0412(i) or a previously recorded entitlement requires a width more or less than the standard 100 feet. Other fire prevention measures include adopting safety codes and an aggressive brush management program. Citywide fire service goals, policies and standards are located in the Public Facilities, Services, and Safety Element of the General Plan and the Fire-Rescue Services Department's Fire Service Standards of Response Coverage Deployment Study.

Response time standards are provided in the General Plan Public Facilities, Services and Safety Element and summarized below:

- a. To treat medical patients and control small fires, the first-due unit should arrive within 7.5 minutes, 90 percent of the time from the receipt of the 911 call in fire dispatch. This equates to one-minute dispatch time, 1.5 minutes company turnout time and 5-minute drive time in the most populated areas.
- b. To provide an effective response force for serious emergencies, a multiple-unit response of at least 17 personnel should arrive within 10.5 minutes from the time of 911-call receipt in fire dispatch, 90 percent of the time.
  - This response is designed to confine fires near the room of origin, to stop wildland fires to under 3 acres when noticed promptly, and to treat up to 5 medical patients at once.

• This equates to 1-minnute dispatch time, 1.5 minutes company turnout time and 8-minute drive time spacing for multiple units in the most populated areas.

To direct fire station location timing and crew size planning as the community grows, fire unit deployment performance measures are established based on population density zones and are shown in Table 5-6, below:

Table 5-6 Deployment Measures to Address Future Growth by Population Density per Square Mile						
	Structure Fire	Structure Fire	Structure Fire	Wildfires		
	Urban Area	Rural Area	Remote Area	Populated Areas		
	>1,000-people/	1,000 to 500	500 to 50	Permanent open		
	sq. mi.	people/sq. mi.	people/sq. mi. *	space areas		
1 <sup>st</sup> Due Travel Time	5	12	20	10		
Total Reflex Time	7.5	14.5	22.5	12.5		
1 <sup>st</sup> Alarm Travel	8	16	24	15		
Time	0	10	24	10		
1 <sup>st</sup> Alarm Total Reflex	10.5	18.5	26.5	17.5		

Notes: Reflect time is the total time from receipt of a 9-1-1 call to arrival of the required number of

emergency units

SOURCE: City of San Diego General Plan 2008.

The following population based performance measures are used to plan for needed facilities. Where more than one square mile is not populated at similar densities, and/or a contiguous area with different zoning types aggregates into a population "cluster," these measures guide the determination of response time measures (Table 5-7) and the need for fire stations:

Table 5-7 Deployment Measures to Address Future Growth by Population Clusters					
Area	Aggregate Population	First-Due Unit Travel Time Goal			
Metropolitan	> 200,000 people	4 minutes			
Urban-Suburban	< 200,000 people	5 minutes			
Rural	500 - 1,000 people	12 minutes			
Remote < 500 > 15 minutes		> 15 minutes			
SOURCE: City of San Diego General Plan 2008.					

### **5.13 Public Utilities**

### 5.13.1 Water Supply

SB 610 requires water suppliers to prepare a Water Supply Assessment (WSA) report for inclusion by land use agencies during the CEQA process for new developments subject to SB 221. SB 221

requires water suppliers to prepare written verification that sufficient water supplies are planned to be available prior to approval of large-scale subdivision of land under the State Subdivision Map Act. Large-scale projects include residential development of more than 500 units, shopping centers or businesses employing more than 1,000 people, shopping centers or businesses having more than 500,000 square feet of floor space, commercial office buildings employing more than 1,000 people, and/or commercial buildings having more than 250,000 square feet of floor space or occupying more than 40 acres of land. SB 221 and SB 610 went into effect January 2002 with the intention of linking water supply availability to land use planning by cities and counties.

### 5.13.2 Wastewater

Council Policy 400-13 identifies the need to provide maintenance access to all sewers in order to reduce the potential for spills. The policy requires that environmental impacts from access paths in environmentally sensitive areas should be minimized to the maximum extent possible through the use of sensitive access path design, canyon-proficient maintenance vehicles, and preparation of plans that dictate routine maintenance and emergency access procedures.

Council Policy 400-14 outlines a program to evaluate the potential to redirect sewage flow out of canyons and environmentally sensitive areas to an existing or proposed sewer facility located in City streets or other accessible locations. The policy includes an evaluation procedure that requires both a physical evaluation and a cost-benefit analysis. Based on the analysis, if redirection of flow outside the canyon is found to be infeasible, a Long-Term Maintenance and Emergency Access Plan is required. The plan would be specific to the canyon evaluated, and would prescribe long term access locations for routine maintenance and emergency repairs along with standard operating procedures identifying cleaning methods and inspection frequency.

The City's Sewer Design Guide sets forth criteria to be used for the design of sewer systems which may consist of pump stations, gravity sewers, force mains, and related appurtenances. It includes criteria for determining capacity and sizing of pump stations, gravity sewers and force mains, alignment of gravity sewers and force mains, estimating wastewater flow rates, design of bridge crossings, and corrosion control requirements.

### 5.13.3 Water Distribution

The City's Water Facility Design Guidelines identify general planning, predesign, and design details and approaches to be use for water infrastructure. The guidelines provide uniformity in key concepts, equipment types, and construction materials on facilities built under the Water CIP. These design Guidelines assist in providing professionally sound, efficient, uniform, and workable facilities; whether pipelines, pressure control facilities, pumping stations, or storage facilities.

### 5.13.4 Communication Facilities

City Council Policy 600-43 established a set of comprehensive guidelines for the review and processing of applications for the placement and design of Wireless Communication Facilities in accordance with the City of San Diego land use regulations. These guidelines are intended to

prescribe clear, reasonable, and predictable criteria to assess and process applications in a consistent and expeditious manner, while reducing visual and land use impacts associated with Wireless Communication Facilities. For applicants seeking placement of a Wireless Communication Facility on City-owned land, this policy should be used in conjunction with applicable Council Policies and Land Development Code section 141.0420.

### 5.13.5 Solid Waste

The California Legislature passed AB 939 to address landfill capacity and solid waste concerns in 1989. The Integrated Waste Management Act mandated that all cities reduce waste disposed in landfills from generators within their borders by 50 percent by the year 2000. The law also required local governments to prepare Source Reduction and Recycling Elements detailing how these reductions would be achieved. In 2011, the State enacted AB 341 which established a policy goal for California of 75 percent recycling, composting, or source reduction of solid waste by 2020. In July 2012, the City updated the Recycling Ordinance to lower the exemption threshold for required recycling, thereby requiring all privately serviced businesses, commercial/institutional facilities, apartments, and condominiums generating four or more cubic yards of trash per week to recycle. The City is currently at a 67 percent diversion rate (City of San Diego 2016). Pursuant to the City's Significance Determination Thresholds, any land development project that may generate approximately 60 tons of waste or more during construction and/or operation is required to prepare a project-specific Waste Management Plan (WMP) to address disposal of waste generated during shot-term project construction and long-term post-construction operation. The WMP is required to identify how the project would reduce waste and achieve target reduction goals.

### 5.14 Health and Safety

Hazardous materials and hazardous wastes are extensively regulated by federal, state, local regulations, with the major objective of protecting public health and the environment. In general, these regulations provide definitions of hazardous substances; identify responsible parties; establish reporting requirements; set guidelines for handling, storage, transport, remediation, and disposal of hazardous materials and wastes; and require health and safety provisions for both workers and the public, such as emergency response and worker training programs. The major regulations relevant to the Uptown CPU area are summarized below.

### 5.14.1 State

### 5.14.1.1 California Code of Regulations Title 22

The CCR Title 22 provides the following definition of hazardous materials:

A hazardous material is a substance or combination of substances which, because of its quantity, concentration or physical, chemical, or infectious characteristics, may either (1) cause or significantly contribute to an increase in mortality or an increase in serious, irreversible or incapacitating irreversible illness; or (2) pose a substantial present or potential hazard to human health and safety, or the environment when

improperly treated, stored, transported or disposed of. Hazardous materials include waste that has been abandoned, discarded, or recycled on the property and as a result represents a continuing hazard as the development is proposed. Hazardous materials also include any contaminated soil or groundwater.

Title 22 also provides standards applicable to generators and transporters or hazardous wastes, as well as standards for operators or hazardous waste transfer facilities, among other regulations.

### 5.14.1.2 Hazardous Materials Release Response Plans and Inventory

Two programs in the California Health and Safety Code (H&SC) Chapter 6.95 are directly applicable to the CEQA issue of risk due to hazardous substance release. In San Diego County, these two programs are referred to as the Hazardous Materials Business Plan (HMBP) program and the California Accidental Releases (CalARP) program. The County of San Diego Department of Environmental Health (DEH) is responsible for the implementation of the HMBP program and the CalARP program in San Diego County. The HMBP and CalARP programs provide threshold quantities for regulated hazards substances. When the indicated quantities are exceeded, an HMBP or Risk Management Plan is required pursuant to the regulations. Congress requires EPA Region 9 to make RMP information available to the public through the EPA's Envirofacts Data Warehouse. The Envirofacts Data Warehouse is considered the single point of access to select EPA environmental data. California H&SC Section 25270, Aboveground Petroleum Storage Act requires registration and spill prevention programs for above ground storage tanks that store petroleum. In some cases, ASTs for petroleum may be subject to groundwater monitoring programs that are implemented by the RWOCBs and the SWRCB.

### **5.14.1.3 Emergency Response to Hazardous Materials Incidents**

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous material incidents is one part of this plan. The plan is managed by the California Emergency Management Agency, which coordinates the responses of other agencies, including California EPA, the California Highway Patrol, CDFW, and RWQCB.

### 5.14.1.4 California Department of Toxic Substances Control

Within California EPA, the California Department of Toxic Substances Control (DTSC) has primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the state agency, for the management of hazardous materials and the generation, transport and disposal of hazardous waste under the authority of the Hazardous Waste Control Law. Since August 1, 1992, the DTSC has been authorized to implement the state's hazardous waste management program for the California EPA.

The DTSC is responsible for compiling a list of hazardous materials site pursuant to Government Code Section 65962.5, which includes five categories:

- Hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the health and safety code;
- Land designated as "hazardous waste property" or "border zone property;"
- Properties with hazardous waste disposals on public land;
- Hazardous substance release sites selected for (and subject to) a response action; and
- Sites included in the Abandoned Site Assessment Program.

### 5.14.2 Local

### 5.14.2.1 County of San Diego Department of Environmental Health

The Hazardous Materials Division (HMD) of DEH regulates hazardous waste and tiered permitting, USTs, aboveground petroleum storage and risk management plans, hazardous materials business plans and chemical inventory, risk management plans, and medical waste. The HMD's goal is "to protect human health and the environment by ensuring that hazardous materials, hazardous waste, medical waste, and underground storage tanks are properly managed" (County of San Diego 2016).

### 5.14.2.2 County of San Diego Consolidated Fire Code

The San Diego region is unique within California in having fire protection districts within its boundaries. For the purposes of prescribing regulations in the unincorporated area of San Diego County, the applicable fire code is known as the County Fire Code and includes the Consolidated Fire Code and adopts, by reference, the most current version of the California Fire Code (CCR T- 24 part 9). The Consolidated Fire Code consists of local Fire Protection District ordinances that have modified the Fire Code portion of the State Building Standards Code and any County of San Diego modification to the Fire Districts' amendments. The purpose of the Code is for the protection of the public health and safety, which includes permit and inspection requirements for the installation, alteration, or repair of new and existing fire protection systems, and penalties for violations of the Code. The Code provides the minimum requirements for access, water supply and distribution, construction type, fire protection systems, and vegetation management. Additionally, the Fire Code regulates hazardous materials and associated measures to ensure that public health and safety are protected from incidents to hazardous substance release.

### **5.14.2.3 California EPA's Unified Program**

In 1993, SB 1082 gave California EPA the authority and responsibility to establish a unified hazardous waste and hazardous materials management and regulatory program, commonly referred to as the Unified Program. The purpose of this program is to consolidate and coordinate six different hazardous materials and hazardous waste programs, and to ensure that they are consistently implemented throughout the state. California EPA oversees the Unified Program with support from the DTSC, RWQCBs, the San Diego County Office of Emergency Services (OES), and the State Fire Marshal.

State law requires county and local agencies to implement the Unified Program. The agency in charge of implementing the program is called the Certified Unified Program Agency (CUPA). The County of San Diego DEH, Hazardous Materials Division is the designated CUPA for the county. In addition to the CUPA, other local agencies help to implement the Unified Program. These agencies are called Participatory Agencies. The HMD is the Participatory Agency for San Diego County.

### 5.14.2.4 San Diego County Multi-Jurisdictional Hazard Mitigation Plan

Long-term prevention, mitigation efforts and risk-based preparedness for specific hazards within the city are addressed as a part of the 2010 San Diego County Multi-Jurisdictional Hazard Mitigation Plan (HAZMIT), which was finalized in February 2010. The HAZMIT identifies specific risks for San Diego County and provides methods to help minimize damage caused by natural and man-made disasters. The final list of hazards profiled for San Diego County was determined as wildfire/structure fire, flood, coastal storms/erosion/tsunami, earthquake/liquefaction, rain-induced landslide, dam failure, hazardous materials incidents, nuclear materials release, and terrorism. The plan is currently being reviewed and revised to reflect changes to both the hazards threatening San Diego County as well as the programs in place to minimize or eliminate those hazards. This revision will include an evaluation of the impact climate change is having on the natural hazards facing San Diego. The San Diego County OES is responsible for coordinating with local jurisdictions and participating agencies to monitor, evaluate, and update the HAZMIT as necessary.

### 5.14.2.5 San Diego County Operational Area Emergency Plan

The 2010 San Diego County Operational Area Emergency Plan describes a comprehensive emergency management system which provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies and the private sector.

### 5.14.2.6 City of San Diego General Plan

The City's General Plan presents goals and policies relating to hazardous materials and disaster preparedness in the Public Facilities, Services, and Safety Element.

### **5.14.2.7 Brush Management Regulations**

The City of San Diego Municipal Code includes general hazardous materials regulations (Sections 42.0801, 42.0901, and 54.0701) as well as regulations regarding specific hazardous materials such as explosives (Section 55.3301).

The City of San Diego Municipal Code includes regulations pertaining to brush management (Section 142.0412) and construction materials for development near open space (Chapter 14, Article 5) to minimize fire risk. Brush management is required in all base zones on publicly or privately owned premises that are within 100 feet of a structure and contain native or naturalized vegetation. The City requires submittal of Brush Management Plans for all new development, which are intended to reduce the risk of significant loss, injury, or death involving wildland fires. Unless otherwise approved by the City Fire Marshal, the brush management plans for all future development would consist of two separate and distinct zones as follows:

- Zone One would consist of the area adjacent to structures where flammable materials would be minimized through the use of pavement and/or permanently irrigated ornamental landscape plantings. This zone would not be allowed on slopes with a gradient greater than 4:1.
- Zone Two would consist of the area between Zone One and any area of native or nonirrigated vegetation and shall consist of thinned native or naturalized vegetation.



## **Chapter 6.0 Environmental Analysis**

The following sections in Chapter 6.0 analyze the potential environmental impacts that may occur as a result of implementation of the proposed Uptown Community Plan Update (CPU) and associated discretionary actions. The environmental issues addressed in this chapter include the following:

- Land Use
- Visual Effects and Neighborhood Character
- Transportation/Circulation
- Air Quality
- Greenhouse Gas Emissions
- Noise

- Historical Resources
- Biological Resources
- Geologic Conditions
- Paleontological Resources
- Hydrology/Water Quality
- Public Service and Facilities
- Public Utilities
- Health and Safety

Each issue analysis section is formatted to include a description of existing conditions (or a reference to Chapter 2.0 for existing conditions), the criteria for the determination of impact significance, evaluation of potential project impacts including cumulative impacts, mitigation measures if applicable, and conclusion of significance after mitigation for impacts identified as requiring mitigation.

### 6.1 Land Use

This section discusses existing land use and the consistency of the proposed Uptown CPU and associated discretionary actions with applicable plans and regulations. This section analyzes the potential that implementation of the Uptown CPU would permit designation or intensity of use that have indirect or secondary environmental impacts.

### **6.1.1 Existing Conditions**

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

### **6.1.2 Significance Determination Thresholds**

The determination of significance regarding any inconsistency with development regulations or plan policies is evaluated in terms of the potential for the inconsistency to result in environmental impacts considered significant under California Environmental Quality Act (CEQA). Thresholds used to evaluate potential impacts related to land use are based on applicable criteria in the CEQA Guidelines Appendix G and the City of San Diego CEQA Significance Determination Thresholds (2011). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed Uptown CPU. A significant land use impact would occur if implementation of the proposed Uptown CPU and other associated discretionary approvals would:

- Conflict with the environmental goals, objectives, or guidelines of a General Plan or Community Plan or other applicable land use plan or regulation, and as a result, cause an indirect or secondary environmental impact;
- Lead to development or conversion of General Plan or Community Plan designated open space or prime farmland to a more intensive land use, resulting in a physical division of the community;
- 3) Conflict with the provisions of the City's Multiple Species Conservation Program (MSCP) Subarea Plan or other approved local, regional, or state habitat conservation plan; or
- 4) Result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan (ALUCP).

Issues addressed in the City's CEQA Significance Thresholds that are not addressed in this document include whether the project would increase the base flood elevation for upstream properties, or construct in a Special Flood Hazard Area (SFHA) or floodplain/wetland buffer zone. During initial

project scoping, it was determined that implementation of the proposed Uptown CPU and associated discretionary actions would not result in significant impacts related to increases in the base flood elevation or construction in an SFHA or floodplain/wetland buffer zone because existing Land Development Code regulations would adequately address potential impacts related to grading within a SFHA (Municipal Code, Chapter 14, Article 2, Division 2 Drainage Regulations and Chapter 14, Article 3, Division 1 Environmentally Sensitive Lands Regulations). Thus, there is no further discussion of this issue area.

### 6.1.3 Impact Analysis

### **Issue 1 Conflicts with Applicable Plans**

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

### a. City Of San Diego General Plan

The proposed Uptown CPU and other associated discretionary actions are intended to further express General Plan policies in the Uptown CPU area through the provision of site-specific recommendations that implement Citywide goals and policies, address community needs, and guide zoning. The proposed Uptown CPU and General Plan work together to establish the framework for growth and development for Uptown. The proposed Uptown CPU contains nine elements, each providing neighborhood-specific goals and policies. These goals and policies are consistent with development design guidelines, other mobility and civic guidelines, incentives, and programs in accordance with the general goals stated in the General Plan. Table 6.1-1, provides a comprehensive list of all proposed Uptown CPU policies for each element to be referenced in the following land use analysis. Additionally, a description of the proposed land uses and allowed densities are included in Table 6.1-2; locations of proposed land uses are shown in Figures 3-1 through 3-4 of Chapter 3.0, Project Description.

	Table 6.1-1 Proposed Uptown CPU Policies Related to Land Use					
Policy	Policy Description					
Land Use El	·					
Residential						
LU-2.1	Provide a diverse mix of housing types and forms consistent with allowable densities.					
LU-2.2	Enable rental and ownership opportunities in all types of housing including alternative					
	housing units such as companion units, live/ work studios and shopkeeper units.					
LU-2.3	Develop adequate housing for those with special needs such as the elderly, handicapped persons, those who need nursing care, low income, and homeless persons. Consideration should be given to accessibility and proximity to transit stops, public facilities, public spaces, safe and pedestrian-oriented streets, etc.					
LU-2.4	Preserve existing single-family homes and neighborhoods as a distinct housing choice as well as for their contribution to the historic character of the community.					
LU-2.5	Preserve and enhance the special character of specific, well-defined, low-density neighborhoods from encroachment by incompatible, higher density residential or commercial development.					
LU-2.6	Locate medium and high density residential development in selected areas with adequate design controls provided to ensure compatibility with existing lower density development.					
LU-2.7	Concentrate medium and high density housing:  On upper floors as part of mixed use development in commercial areas;  Adjacent to commercial areas;					
	Near or within transit and higher volume traffic corridors.					
LU-2.8	Preserve and provide incentives for mixed residential/commercial development at appropriate locations.					
LU-2.9	Locate higher density residential development in appropriate areas that are situated to promote safer and livelier commercial districts.					
LU-2.10	Ensure adequate transition and buffering between potentially incompatible uses.					
LU-2.11	Design and enforce stricter controls and location criteria on Conditional Use Permits in residential neighborhoods to minimize nuisances generated by nonresidential uses, such as offices in historic structures.					
LU-2.12	Maintain the low-scale, intensity multi-family residential designations for parcels and the end of blocks facing the east-west running streets such as Meade Avenue, Monroe Avenue, and Madison Avenue to maintain the traditional development pattern.					
Commercial	and Employment					
LU-2.13	Encourage new mixed-use development and active commercial uses on Fourth and Fifth Avenues, especially south of Fir Street to create pedestrian activity along these corridors and establish connections between Uptown and Downtown.					
LU-2.14	Use retail and office uses as a means of creating a buffer between active evening uses such as bars, restaurants, breweries, etc. and single-family neighborhoods.					
LU-2.15	Support the intensification on existing hospital designated areas rather than expanding into residential or commercial areas. Expansion should not occur beyond institutional and office designations of the land use map.					
Institutional						
LU-2.16	Evaluate proposed institutional uses for appropriate development intensity and effects on visual quality and neighborhood character. Additional factors, such as those related to mobility, noise and parking demand should also be evaluated as needed.					
LU-2.17	Consider the reuse of the San Diego Unified School District Education Center at Park Boulevard and Normal Street. That includes a mixed-use development with medium-high density and public and private space.					

	Table 6.1-1
	Proposed Uptown CPU Policies Related to Land Use
Policy	Description
LU-2.18	Ensure that new office development with the Medical Complex neighborhood is evaluated for
20 2.10	design compatibility (building height, architectural detailing, setbacks, access, lot
	configuration, and views), relationship to residential development and open space, and
	potential traffic circulation impacts.
Villages	potential traine circulation impacts.
LU-3.1	Expand mixed-use and commercial development at the Neighborhood Center/ Node at
20 3	Washington and Goldfinch Streets.
LU-3.2	Permit high intensity pedestrian-oriented commercial and mixed-use development in the
	Hillcrest Neighborhood Center/Node surrounding University and Fifth Avenues.
LU-3.3	Encourage "active" commercial business on the ground floor level in the Hillcrest Core,
	especially those that generate pedestrian- oriented activity into the evening.
LU-3.4	Consider mixed-use options for the redevelopment of the Department of Motor Vehicles
	(DMV) site.
LU-3.6	Concentrate office uses on Fourth Avenue north of Maple Street, Third Avenue south of
	Laurel Street, and First Avenue in the vicinity of Laurel Street. Encourage re-use of historically-
	oriented residential structures for office use.
<b>Urban Design</b>	n Element
Public Space	
UD-4.36	Delineate plazas and courtyards through building and landscape design. Ensure that plazas
	and courtyards are comfortably scaled, landscaped for shade and ornament, furnished with
	areas for sitting, and lighted for evening use. Courtyards should be surrounded by active
	façades or landscape treatments.
UD-4.38	Provide opportunities for public open spaces in neighborhood centers and nodes.
	osperity Element
	Districts and Corridors
EP-1.1	Improve the pedestrian, bicycle and transit infrastructure in Uptown's commercial districts.
EP-1.2	Revitalize alleys in commercial mixed use Village areas to improve aesthetics and safety and
	allowing commercial shops and service activities.
EP-1.3	Explore opportunities for boutique hotels in Hillcrest as the area is close to the freeway and Mission Valley.
EP-1.4	Continue to work with the Uptown Parking District to consider locations for a parking garage
LI 1	near central Hillcrest and other multimodal transportation options for this area.
EP-1.5	Promote growth of Uptown's health sector enhancing the areas reputation for quality care
	and to support the expected employment growth in this sector.
EP-1.6	Create incentives for new development of office in the east end of Hillcrest.
EP-1.7	Promote the LGBTQ historic heart of Hillcrest's Entertainment District, which encourages
	heritage tourism.
EP-1.8	Request future City Council legislation is considered to define and recognize the boundaries
	of the City's "Entertainment District"; specifically, recognize the LGBTQ Entertainment District
	in the Hillcrest core.
EP-1.9	Promote development of shopkeeper units and other types of live/work space.
Community R	
EP-2.6	Position and expand University and 5th Avenue's entertainment districts to attract more
	regional patrons and tourist.
EP-2.7	Market the Downtown and Balboa Park visitor trade and improve convenient transportation
	linkages from those destinations to Uptown, including a potential street car linkage.
EP-2.8	Utilize economic development tools and programs to attract and retain small businesses,
	through the maintenance and enhancement of commercial areas.

Table 6.1-2					
Uptown Community Plan Proposed Land Use Designations Intensity					
General Plan Land Use	Community Plan Designation	Specific Use Considerations	Description	Residential Density (dwelling units/acre)	Development Intensity <sup>1</sup>
Park, Open Space, and Recreation	Open Space	None	Provides for the preservation of land that has distinctive scenic, natural or cultural features; that contributes to community character and form; or that contains environmentally sensitive resources. Applies to land or water areas that are undeveloped, generally free from development, or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space may have utility for: primarily passive park and recreation use; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.	1	OR-1-1 zone 0.45 FAR
ď	Population-based Parks	None	Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks. It will allow for facilities and services to meet the recreational needs of the community as defined by the Community Plan.	N/A	OP-1-1 zone OP-2-1 zone
	Residential - Low	None	Provides for single-family housing within a low residential density range and limited accessory uses.	5 - 9	RS-1-7 zone FAR varies
Residential	Residential - Low Medium	None	Provides for both single-family and multifamily housing within a low-medium residential density range.	10 - 15	RM-1-1 zone 0.75 FAR
	Residential - Medium	None	Provides for both single-family and multifamily housing within a medium residential density range.	16 - 29	RM-2-5 zones 1.35 FAR

Table 6.1-2 Uptown Community Plan Proposed Land Use Designations					
General Plan			-,		ensity
Land Use	Community Plan Designation	Specific Use Considerations	Description	(dwelling units/acre)	Development Intensity <sup>1</sup>
ıtial	Residential – Medium High	None	Provides for multifamily housing within a medium-high residential density range.	30-44	RM-3-7 zone 1.80 FAR
Residential	Residential - High	None	Provides for multi-family housing with a high density range.	45-73	RM-3-9 zone 2.70 FAR
Œ	Residential – Very High	None	Provides for multi-family housing with a very high density range.	74-109	RM-4-10 zone 3.60 FAR
Commercial Employment, Retail & Services Commencial Employment, Retail & Services Commercial Employment, Retail & Services	Office- Commercial	Office- Residential Permitted F	Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Permits office uses. Housing may be allowed up to a medium residential density within a mixed-use setting	0-29	CC-1-3 zone 0.75/0.75 <sup>1</sup> FAR
			Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Permits office uses. Housing may be allowed up to a medium-high residential density within a mixeduse setting.	0-44	CC-3-6 Zone 2.0/2.0 <sup>1</sup> FAR
			Provides local convenience shopping, civic uses, and services serving an approximate three mile radius.  Permits office uses. Housing may be allowed up to a high residential density within a mixed-use setting.	0-73	CC-3-8 zone 2.5/2.5 <sup>1</sup> FAR
			Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Permits office uses. Housing may be allowed up to a very high residential density within a mixed-use setting.	0-109	CC-3-9 zone 2.0/3.0 <sup>1</sup> FAR

Table 6.1-2					
Uptown Community Plan Proposed Land Use Designations					
General Plan Land Use	Community Plan Designation	Specific Use Considerations	Description	Inte Residential Density (dwelling units/acre)	Development Intensity <sup>1</sup>
Commercial Employment, Retail & Services (cont.)  On Moodugies  Pooduge Appropriate the control of the control		Residential Permitted	Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed up to a medium residential density within a mixed-use setting.	0-15	CN-1-1 zone 1.0/1.5 <sup>1</sup> FAR
			Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed up to a medium residential density within a mixed-use setting.	0-29	CN-1-3 zone 1.0/0.75 <sup>1</sup> FAR
			Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed up to a medium-high residential density within a mixed-use setting	0-44	CN-1-4 zone 1.0/1.2 <sup>1</sup> FAR
Commercial Employment, Retail & Services	Community Commercial		Provides for shopping areas with retail, service, civic, and office uses for the community at-large within three to six miles. Housing may be allowed up to a high residential density within a mixed-use setting.	0.29	CC-3-5 zone 2.0/2.0 <sup>1</sup> FAR
			Provides for shopping areas with retail, service, civic, and office uses for the community at-large within three to six miles. Housing may be allowed up to a high residential density within a mixed-use setting.	0-73	CC-3-8 zone 2.0/2.5 <sup>1</sup> FAR
			Provides for shopping areas with retail, service, civic, and office uses for the community at-large within three to six miles. Housing may be allowed up to a very high residential density within a mixed-use setting	0-109	CC-3-9 zone 2.0/3.0 <sup>1</sup> FAR

	Table 6.1-2 Uptown Community Plan Proposed Land Use Designations					
				Inte	nsity	
General Plan Land Use	Community Plan Designation	Specific Use Considerations	Description	Residential Density (dwelling units/acre)	Development Intensity <sup>1</sup>	
Institutional, Public and Semi-Public Facilities	Institutional	None	Provides a designation for uses that are identified as public or semi-public facilities in the Community Plan and which offer public and semi-public services to the community. Uses may include but are not limited to: military facilities, community colleges, communication and utilities, transit centers, schools, libraries, police and fire facilities, post offices, hospitals, park-and-ride lots, government offices and civic centers.	N/A	Based on the underlying zone for non-government owned property	

<sup>1</sup>Where residential is permitted a Floor Area Ratio bonus is provided per the zone to encourage residential mixed-use development.

The **Land Use Element** of the proposed Uptown CPU contains community-specific policies to guide development within the Uptown community. This element establishes the distribution and pattern of land uses throughout the community along with associated residential densities.

Uptown is a community with an established land use pattern that is expected to remain with commercial and mixed-use located along transit corridors, multifamily and single-family uses located adjacent to commercial areas and open space located primarily within single-family neighborhoods. The community has a unique level of complexity due to its long-standing and diverse development history; varied geography; and proximity to Balboa Park, Downtown, and Mission Valley. Policies within the Land Use Element are constructed to promote the overall land use goals of the proposed Uptown CPU, which include residential goals such as provision of a diversity of housing options. Commercial goals include appropriately located commercial and office facilities offering a wide variety of goods, services, and employment to benefit the entire community; continued revitalization of Uptown's business districts that respect potential impacts to adjacent neighborhoods; and diversification of employment opportunities. Mixed-use goals generally include the creation of villages with a lively, walkable, and unique atmosphere that builds upon existing neighborhoods and includes places to live and work; and commercial/residential transition areas that promote compatible development and reinvestment along the community's commercial districts.

As with the General Plan, the proposed Uptown CPU places an emphasis on directing growth into mixed-use activity centers that are pedestrian-friendly and linked to an improved regional transit system. Prior to the adoption of the General Plan, Uptown was already in a position to promote "village-like" development with identified areas for mixed-use development already focused along

major transportation corridors and policies for improving the pedestrian environment by enhancing pedestrian activity in business districts and neighborhoods. Uptown is expected to see an improved level of walkability, bicycling, and transit through the implementation of mobility-related projects and improvements and efforts that are focused within community village areas and commercial corridors.

The proposed Uptown CPU would also be consistent with the General Plan goal of providing diverse and balanced neighborhoods and communities. The land use plan prepared for the proposed Uptown CPU provides for a combination of land uses, which emphasize the existing diversity of the community, as well as a diversity that supports future growth and prosperity within the CPU area.

The existing development within Uptown provides a foundation for achievement of the goals laid out in the General Plan Mobility Element due to the urban character of the community, existing transit connections, and adjacency to major roadways and interstates. The proposed Uptown CPU **Mobility Element** policies support the development of pedestrian-friendly facilities along streets and emphasize a safe bicycle network with provision of bicycle parking facilities for transition to pedestrian use within the commercial areas. The proposed Uptown CPU also includes Intelligent Transportation System policies that promote the application of technology to transportation systems with the goal to maximize efficiency of services while increasing vehicle throughput, reducing congestion, and providing quality information to the commuting public.

The **Urban Design Element** of the proposed Uptown CPU supports and implements the General Plan at the Community Plan level by including specific design guidelines and policies for the proposed Uptown CPU area that are consistent with the community's existing and projected character. The proposed Uptown CPU contains policies that are intended to improve the quality of life through safe and secure neighborhoods and in a manner that respects the natural environment. It addresses existing and planned access to outdoor and active spaces, and identifies active and passive open space areas, recreational facilities, and access via pedestrian and bicycle pathways.

The **Economic Prosperity Element** supports employment growth within the community by increasing small business opportunities and supports a diverse mix of businesses that provide a variety of goods and services. This element identifies the value of successful entertainment districts that appeal to local and regional residents, as well as tourists, as well as vibrant neighborhood commercial districts where residents purchase a significant share of their basic needs and services from within the community. Additionally, the Economic Prosperity Element calls for the expansion of medical-related development and employment, as well as parking and multi-modal transit options for commercial districts.

Consistent with the Public Facilities, Services, and Safety Element of the General Plan, the proposed Uptown CPU **Public Facilities, Services, and Safety Element** includes goals to provide and maintain infrastructure and public services for future growth without diminishing services to existing development. Specific policies regarding public facilities financing include public facilities and services prioritization as well as fire-rescue, police, wastewater, storm water infrastructure, waste management and recycling, libraries, schools, public utilities, and healthcare services and facilities, all included within the proposed Uptown CPU.

In regard to the Recreation Element of the General Plan, the proposed Uptown CPU also provides **Recreation Element** policies that support the pursuit of land acquisition needed for the creation of public parks with a special effort to locate new parkland within the community and promoting connectivity, safety, public health, and sustainability. Strategies to reduce the existing parkland deficit in the CPU area are also included in the Recreation Element. Policies to provide parkland to help meet the needs of the community through plan build-out and provide for preservation, protection, and enhancement of existing and planned parkland facilities are included. The Uptown Community would remain in deficit of nearly 101 acres of population-based park space. Uptown has an existing deficit in parkland facilities. As discussed above, the proposed Uptown CPU Recreation Element includes community-specific policies addressing park and recreation guidelines, preservation, and accessibility. As proposed, the proposed Uptown CPU policies regarding parks and recreational facilities are consistent with the General Plan environmental goals, objectives, and guidelines policies; however implementation of the proposed Uptown CPU would still result in a shortfall in the amount of population-based park land, which is adverse. While there are potential environmental impacts from the development of park and recreational facilities as discussed in Section 6.12, Public Services and Facilities, the proposed Uptown CPU community-specific goals and recommendations are intended to support and implement the General Plan environmental goals, objectives, and guidelines policies. Implementation of the proposed Uptown CPU would have an adverse impact because of the population-base park land deficit, but there would be no impact to land use compatibility. As such, the impacts to land use would be less than significant.

The proposed Uptown CPU is consistent with the conservation policies contained within the Conservation Element of the General Plan. The **Conservation Element** of the proposed Uptown CPU addresses the conservation goals and policies that can be effective in managing, preserving, and thoughtfully using the natural resources of the community. Climate change is also addressed in a manner consistent with the General Plan within both the Urban Design Element and Conservation Element. Sustainable energy policies are included that promote development that qualifies for the City's Sustainable Buildings Expedite Program; educate residents and businesses on efficient appliances and techniques for reducing energy consumption; provide for, or retrofit, lighting in the public rights-of-way that is energy efficient; and provide information on programs and incentives for achieving more energy-efficient buildings and renewable energy production.

With respect to the General Plan policies concerning noise and land use compatibility, the **Noise Element** of the proposed Uptown CPU includes goals and policies to guide compatible land uses and require the incorporation of noise attenuation measures for new uses. Additionally, this element provides additional detail to General Plan policies. Please see Section 6.6 for a discussion of noise impacts.

The City of San Diego's General Plan Historic Preservation Element guides the preservation, protection, restoration, and rehabilitation of historical and cultural resources and maintain a sense of the City. The Uptown community is one of the oldest urban neighborhoods in San Diego. The **Historic Preservation Element** of the proposed CPU provides general policies to preserve significant historical resources. This element calls for the identification and preservation of significant historical resources, as well as educational opportunities and incentives relative to historical resources in Uptown. Impacts relative to historical resources are discussed in Section 6.7, Historical Resources.

As part of the proposed project analyzed within this Program Environmental Impact Report (PEIR), the City is updating the Impact Fee Study (IFS; formerly Public Facilities Financing Plan) for the Uptown community, which was originally adopted in 1988. The IFS sets forth the major public facilities' needs specific to the Uptown community with respect to transportation (streets, storm drains, traffic signals, etc.), libraries, park and recreation facilities, and fire stations. The proposed Uptown CPU is a guide for the future development within the community and serves to determine public facility needs. Revisions to public facility needs, Development Impact Fees (DIFs), or other capital improvement programs, would be included in the updated IFS.

### b. Land Development Code Regulations

Implementation of the actions associated with adoption of the proposed Uptown CPU would include specific rezone actions, as well as the repeal of the Mid-City Communities Planned District Ordinance to a zone program that uses Citywide zoning and community-specific zoning through implementation of a Community Plan Implementation Overlay Zone (CPIOZ) to address building height within the mixed-use corridors specified in the Uptown Community Plan. The proposed Planned District/Citywide zone conversions applicable to the proposed Uptown CPU are shown in Table 6.1-3. The implementation program for the proposed Uptown CPU also includes residential zones identified in Table 6.1-3 that would be converted to an open space-residential zone to preserve privately-owned property that is designated in the proposed Uptown CPU as open space with limited development.

Table 6.1-3 Recommended Zone Designations – Uptown					
Mid-City Communities Planned District Zones	Citywide Zones				
MR-3000	RM-1-1				
MR-1500	RM-2-5				
MR-1000	RM-3-7				
MR-800B	RM-3-9				
MR-400	RM-4-10				
CV-4, CL-5, CL-6	CN-1-3				
CN-3, CN-4, CN-2A, CV-3, CL-2	CN-1-4				
NP-3	CC-1-3,CC-3-4				
CN-1	CC-3-5				
NP-2	CC-3-6				
CN-1, CN-1A, CL-2, NP-1	CC-3-8				
CN-1, CN-1A, CV-1	CC-3-9				
West Lewis Street Planned District Zone	Citywide Zone				
WLSPD	CN-1-1				
Residential Zones	Citywide Zones				
RS-1-1, RS-1-2, RS-1-4, RS-1-5	OR-1-1				

The proposed use of the CPIOZ would apply to specific geographic areas within the Uptown CPU area per Chapter 13, Article 2, Division 14 of the Municipal Code (refer to Chapter 3.0, Project Description, Figures 3-7 and 3-8). The CPIOZ provides community-specific building heights and

supersedes equivalent regulations in the zones applied within the community. CPIOZ is not intended to address use. Use categories are determined by the applicable base zone. The purpose of the CPIOZ is to supplement the Municipal Code by providing development regulations that are tailored to specific circumstances and/or sites within the community and have been adopted as part of the community plan. The CPIOZ would also provide for a discretionary review process to more effectively implement the proposed Uptown CPU policies and recommendations related to building height in the Urban Design Element.

The CPIOZ has two types differentiated by their review process: Type A (ministerial review), and Type B (discretionary review). Both types are applied within the community depending on geographic area. Development proposals subject to CPIOZ Type B would require discretionary review to determine if the development proposal is consistent with the proposed Uptown CPU as well as the applicable regulations listed below. Development proposals subject to CPIOZ Type B would be required to process and obtain approval of a Process Three Site Development Permit in accordance with Chapter 12, Article 6, Division 5 of the Municipal Code. Exceptions from these regulations may be granted per Municipal Code Section 132.1403 for development that is minor, temporary, or incidental and is consistent with the purpose and intent of this CPIOZ. Any development proposals that proposes to deviate from the regulations or the supplemental CPIOZ regulations would be required to obtain a discretionary permit.

### **ESL Regulations**

Environmentally sensitive lands (ESL; e.g., sensitive biological resources, steep hillsides, historical resources) occur within the proposed Uptown CPU area. Any future development proposed on environmentally sensitive lands would be subject to the City's ESL Regulations (Chapter 14, Article 3, Division 1), which require that future projects demonstrate that the proposed development site is physically suitable for the proposed use and that it would minimize disturbance to natural landforms and not increase flood hazards. In the event a future specific project is considered for an ESL Regulations deviation, supplemental findings would be required prior to approval in order to show that development would not result in an additional public safety threat or extraordinary public expense, or create a public nuisance. Adherence to these regulations would avoid significant impacts to environmentally sensitive lands within the proposed Uptown CPU area.

### MHPA Land Use Adjacency Guidelines

The Multi-Habitat Planning Area (MHPA) has been designed to maximize conservation of sensitive biological resources, including sensitive species. When land is developed adjacent to the MHPA, there is a potential for secondary impacts that may degrade the habitat value or disrupt animals within the preserve area. These secondary effects of project development may include habitat insularization, drainage/water quality impacts, lighting, noise, exotic plant species, nuisance animal species, and human intrusion. These impacts could be short-term resulting from construction activities, or long-term. Short-term construction impacts could result in disruption of nesting and breeding thus affecting the population of sensitive species. To address these concerns, the Multiple Species Conservation Program (MSCP) includes a set of MHPA Land Use Adjacency Guidelines that are to be evaluated and implemented at the project level.

### c. San Diego Forward - The Regional Plan

The proposed Uptown CPU land use scenario would be consistent with the goals of *San Diego Forward: the Regional Plan*, prepared by San Diego Association of Governments (SANDAG) to develop compact, walkable communities close to transit connections and consistent with smart growth principles, as summarized above. The CPU proposes to establish a pedestrian-oriented, urban, and mixed-use community village that would reduce reliance on the automobile and promote walking and use of alternative transportation. Policies contained within the proposed Uptown CPU Land Use and Mobility Elements serve to promote bus transit use as well as other forms of mobility, including walking and bicycling. These measures are consistent with *San Diego Forward*'s smart growth strategies. The adoption and implementation of the proposed Uptown CPU would not generate any conflict or inconsistencies with *San Diego Forward: the Regional Plan;* therefore the potential impacts would be less than significant.

### **Issue 2 Conversion of Open Space or Farmland**

Would the proposed project lead to the development or conversion of general plan or community plan designated open space or prime farmland to a more intensive land use, resulting in a physical division of the community?

The proposed project involves an update to the Uptown Community Plan, a fully built-out community in the City of San Diego, and other associated discretionary actions. The current makeup of the urbanized Uptown CPU area includes a mix of land uses that includes open space. In addition, there is approximately a half acre identified as agricultural land within the Uptown CPU area this is a community garden, not prime farmland. The siting of mixed uses in proximity to each other, the provision of enhanced pedestrian corridors and bicycle amenities, and the planned changes to the street network would additionally serve to foster community connectivity rather than create division.

Goals of the proposed Uptown CPU Land Use Element that address community connectivity include supporting a vibrant, pedestrian-oriented community village within the proposed Uptown CPU area that provides diverse housing opportunities and encourages quality neighborhood and community-supporting institutional and commercial uses. Overall, incorporation of the goals and recommendations of the elements contained in the proposed Uptown CPU would enhance community connectivity. In addition, the proposed Uptown CPU Conservation Element contains polices that preserve open space within the Community Plan area. The proposed Uptown CPU would not result in conversion of open space and there is no proposed change to the community garden. Therefore, the implementation of the proposed Uptown CPU and associated discretionary actions would not lead to the development or conversion of identified open space or physically divide the communities. Therefore, the implementation of the proposed Uptown CPU and associated discretionary actions would not lead to the development or conversion of identified open space in adjacent communities. Therefore, the implementation of the proposed Uptown CPU and associated discretionary actions would not lead to the development or conversion of identified open space or physically divide the community and would not result in any policies that would permit the conversion of open space in adjacent communities.

#### Issue 3 Conflicts with the MSCP Subarea Plan

Would the project conflict with the provisions of the City's Multiple Species Conservation Program (MSCP) Subarea Plan or other approved local, regional, or state habitat conservation plan?

The highly urbanized Community Plan area lies within the City's MSCP Subarea Plan, and contains preserve areas designated as MHPA in the northern portion of the project area. Because the proposed Uptown CPU area contains MHPA lands, the ESL Regulations limit development encroachment into sensitive biological resources. As concluded in Section 6.8, Biological Resources, the project would be consistent with the MSCP Subarea Plan, and impacts would be less than significant.

### **Issue 4 Conflicts with an Adopted ALUCP**

Would the project result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan (ALUCP)?

The project site is located within San Diego International Airport's (SDIA) Airport Influence Area (AIA). The AIA is "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses." To facilitate implementation and reduce unnecessary referrals of projects to the Airport Land Use Commission, the AIA is divided into Review Area 1 and Review Area 2. The project site is located within both of them (Figure 6.1-1). The composition of each area is determined as follows:

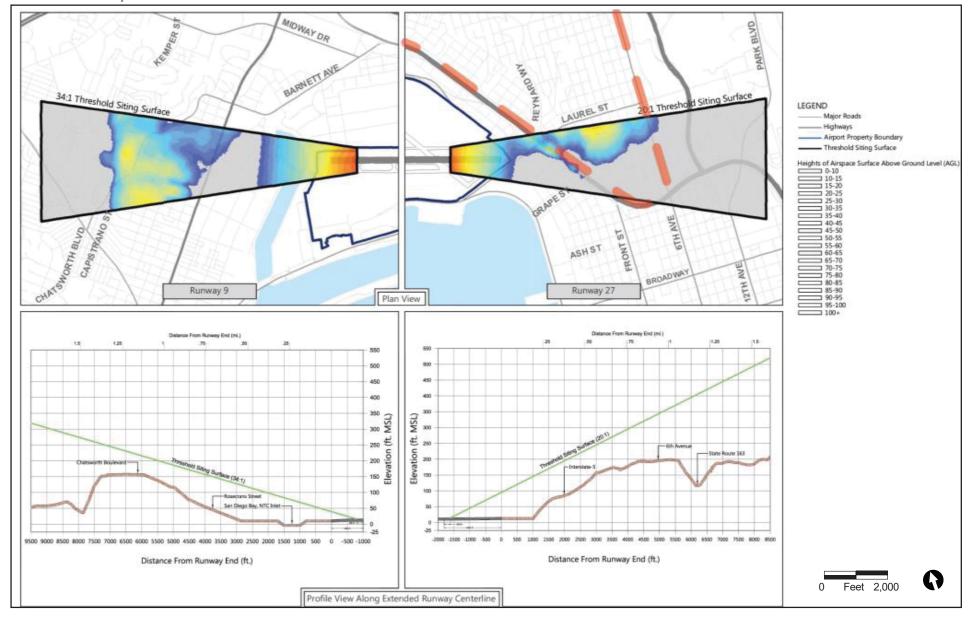
- Review Area 1 is defined by the combination of the 60 dB CNEL noise contour, the outer boundary of all safety zones, and the airspace Threshold Siting Surfaces (TSSs) (Figure 6.1-2).
   All policies and standards apply within Review Area 1.
- Review Area 2 is defined by the combination of the airspace protection and overflight boundaries beyond Review Area 1. Only airspace protection and overflight policies and standards apply within Review Area 2.

The ALUCP contains four principal compatibility concerns: noise (exposure to aircraft noise), safety (land use factors that affect safety both for people on the ground and occupants of aircraft), airspace protection (protection of airport airspace), and overflight (annoyance or other general concerns related to aircraft overflights). The ALUCP policies and standards are only applicable to new uses. A portion of the Uptown CPU is located within the SDIA noise contours of the ALUCP, which range from 60- to 75+ -decibel (dB) community noise equivalent level (CNEL) (Figure 6.1-3 and Figure 6.1-4). Noise impacts are fully evaluated in Section 6.6, Noise, of this PEIR. As discussed in Section 6.6 of this PEIR, the proposed Uptown CPU would not result in adverse airport noise impacts to existing uses because the proposed Uptown CPU would not result in a change to existing uses or a change in SDIA operations. New development would be required to provide noise attenuation consistent with the ALUCP for the San Diego International Airport; thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant exposure to noise from aircraft.

Map Source: SDIA - ALUCP City of El Cajon LEGEND Major Roads - Highways Municipal Boundaries Airport Property Boundary San Diego Unified Port District Planning Jurisdiction Boundary Airport Influence Area (AIA) Airport Influence Area: the AIA is the area within which City of La Mesa real estate disclosure is required, under state law.1 Review Area 1: the combination of the 60 dB CNEL noise contour, the outer boundary of all safety zones, and the Threshold Siting Surfaces (TSSs). Review Area 2: the combination of the airspace protection and overflight boundaries beyond Review Area 1. Uptown Community City of **Diego County** City of Pacific Ocean City of Fortions of this DERIVED PRODUCT contain geographic information copyrighted by SanGIS. All Rights Reserved. Chula Vista Feet 8,000

**FIGURE 6.1-1** SDIA Airport Influence Area – Uptown

Map Source: SDIA - ALUCP



**FIGURE 6.1-2** SDIA Threshold Siting Surface Profile – Uptown

Map Source: SDIA - ALUCP LEGEND - Major Roads - Highways Vission Boy Municipal Boundaries Airport Property Boundary San Diego Unified Port District Planning Jurisdiction Boundary MONTEZUMÁRO Forecast Noise Exposure Ranges: 0 - 65 dB CNEL 65 - 70 dB CNEL City of La Mesa 70 - 75 dB CNEL 65 dB CNEL 75 + dB CNEL Uptown Community City of San Diego City of Lemon Grove City of Coronado Pacific Ocean National City Portions of this DERBYED PRODUCT contain geographic information copyrighted by SenGES. All Rights Reserved. 0 Feet 6,000 San Diego Bay

**FIGURE 6.1-3** SDIA Noise Contour Map – Uptown

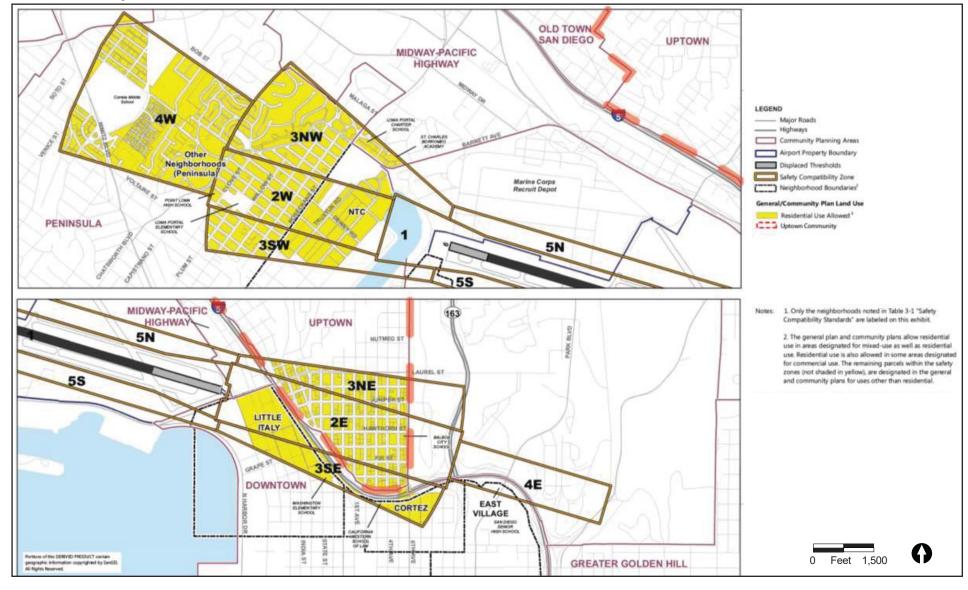


FIGURE 6.1-4
Residential Use Allowed Under the General
Community Plans Inside SDIA 70 dB CNEL – Uptown

A portion of the Uptown community is located within ALUCP Safety Compatibility Zones 3NE, 2E, and 3SE (Figure 6.1-5, and Figure 6.1-6). Safety compatibility standards of the ALCUP restrict certain uses and provide maximum residential density and non-residential intensity limits that are allowable within the safety zones. These standards are shown in Table 3-1 of the SDIA ALUCP. Future development within the ALUCP Safety Compatibility Zones would be required to comply with these standards or request a City Council overrule; as such, impacts relative to ALUCP safety zones would be less than significant.

The airspace protection boundary (Figure 6.1-7) for SDIA establishes the area where the policies and standards of the ALUCP apply. Additional boundaries at the ends of the runway represent the TSSs within which specific height limitations apply. A TSS defines critical airspace that must be protected to allow for safe approaches to runways. Any objects penetrating the TSSs would cause the runway thresholds to be further displaced, reducing available landing distances.

The airspace protection boundary is based on the outermost edge of the following airspace surfaces:

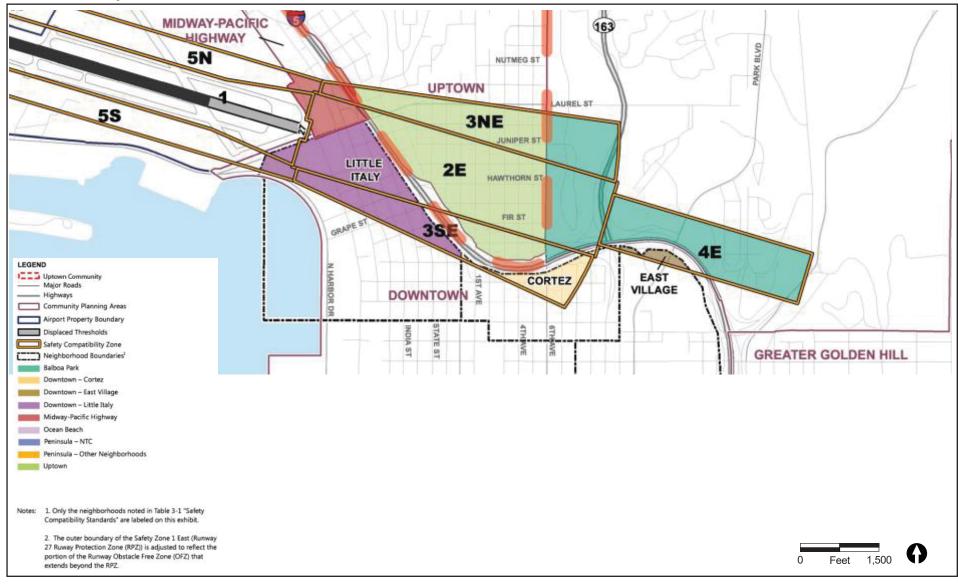
- Part 77, Subpart B, 100:1 notification surface boundary
- Part 77 civil airport imaginary airspace surfaces
- The approach surfaces for both runway ends defined by the criteria in Federal Aviation Administration Order 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS)

The Uptown community is located within the Federal Aviation Regulations Part 77 Notification Surfaces, and the southern portion of the community is additionally located within the Threshold Siting Surface. The City requires a Federal Aviation Administration determination of no hazard to air navigation for both ministerial and discretionary projects prior to approving or recommending approval as addressed in Development Services Department Information Bulletin 520. Additionally, future projects located within the TSS would be required to comply with ALUCP criteria relative to this airspace protection area. As such, impacts to airspace protection would be less than significant.

Overflight compatibility concerns apply to the Uptown CPU area. The Uptown community is located within the Overflight Notification Area (Figure 6.1-8). An overflight notification agreement must be recorded with the Office of the County Recorder for any new dwelling unit within the overflight area. The recordation of an overflight notification agreement is not necessary where the dedication of an avigation easement is required. Alternative methods of providing overflight notification are acceptable if approved by the Airport Land Use Commission.

Thus, as described in this section, implementation of the proposed Uptown CPU and associated discretionary actions would be consistent with the adopted ALUCP as future development within the Uptown CPU area would be subject to the requirements of the ALUCP and associated Federal Aviation Administration and City requirements. Thus, impacts related to conflicts with an adopted ALUCP would be less than significant.

Map Source: SDIA - ALUCP



**FIGURE 6.1-5** SDIA Safety Compatibility Zones – Uptown

Map Source: SDIA - ALUCP OLD TOWN SAN DIEGO **UPTOWN** MIDWAY-PACIFIC HIGHWAY LEGEND Major Roads Highways 3NW Community Planning Areas Airport Property Boundary Other Neighborhoods Displaced Thresholds (Peninsula) Safety Compatibility Zone Marine Corps Neighborhood Boundaries<sup>1</sup> Recruit Depot 2W General/Community Plan Land Use Residential Use Allowed 3 PENINSULA Carry Uptown Community 35W MIDWAY-PACIFIC 1. Only the neighborhoods noted in Table 3-1 "Safety Compatibility Standards\* are labeled on this exhibit. HIGHWAY UPTOWN 2. The general plan and community plans allow residential NUTMED ST use in areas designated for mixed-use as well as residential use. Residential use is also allowed in some areas designated for commercial use. The remaining parcels within the safety zones (not shaded in yellow), are designated in the general and community plans for uses other than residential. 3NE LITTLE ITALY DOWNTOWN EAST

VILLAGE

**FIGURE 6.1-6** Residential Use Allowed Under the General/Community Plans Inside the SDIA Safety Compatibility Zones – Uptown

GREATER GOLDEN HILL

0 Feet 1,500

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CORTEZ

Map Source: SDIA - ALUCP LEGEND - Highways City of San Diego Municipal Boundaries Airport Property Boundary Airspace Protection Boundary<sup>1</sup> Threshold Siting Surface City of La Mesa Terrain Penetrations of FAR Part 77 Surfaces Terrain Elevations (in feet MSL) High: 847 Low:1 122 Uptown Community City of Lemon Grove Notes: 1. The Airspace Protection Boundary is defined as the outer boundary of the combined Part 77 Subpart B, Subpart C and TERPS approach surface boundaries. MARKETET Pacific Ocean City of Coronado National City San Diego Bay Portium of this (BRENE) PRODUCT contains geographic information copyrighted by Sareliti. All flights Reserved. 0 Feet 6,500

**FIGURE 6.1-7** SDIA Airspace Protection Boundary – Uptown

Map Source: SDIA - ALUCP MCAS Miramar City of Santee 125 LEGEND - Major Roads Highways Municipal Boundaries Airport Property Boundary City of San Diego Unified Port District Planning Jurisdiction Boundary El Cajon Overflight Area Boundary: overflight notification is Canyon Park City of required for new residential development within the Mission Bay San Diego overflight area boundary. Uptown Community Mission Bay Park City of Lemon Grove Pacific Ocean City of National City Coronado San Diego Bay Portions of this DERIVED PRODUCT contain geographic information copyrighted by SanGIS. All Rights Reserved. 0 Feet 9,000 City of Chula Vista

**FIGURE 6.1-8** SDIA Overflight Notification Area – Uptown

## **Cumulative Impacts**

As discussed in this section, the proposed Uptown CPU contains 9 core elements providing community-specific goals and policies that are consistent with Citywide zoning classifications, development design guidelines, mobility guidelines, and programs in accordance with the goals of the City's General Plan and the implementing regulations of the City's Land Development Code. Both the Uptown CPU along with the North Park and Golden Hill CPUs would accommodate existing development as well as encourage development consistent with community goals and character.

The Uptown CPU combined with the North Park and Golden Hill CPUs are consistent with and also implement the environmental goals or objectives of the SANDAG's *San Diego Forward: the Regional Plan*. The three CPUs are consistent with the City's Multiple Species Conservation Program. Development implemented in accordance with the Uptown, North Park, and Golden Hill CPUs would not result in conflicts with the City's ESL Regulations, which contains policies supporting the goals of these regulations. Any development within the CPU areas that would encroach into ESL would be subject to review in accordance with the ESL Regulations (Land Development Code, Section 143.0101 et seq.). Future development projects within the Airport Influence Area would be submitted to the Airport Authority, acting as the Airport Land Use Commission, to ensure the consistency of future development with the ALUCP for the San Diego International Airport, until the Airport Land Use Commission determines the updated CPU and development regulations consistent with the ALUCP. Based on the compatibility of the proposed CPUs (Uptown, North Park, and Golden Hill) with the General Plan policy framework and other applicable land use plans and regulations, cumulative land use compatibility, impacts associated with build-out of the CPUs would be less than significant.

# **6.1.4** Significance of Impacts

## **6.1.4.1 Conflicts with Applicable Plans**

The proposed Uptown CPU would be consistent with the General Plan and the City of Villages strategy. Furthermore, the policies developed for the proposed Uptown CPU associated with each of the elements were drafted in a manner that is consistent with the General Plan. Proposed amendments to the Land Development Code and zoning amendments would implement the proposed Uptown CPU and would be consistent with applicable environmental goals, objectives and guidelines of the General Plan. The proposed Uptown CPU would include approval of an amendment to the Land Development Code to repeal the existing Mid-City Communities and West Lewis Street Planned District Ordinances that serve as the community's zoning regulations and replace them with Citywide zoning and as well as amend the Uptown CPIOZ related to building height in specific geographic areas. These proposed amendments are intended to accommodate existing desirable uses and encourage future development consistent with the proposed Update CPU. The proposed change from the PDO to Citywide zone and amendment of the CPIOZ boundary areas would not create any conflicts or inconsistencies with the adopted Land Development Code.

Future development in accordance with the proposed Uptown CPU would be required to comply with ESL regulations. The proposed Uptown CPU incorporates the multi-modal strategy of *San Diego Forward* through the designation of a high-density mixed-use village. In addition, the proposed

Uptown CPU includes policies related to land use, mobility, and circulation/transportation that promote the *San Diego Forward*'s smart growth strategies. As the proposed Uptown CPU and associated discretionary actions would be consistent with applicable environmental goals, objectives, or guidelines of a General Plan and other applicable plans and regulations, no indirect or secondary environmental impact would result and impacts would be less than significant. No mitigation is required.

### 6.1.4.2 Conversion of Open Space or Farmland

The proposed Uptown CPU and associated discretionary actions would not convert open space or prime farm land. The proposed Uptown CPU and associated discretionary actions would not physically divide an established community. Community connectivity would be enhanced by provisions in the proposed Uptown CPU that improve pedestrian and transit amenities. No significant impacts have been identified; therefore, no mitigation would be required.

#### 6.1.4.3 Conflicts with the MSCP Subarea Plan

The proposed Uptown CPU implementation would not have significant impacts on the MHPA and the project would be consistent with the MSCP. Therefore, no impacts would occur. No mitigation is required.

### 6.1.4.4 Conflicts with an Adopted ALUCP

Although the Uptown community is within the SDIA AIA, the proposed Uptown CPU and associated discretionary actions would not result in impacts associated with the four compatibility concern areas. Future projects would be required to receive ALUC consistency determinations, as necessary, stating that the project is consistent with the SDIA ALUCP. As a result, the proposed Uptown CPU and associated discretionary actions would not result in land uses that are incompatible with an adopted Airport Land Use Compatibility Plan. Therefore, no impacts would result, and no mitigation is required.

# 6.1.5 Mitigation Framework

Land use impacts related to build-out of the proposed Uptown CPU and associated discretionary actions would be less than significant. Thus, no mitigation is required.

# 6.2 Visual Effects and Neighborhood Character

This section addresses visual effects of the proposed Uptown Community Plan Update (CPU), the associated discretionary actions, and potential for impacts on neighborhood character and includes a description of the built and natural visual resources within the CPU area. It also describes relevant existing state and local regulations. In addition, the proposed Uptown CPU's consistency with relevant design regulations is assessed, including the adopted General Plan and the proposed Uptown Community Plan elements, as well as the Land Development Code (LDC).

# 6.2.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

# **6.2.2 Significance Determination Thresholds**

Thresholds used to evaluate potential impacts related to visual effects and neighborhood character is based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City of San Diego CEQA Significance Determination Thresholds (2011). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed Uptown CPU. A significant visual effect and neighborhood character impact would occur if implementation of the proposed Uptown CPU and associated discretionary actions would:

- 1) Result in a substantial obstruction of a vista or scenic view from a public viewing area as identified in the community plan;
- 2) Result in a substantial adverse alteration (e.g. bulk, scale, materials or style) to the existing or planned (adopted) character of the area;
- 3) Result in the loss of any distinctive or landmark tree(s), or stand of mature trees as identified in the community plan
- 4) Result in a substantial change in the existing landform; or
- 5) Create substantial light or glare which would adversely affect daytime and nighttime views in the area.

## 6.2.3 Impact Analysis

Potential impacts resulting from implementation of the proposed Uptown CPU and associated discretionary actions were evaluated based on information from existing conditions assessments of

urban design, recreation, and conservation in the Uptown CPU area. The assessment was made using data from observation, spatial analysis, and a photographic inventory.

#### **Issue 1** Scenic Vistas or Views

Would the project result in a substantial obstruction of a vista or scenic view from a public viewing area as identified in the community plan?

The Urban Design Element of the proposed Uptown CPU identifies public view corridors in three primary categories: views looking to the north and west over Mission Valley and to Mission Bay, views looking to the west and south toward San Diego Bay, and views looking east to Balboa Park. These views are largely available from public rights-of-ways, parks, and landmarks. The proposed Uptown CPU contains policies in both the Urban Design and Conservation elements relative to views, and identifies public view corridors and viewsheds in the community (Figure 6.2-1). Proposed Urban Design Element policies would protect against view obstructions to Balboa Park from public vantage points and would provide design criteria for development along canyons that would protect available canyon views from surrounding roadways. Proposed policies of the Conservation Element would provide protection for public views from identified public vantage points such as public right-of-ways, parks, and landmarks. Future development projects within the identified public view corridors would be evaluated at the time of a future development proposal for potential impacts on identified public view corridors.

Due to the built-out nature of the Uptown community, future projects would blend with the existing urban framework through established and regulated set back requirements, and would not result in new obstructions to view corridors along public streets where view opportunities largely exist. Should future projects seek to impede upon existing circulation elements in the form of diminished right-of-way or a street vacation, for example, these projects would be reviewed as discretionary projects and those future project impacts on view corridors that occur within the right-of-way would be evaluated at that time.

An Officially Designated State Scenic Highway runs through the Uptown community for a one-mile stretch of State Route 163 (SR-163) between the north and south boundaries of Balboa Park. The proposed Uptown CPU would not impact this scenic resource, as any future development would be limited to the mesa top of the community and SR-163 is located at the base of the mesas in a canyon that would not be subject to development. Because the scenic highway section of the freeway is bordered to the east and west by Balboa Park, the existing regional park protects the scenic resource. Thus, no impacts to an Officially Designated State Scenic Highway would result.

Implementation of the proposed Uptown CPU would not result in a substantial alteration or blockage of public views from critical view corridors, designated open space areas, public roads, or public parks; new development within the community would take place within the constraints of the existing urban framework and development pattern. Thus, future development would not impact view corridors or viewsheds as viewed from identified public vantage points. Public view impacts would be less than significant, and no mitigation would be required.

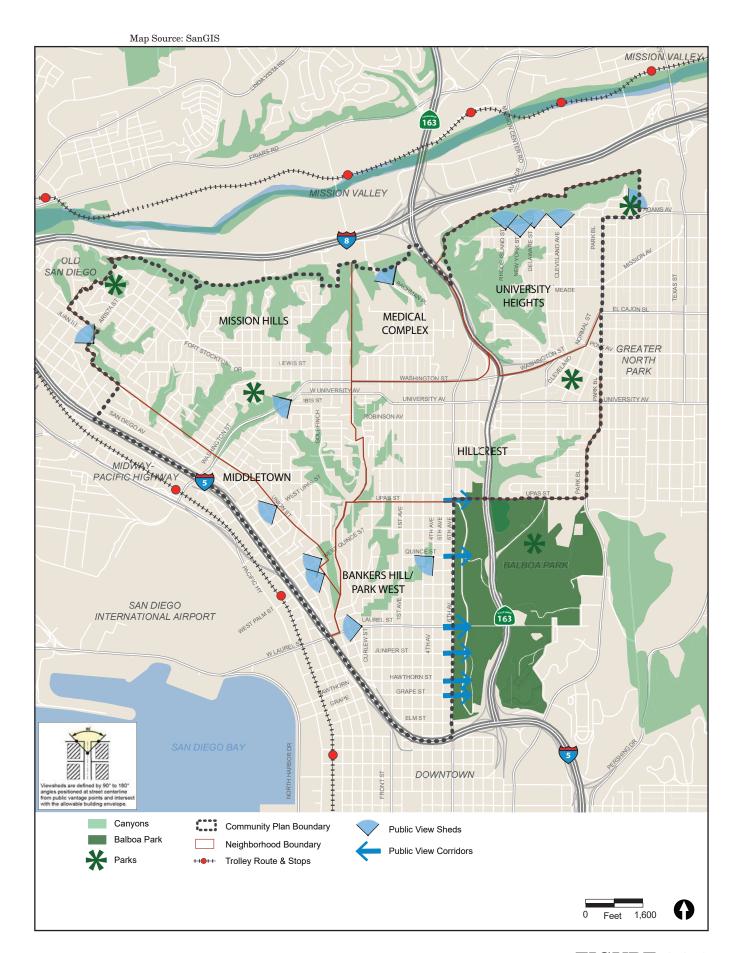


FIGURE 6.2-1 Uptown Canyons and Public Views

## **Issue 2** Neighborhood Character

Would the project result in a substantial alteration (e.g. bulk, scale materials or style) to the existing or planned (adopted) character of the area?

Uptown is a developed, urbanized community although not all lot or building sites are built to their allowable capacity under the adopted Community Plan and zone. Thus, build-out of the proposed Uptown CPU would result in intensification of existing land uses. Any new development or redevelopment would take place on infill sites and would thus blend with the existing urbanized character of the community.

Additionally, future development projects would be undertaken in accordance with the City's General Plan and Land Development Code in addition to proposed Uptown CPU policies. The proposed Uptown CPU includes Urban Design Element policies intended to direct future development in a manner that ensures that the physical attributes of the Uptown community will be retained and enhanced by a design that responds to the community's particular context while acknowledging the potential for growth and change.

The proposed Urban Design Element provides policies relative to streetscape (publicly owned street rights-of-way) and public spaces (publicly accessible open spaces such as parks, squares, plazas, courtyards, and alleys) that would shape the area's character and function as future development occurs. Proposed streetscape policies would address the siting of street furnishings, design character, and provision of plazas and pedestrian nodes to enhance the pedestrian realm. Urban forestry policies are also proposed that would maximize the benefits of trees, including their contribution to the character, identity, and comfort of the community's streets. Trees also contribute to the spatial definition of a street, providing both a comfortable sense of scale and enclosure to the public realm. They may add shade, which contributes to pedestrian comfort, and color, texture, and pattern that contribute to the street's visual quality.

The proposed Urban Design Element of the proposed Uptown CPU would also provide policies addressing commercial and mixed-use development, and residential in-fill development. Policies are related to street wall articulation, ground-level uses, windows, building materials, lighting, signs, corners, architectural projections, rooftop and mechanical screening, public space, public art, street orientation and setbacks, sustainable building design, height and massing, development transitions, and canyons and open space. Implementation of these policies would provide specific policy support to ensure that the bulk and scale of development is not out of character with the existing environment.

Additionally, the proposed Uptown CPU Urban Design Element includes *Design Guidelines by Building Type* that would address building height, further protecting public view corridors and regulating the bulk and scale of development. The *Design Guidelines by Building Type* provides typical height limits for low, mid-, and high-rise buildings within neighborhood districts. Under the high-rise building policies, areas within the Uptown CPU area could be permitted to develop with buildings up to 100 feet in height; however, these areas would be covered by a Community Plan Implementation Overlay Zone (CPIOZ) Type B (see Figure 6.1-3 in Section 6.1, Land Use). Within the CPIOZ areas, projects would be subject to a discretionary review process that would implement the proposed

Uptown CPU policies and recommendations, particularly those related to building height consistent with the Urban Design Element. With the implementation of the proposed Urban Design Element policies, new development would be consistent with the existing neighborhood character. Thus, impacts related to substantial alterations to the existing or planned character of the area would be less than significant. No mitigation would be required.

#### **Issue 3** Distinctive or Landmark Trees

Would the project result in the loss of any distinctive or landmark tree(s), or stand of mature trees as identified in the community plan? (Normally, the removal of non-native trees within a wetland as part of a restoration project would not be considered significant.)

The adopted Community Plan identifies one tree within its *Conservation, Cultural and Heritage Resources* section as a historical resource. This tree is identified as:

FLORENCE HOTEL TREE, GRAPE STREET BETWEEN THIRD AVENUE AND FOURTH AVENUE: A large Morton Bay Fig tree planted in the late 19<sup>th</sup> century, exhibiting an extremely well developed, buttress root system and trunk.

The Florence Hotel tree is identified as a designated historical resource within the proposed Uptown CPU. As discussed in Section 6.7, Historical Resources, this designated historical resource is protected and preserved through existing General Plan policies, the Historic Resource Regulations and guidelines of the Municipal Code. Any alteration or proposed removal of this historical resource would be subject to discretionary review before it could be removed or modified. Thus, existing protective measures for the Florence Hotel Moreton Bay fig are in place that would prevent the loss or alteration of this designated tree, except as required because of tree's health or public safety. As such, implementation of the proposed Uptown CPU and associated discretionary actions would not result in the loss of any distinctive or landmark trees or any stand of mature trees.

In addition, street trees present within the Uptown CPU area are subject to City Council Policy 900-19, which provides for protection of street trees. The proposed Uptown CPU Urban Design Element, Section 4.3, includes Urban Forestry polices that would augment the Council Policy and includes polices that protect existing trees, promote the planting of new trees, and provide guidance as to the types of trees that should be planted. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact related to losses of distinctive or landmark trees or mature stands of trees.

#### Issue 4 Landform Alteration

Would the project result in a substantial change in the existing landform?

It is not anticipated that future development allowed by the proposed Uptown CPU and associated discretionary actions would result in significant landform alteration. As discussed previously, the community is largely developed with existing urban land uses. While the proposed Uptown CPU would intensify some uses, the proposed CPU contains policies to ensure that redevelopment takes into account existing development as well as the landform. Of particular importance are the

proposed Uptown CPU Conservation Element and Urban Design Element policies that would support conservation of existing landforms, canyon lands, and open space and would support the design of buildings that respects existing landforms.

Because the proposed Uptown CPU is an adoption of a plan, development would occur in the future over an extended time period and specific grading quantities associated with future development are presently unknown. However, no mass grading is anticipated since the proposed Uptown CPU area is already nearly fully developed with urban uses. As future development proposals come forward pursuant to the proposed Uptown CPU and associated discretionary actions, they would be reviewed to determine whether grading plans demonstrate compliance with the City's significance thresholds for grading or if excavation is required for alternative design features. Therefore, impacts to landform from future development would be less than significant.

### Issue 5 Light and Glare

Would the project create substantial light or glare which would adversely affect daytime or nighttime views in the area?

The Uptown community is a built-out urban community. Sources of light currently include those typical of an urban community, such as building lighting for residential and nonresidential land uses, roadway infrastructure lighting, and signage. Future development implemented in accordance with the proposed Uptown CPU and associated discretionary actions would necessitate the use of additional light fixtures and may contribute to existing conditions of light and glare. New light sources may include residential and non-residential interior and exterior lighting, parking lot lighting, commercial signage lighting, and lamps for streetscape and public recreational areas.

Lighting policies within the proposed Uptown CPU Urban Design Element would support pedestrian-oriented street lighting with appropriate shielding and low heights to minimize light spillage. Other proposed policies would address glare from photovoltaic panels. These policies would support existing lighting regulations in the LDC. Outdoor lighting is regulated by Section 142.0740 of the LDC. The purpose of the City's outdoor lighting regulations is to minimize negative impacts from light pollution including light trespass, glare, and urban sky glow in order to preserve enjoyment of the night sky and minimize conflict caused by unnecessary illumination. Regulation of outdoor lighting is also intended to promote lighting design that provides for public safety and conserves electrical energy. New outdoor lighting fixtures must minimize light trespass in accordance with the Green Building Regulations, where applicable, or otherwise shall direct, shield, and control light to keep it from falling onto surrounding properties. The regulations prohibit direct-beam illumination from leaving the premises and requires that most outdoor lighting be turned off between 11:00 P.M. and 6:00 A.M. with some exceptions (such as lighting provided for commercial and industrial uses that continue to be fully operational after 11:00 P.M., adequate lighting for public safety).

Section 142.0730 of the City's LDC regulates glare. Section 142.0730 limits a maximum of 50 percent of the exterior of a building to be composed of reflective material that has a light reflectivity factor greater than 30 percent. Additionally, per Section 142.0730(b), reflective building materials are not permitted where the City Manager determines that their use would contribute to potential traffic hazards, diminished quality of riparian habitat, or reduced enjoyment of public open space. Lighting

impacts to Multi Habitat Planning Area (MHPA) areas that occur within the Uptown community (within the canyon areas) would be regulated through compliance with Multiple Species Conservation Program (MSCP) Adjacency Guidelines, which requires lighting of all developed areas adjacent to the MHPA to be directed away from the MHPA. With requisite implementation of both the proposed Uptown CPU and General Plan/LDC regulations, as well as requirement of the MHPA Adjacency Guidelines, lighting and glare impacts would be less than significant.

## **Cumulative Impact Analysis**

Future growth within the Uptown CPU area and surrounding communities including North Park and Golden Hill have the potential to cumulatively impact the visual environment through the design and location of future buildings. Changes in visual character and quality resulting from individual development projects within the Uptown CPU area with development within the North Park and Golden Hill CPU areas could contribute incrementally to cumulative impacts with regard to aesthetics. However, the cumulative visual impact of build-out of the three communities would not result in a cumulatively significant impact since the CPU areas are already urbanized and include existing development of the type that would be further developed under the CPUs.

Future development in accordance with the CPU areas is likely to take place on infill sites in previously developed locations. Each proposed CPU (Golden Hill, North Park, and Uptown) contains policies to ensure that any new development is consistent with the existing character and protects public views. The proposed policies address consistency in setbacks, height and bulk, landscaping, design, historic character, and natural features such as canyons and hillsides. The proposed CPUs contain policies to preserve, protect, and restore existing landforms. Compliance with the Municipal Code would ensure that cumulative light and glare impacts are avoided. Based on the existing urbanized character of the CPU areas and implementation of existing regulations and policies in the proposed CPUs, cumulative impacts would be less than significant.

# **6.2.4 Determination of Significance**

#### 6.2.4.1 Scenic Vistas or Views

Implementation of the proposed Uptown CPU and associated discretionary actions would not result in substantial alteration or blockage of public views from critical view corridors, designated open space areas, public roads, or public parks; new development within the community would take place within the constraints of the existing urban framework and development pattern, thereby not impacting public view corridors and viewsheds along public right-of-ways. Therefore, public view impacts would be less than significant, and no mitigation would be required.

No impacts to Officially Designated State Scenic Highway SR-163 would occur due to the topography and location of the freeway, which is set below the mesa tops where future development could occur. Additionally, Balboa Park provides separation from future development areas, precluding structures from impeding on views to SR-163. Impacts would be less than significant, and no mitigation would be required.

### 6.2.4.2 Neighborhood Character

The proposed Uptown CPU includes policies that would encourage residential and mixed-use development that would be consistent with the existing neighborhood character, and impacts would be less than significant. No mitigation would be required.

#### 6.2.4.3 Distinctive or Landmark Trees

There are protective measures for the existing Florence Hotel Morton Bay fig, and the implementation of the proposed Uptown CPU would prevent the loss of existing mature trees except as required because of tree health or public safety. The implementation of the proposed Uptown CPU and associated discretionary actions would not result in the loss of any distinctive or landmark trees, or any stand of mature trees; therefore, no impacts would result. No mitigation is required.

### 6.2.4.4 Landform Alteration

Implementation of the proposed Uptown CPU and associated discretionary actions would result in less than significant impacts related to landform alteration based on implementation of proposed Uptown CPU polices that require building form to be sensitive to topography and slopes, and existing protections for steep slopes (Environmentally Sensitive Lands) and grading regulations within the LDC. Thus, impacts related to landform alteration would be less than significant, and no mitigation would be required.

## 6.2.4.5 Light and Glare

Impacts relative to lighting and glare would be less than significant. No mitigation is required.

## 6.2.5 Mitigation Framework

Potential visual effects and neighborhood character impacts resulting from implementation of the Uptown CPU and associated discretionary actions would be less than significant. Thus, no mitigation is required.

# 6.3 Transportation and Circulation

Kimley-Horn and Associates. Inc. conducted the Uptown, North Park, and Golden Hill Community Plan Update (CPU) Traffic Impact Study (June 2015). The report is included as Appendix B-1 to this EIR. Additionally, a supplemental letter report was prepared for the project to provide an updated analysis that reflected minor updates to the proposed land use map after the June 2015 report was finalized. This supplemental report dated March 15, 2016 prepared by Kimley-Horn and Associates is included as Appendix B-2 of this Program Environmental Impact Report (PEIR) and is titled North Park and Uptown Updated Residential Densities Traffic Evaluation Summary of Findings for the Cluster Community Plan Update. The results of the report pertinent to the Uptown community are presented in this section. Additionally, Kimley-Horn and Associates, Inc. prepared an Uptown, North Park, and Golden Hill Community Plan Update Mobility Study for Build-out Conditions. That report is included in Appendix C to this EIR and discussed in this section, as applicable.

## 6.3.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively. This existing roadway circulation network, daily and peak-hour traffic volumes, and operations at the study intersections and roadway and freeway segments pertinent to the Uptown CPU area are discussed below.

## 6.3.1.1 Roadway Network

The following section provides a description of the existing study area streets within the Uptown CPU area. Ultimate roadway classifications are taken from the Uptown Community Plan, last updated in February 1988. The portions of the roadways described are intended to reflect the areas within the community and may not reflect the entirety of the roadway. Functional classifications are based on field observations performed during preparation of the *Traffic Impact Study*. Figure 6.3-1, illustrates the existing roadway classifications for the Uptown community. The City of San Diego Bicycle Master Plan (City BMP) identifies several bicycle facilities in the community, as noted in the roadway descriptions below.

First Avenue functions as a north-south, 2-lane collector, with a curb-to-curb width of 50 feet between Interstate 5 (I-5) and Arbor Avenue. First Avenue is two-way for the majority of its length between Grape Street and Washington Street and one-way northbound otherwise. First Avenue is lined with sidewalks and curbs, with parallel parking available on both sides of the street for the entire length of the street. The posted speed limit is 30 miles per hour (mph). Access to I-5 northbound is provided at the intersection of First Avenue and Elm Street. The ultimate adopted Community Plan street classification for First Avenue is a 3-lane collector. The City BMP identifies First Avenue as a Class III (Bike Route) facility between downtown and Lewis Street, with the option of a Class II (Bike Lanes) between Upas Street and Washington Street.

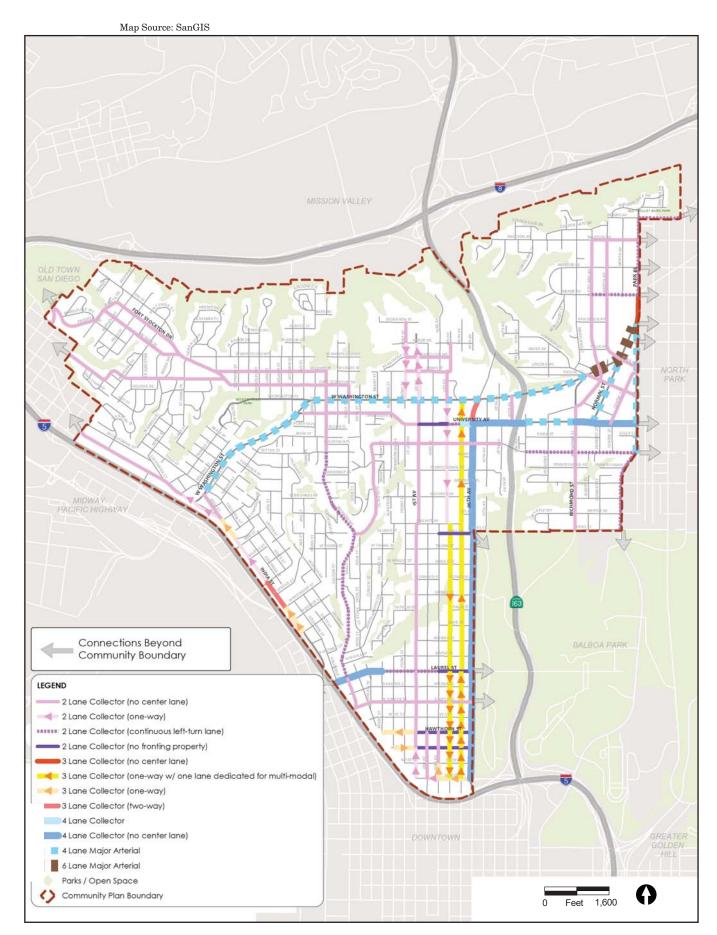


FIGURE 6.3-1
Existing Roadway Functional Classification – Uptown

Fourth Avenue functions at its adopted Community Plan ultimate classification as a north-south roadway varying between a 2-lane collector and a 3-lane collector. Fourth Avenue is a one-way southbound 3-lane collector with a curb-to-curb width of 50 feet between I-5 and Walnut Avenue; a one-way southbound 2-lane collector with a curb-to-curb width of 45 feet between Walnut Avenue and Washington Street; and a two-way, 2-lane collector with a curb-to-curb width of 50 feet north of Washington Street. Fourth Avenue is lined with sidewalks and curbs, with parallel parking available on both sides of the street. The posted speed limit is 30 mph. Currently classified as a Class III bicycle route south of Juniper Street, Fourth Avenue also has a striped enhanced Class II (buffered bicycle lane) between Elm Street and Laurel Street. The City BMP identifies Fourth Avenue as a Class III (Bike Route) facility between downtown and Upas Street, as a Class II (Bike Lanes) facility between Upas Street and Washington Street, and a Class III facility between Washington Street and Lewis Street.

Fifth Avenue functions at its adopted Community Plan ultimate classification as a one-way northbound 3-lane collector, with a curb-to-curb width of 50 feet between I-5 and Washington Street. Fifth Avenue is lined with sidewalks and curbs, with parallel parking available on both sides of the street. The posted speed limit is 30 mph. Fifth Avenue is classified as a Class III bicycle route south of Laurel Street and has a striped enhanced Class II (buffered bicycle lane) between Elm Street and Laurel Street. The City BMP identifies Fifth Avenue as a Class II (Bike Lanes) facility between downtown and Washington Street, with the option of a Class III (Bike Route) between University Avenue and Washington Street.

Sixth Avenue functions at its adopted plan ultimate classification as a north-south 4-lane collector, with no center lane and a curb-to-curb width of 60 feet between I-5 and University Avenue. Sixth Avenue provides access to State Route 163 (SR-163) north of University Avenue. From Washington Street to University Avenue, Sixth Avenue functions as a 3-lane collector, with a curb-to-curb width of 65 feet. Sixth Avenue is lined with sidewalks and curbs, with parallel parking available on both sides of the street. Balboa Park runs along the east side of Sixth Avenue. The posted speed limit for Sixth Avenue is 30 mph, and it is classified as a Class III (Bike Route) facility south of Upas Street. The City BMP identifies Sixth Avenue as a Class II (Bike Lanes) facility between downtown and Upas Street.

*Ninth Avenue* is a short, two-way, north-south roadway. Ninth Avenue has a curb-to-curb width of 50 feet between University Avenue and Washington Street and a SR-163 southbound off-ramp connection. Ninth Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

Campus Avenue functions at its adopted Community Plan ultimate classification as a north-south 2-lane collector with, a curb-to-curb width of 50 feet between Washington Street and Madison Avenue. It is currently functioning at its adopted plan ultimate classification. Campus Avenue is lined with sidewalks and curbs, with parking available on both sides of the street. Angle parking is available on the west side of the street between Madison Avenue and Monroe Avenue and between Van Buren Avenue and Tyler Avenue. Parallel parking is available along the other sections. The posted speed limit is 25 mph.

Cleveland Avenue functions at its adopted Community Plan ultimate classification as a 2-lane collector with bike lanes, parallel parking, and sidewalks on both sides of the street. Cleveland Avenue has a curb-to-curb width of 50 feet between Washington Street and Madison Avenue. South of

Washington Street, no bike lanes are provided, but parallel parking and sidewalks continue to line the street on both sides. Cleveland Avenue has a posted speed limit of 25 mph. The City BMP identifies Cleveland Avenue as a Class II (Bike Lanes) facility between Madison Avenue and Richmond Street.

*Curlew Street* functions at its adopted Community Plan ultimate classification as a 2-lane collector, with a curb-to-curb width of 40 feet between Reynard Way and Robinson Avenue. Curlew Street is lined with sidewalks and curbs, with parallel parking available on both sides of the street. The posted speed limit for Curlew Street is 25 mph. The City BMP identifies the entirety of Curlew Street as a Class III (Bike Route) facility.

Elm Street functions at its adopted Community Plan ultimate classification as a two-way 3-lane collector, with a curb-to-curb width of 50 feet from First Avenue to Second Avenue; a one-way westbound 2-lane collector, with a curb-to-curb width of 50 feet from Second Avenue to Third Avenue; and a 3-lane collector, with a curb-to-curb width of 50 feet between Third Avenue and Sixth Avenue. Elm Street is bounded by an I-5 northbound off-ramp on the east and a northbound I-5 on-ramp on the west. Elm Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

Fort Stockton Drive functions at its adopted Community Plan ultimate classification as a 2-lane collector, with a curb-to-curb width of 40 feet between Ampudia Street and Eagle Street. Fort Stockton Drive is lined with sidewalks and curbs and has parallel parking available on both sides of the street. Class III (Bike Lanes) are provided on Fort Stockton Drive between Witherby Street and Hermosa Way. The posted speed limit is 25 mph.

Front Street is non-continuous roadway through the Uptown community, with breaks between Washington Street and University Avenue, Robinson Avenue and Brookes Avenue, Spruce Street and Maple Street, and Fir Street and Date Street. For areas south of Washington Street, Front Street is a two-lane roadway, with parking allowed that serves residential areas. The portion of Front Street north of Washington Street provides access to UCSD Medical Center and is a key circulation roadway. The portion of Front Street located north of Washington Street functions as a north-south two-way 2-lane collector, with a curb-to-curb width of 40 feet between Dickinson Street and Arbor Drive; a one-way southbound 2-lane collector, with a curb-to-curb width of 40 feet between Arbor Drive and Lewis Street; and a one-way southbound 3-lane collector, with a curb-to-curb width of 50 feet between Lewis Street and Washington Street. Based on the adopted Community Plan, the ultimate classification for Front Street is a 3-lane collector between Arbor Drive and Washington Street. The posted speed limit is 25 mph. Front Street is lined with sidewalks and curbs with parallel parking available on both sides of the street.

Grape Street functions as a one-way eastbound, 3-lane collector, with a curb-to-curb width of 50 feet between I-5 and First Avenue; and as a two-way, 2-lane collector, with a curb-to-curb width of 50 feet between First Avenue and Sixth Avenue. The adopted Community Plan shows Grape Street with an ultimate classification as a 3-lane collector between First Avenue and Sixth Avenue. Grape Street is lined with sidewalks and curbs. Angle parking is available on the north side of the street between First Avenue and Fourth Avenue, on both sides of the street between Fourth Avenue and Fifth Avenue, and on the south side between Fifth Avenue and Sixth Avenue. The posted speed limit is 25

mph. The City BMP identifies Grape Street as a Class III (Bike Route) facility between First Avenue and Sixth Avenue.

Hawthorn Street functions as a one-way westbound 3-lane collector, with a curb-to-curb width of 50 feet from Brant Street to First Avenue; and as a two-way, 2-lane collector, with a curb-to-curb width of 50 feet from First Avenue to Sixth Avenue. The adopted Community Plan ultimate classification for Hawthorn Street is as a 3-lane collector for its entirety. Hawthorn Street is lined with sidewalks and curbs, with parking available on both sides of the street. Angle parking is available on the north side of the street between. Third Avenue and Sixth Avenue; parallel parking is available along the other sections. Access is provided to I-5 northbound from Hawthorn Street. The posted speed limit on Hawthorn Street is 30 mph. The City BMP identifies Hawthorn Street as a Class III (Bike Route) facility between First Avenue and Sixth Avenue.

India Street functions as a one-way northbound collector with a varying classification between 2 lanes and 3 lanes and between two-way and one-way between I-5 to San Diego Avenue. North of San Diego Avenue, India Street is a two-way, 2-lane collector until it terminates at Washington Street. The adopted Community Plan ultimate classification for India Street is a 3-lane collector south of Washington Street and a 2-lane collector north of Washington Street. India Street is lined with sidewalks and curbs, with parallel parking available on the east side of the street only. Running parallel to I-5, India Street provides access to I-5 northbound at San Diego Avenue. The posted speed limit on India Street is 35 mph. The City BMP identifies India Street as a Class II (Bike Lanes) facility between Laurel Street and Washington Street.

Juan Street provides access into the adjacent Old Town community and functions as a 2-lane collector, with a curb-to-curb width of 35 feet between Witherby Street and the community boundary. Juan Street was not included in the adopted Community Plan future classifications. Juan Street is lined with sidewalks and curbs, with parallel parking available on both sides of the street. The posted speed limit on Juan Street is 30 mph. The City BMP identifies Juan Street as a Class III (Bike Route) facility between Sunset Boulevard in the Uptown community and Taylor Street in the Old Town community.

Laurel Street functions as an east-west 4-lane collector, with a curb-to-curb width of 50 feet between I-5 and Union Street; and as a 2-lane collector with a two-way left-turn lane, and a curb-to-curb width of 50 feet between Union Street and Sixth Avenue. East of Sixth Avenue, Laurel Street enters Balboa Park and changes name to El Prado. Laurel Street's adopted Community Plan ultimate classification is a 2-lane collector. Laurel Street is lined with sidewalks and curbs, with parallel parking available on both sides of the street; the posted speed limit is 25 mph. The City BMP identifies Laurel Street as a Class III (Bike Route) facility between Reynard Way and Sixth Avenue, joining with the existing bike route in Balboa Park to the east.

Lewis Street functions at its adopted Community Plan ultimate classification as an east-west 2-lane collector, with a curb-to-curb width of 50 feet between Fort Stockton Drive and Hawk Street; and as a one-way, 2-lane eastbound collector, with a curb-to-curb width of 35 feet between Front Street and Fourth Avenue. Natural terrain severs Lewis Street between Goldfinch Street and Albatross Street. Bike lanes are provided between Fort Stockton Drive and Ibis Street. Lewis Street is lined with sidewalks and curbs, with parallel parking available on both sides of the street between Fort

Stockton Drive and Ibis Street; angle parking is available on the south side of the street between Ibis Street and Hawk Street. The posted speed limit is 25 mph.

Normal Street functions at its adopted Community Plan ultimate classification as a 4-lane major arterial with a curb-to-curb width of 110 feet between University Avenue and Washington Street; and as a 6-lane major arterial with a curb-to-curb width of 110 feet between Washington Street and Park Boulevard/El Cajon Boulevard. It is currently functioning at its adopted plan ultimate classification. Normal Street is lined with sidewalks and curbs on both sides of the street, with angled parking available on both sides of the street between University Avenue and Washington Street. The posted speed limit is 30 mph. The City BMP identifies Normal Street as a Class II (Bike Lanes) facility between Washington Street and El Cajon Boulevard.

Park Boulevard changes cross-sections multiple times throughout the Uptown community. It functions as a north-south 2-lane collector, with a two-way left-turn lane and a curb-to-curb width of 65 feet between Upas Street and Cypress Avenue; as a 3-lane collector (2 northbound, 1 southbound), with a curb-to-curb width of 65 feet between Cypress Avenue and Essex Street; as a 4lane major, with a curb-to-curb width of 110 feet between Essex Street and Normal Street/El Cajon Boulevard; as a 3-lane collector, with a curb-to-curb width of 50 feet between Normal Street/El Cajon Boulevard and Meade Avenue; and as a 2-lane collector with a continuous two- way left-turn lane and a curb-to-curb width of 50 feet between Meade Avenue and Adams Avenue. The ultimate classification for Park Boulevard in the adopted Community Plan is a 4-lane major between Upas Street and Washington Street. Park Boulevard is lined with sidewalks and curbs, with parking available on both sides of the street. Angle parking is available on both sides of the street between Normal Street and University Avenue; parallel parking is along the other sections. The posted speed limit for Park Boulevard is 35 mph between Upas Street and Washington Street and 30 mph north of Washington Street. Park Boulevard serves as the community boundary between the Uptown and North Park Community Plan areas. Beyond these communities, Park Boulevard continues into Balboa Park providing access to the attractions within the park including the San Diego Zoo. Park Boulevard is classified as a Class III bicycle facility. The City BMP identifies Park Boulevard as a Class II (Bike Lanes) facility between Adams Avenue and Upas Street and throughout Balboa Park, with the option of keeping Class III (Bike Route) facilities between Upas Street and El Cajon Boulevard/Normal Street and north of Madison Avenue.

Reynard Way functions at its adopted Community Plan ultimate classification as a 2-lane collector, with a continuous left-turn lane and a curb-to-curb width of 55 feet between Torrance Street and Maple Street. Reynard Way becomes Goldfinch Street north of Torrance Street and becomes State Street south of Maple Street. The posted speed limit along Reynard Way is 30 mph. It is currently functioning at its adopted plan ultimate classification. Reynard Way is lined with sidewalks and curbs on both sides of the street. The City BMP identifies the entirety of Reynard Way as a Class III (Bike Route) facility.

Richmond Street functions as a north-south 2-lane collector, with a curb-to-curb width of 50 feet between Upas Street and Washington Street. The adopted Community Plan ultimate classification for Richmond Street is as a 3-lane collector between Cleveland Avenue and Robinson Avenue and a 2-lane collector between Robinson Avenue and Upas Street. Richmond Street is lined with sidewalks and curbs, with parallel parking allowed on both sides of the street. The posted speed limit along

Richmond Street is 25 mph. The City BMP identifies Richmond Street as a Class II (Bike Lanes) facility between Upas Street and Cleveland Avenue.

Robinson Avenue functions as an east-west 2-lane collector, with a curb-to-curb width of 35 feet between Curlew Street and Park Boulevard. Between Vermont Street and Park Boulevard, Robinson Avenue functions as a 2-lane collector, with a two-way left-turn lane and a curb-to-curb width of 50 feet. It is currently functioning at its adopted Community Plan ultimate classification. Robinson Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street, except between Fifth Avenue and Seventh Avenue, where parking is not available. Robinson Avenue provides access to and from SR-163 between Eighth Avenue and Tenth Avenue. The posted speed limit for Robinson Avenue is 25 mph between Curlew Street and Tenth Avenue and 30 mph between Tenth Avenue and Park Boulevard. The City BMP identifies Robinson Avenue as Class III (Bike Route) facility between First Avenue and Park Boulevard, and continuing east of Park Boulevard as a Bicycle Boulevard facility providing connection to Alabama Street.

San Diego Avenue functions at its adopted Community Plan ultimate classification as a 2-lane collector, with a curb-to-curb width of 50 feet between India Street and the community boundary. One segment of San Diego Avenue between McKee Street and Washington Street functions as a 3-lane collector, with a curb-to-curb width of 50 feet. The roadway is one-way northbound between California Street and India Street and provides a connection to the adjacent Old Town community. It is currently functioning at its adopted plan ultimate classification. San Diego Avenue is lined with sidewalks and curbs, with parking available on both sides of the street. Angle parking is available on the east side of the street between Washington Street and India Street; parallel parking is along the other sections. The posted speed limit is 35 mph. The City BMP identifies San Diego Avenue as a Class II (Bike Lanes) facility between India Street and Congress Street.

State Street functions as a 2-lane collector, with a curb-to-curb width of 50 feet, between Juniper Street and Laurel Street. State Street is lined with sidewalks and curbs, with parallel parking available on both sides of the street. The posted speed limit for State Street is 25 mph. The City BMP identifies State Street as a Class III (Bike Route) facility between Laurel Street and downtown.

Sunset Boulevard functions at its adopted Community Plan ultimate classification as an east-west 2-lane collector, with bike lanes and a curb-to-curb width of 50 feet, between Witherby Street and Fort Stockton Drive. It is lined with sidewalks and curbs, the street has parallel parking available on both sides. It is currently functioning at its adopted plan ultimate classification. The posted speed limit of 25 mph.

University Avenue functions at its adopted Community Plan ultimate classification as an east-west 2-lane collector, with a curb-to-curb width of 45 feet, between Washington Street and Fifth Avenue; as a 4-lane collector between Fifth Avenue and Eighth Avenue (varying between with and without a center lane); as a 4-lane major between Vermont Street and Normal Street; and a 4-lane collector between Normal Street and Park Boulevard. University Avenue has a curb-to-curb width of 60 feet between Fifth Avenue and Tenth Avenue, 110 feet between Tenth Avenue and Normal Street, and 50 feet between Normal Street and Park Boulevard. It is currently functioning at its adopted plan ultimate classification. University Avenue is lined with sidewalks and curbs on both sides of the street. Angle parking is available on both sides of the street between Vermont Street and Normal Street; parallel parking is available along the other sections between Fifth Avenue and Park

Boulevard. The posted speed limit for University Avenue is 25 mph between Washington Street and Park Boulevard. University Avenue is classified as a Class III bicycle facility between Goldfinch Street and Third Avenue. The City BMP identifies University Avenue as a Class II (Bike Lanes) facility east of First Avenue beyond the community boundaries, with the option of a Class III (Bike Route) facility between Fifth Avenue and Florida Street.

*Upas Street* functions as an east-west 2-lane collector, with a curb-to-curb width of 50 feet between Front Street and Sixth Avenue, and provides access to Balboa Park. Upas Street is lined with sidewalks and curbs, with parallel parking available on both sides of the street. The posted speed limit for Upas Street is 25 mph and it is classified as a Class III bicycle facility east of Third Avenue. The City BMP identifies Upas Street as a Class III (Bike Route) facility between First Avenue and Third Avenue as well.

Washington Street functions at its adopted Community Plan ultimate classification as an east-west 4-lane major, with a curb-to-curb width of 80 feet, between I-5 and Richmond Street; and as a 6-lane major between Richmond Street and Normal Street. Washington Street does not have sidewalks or curbs between I-5 and Hawk Street and between SR-163 and Lincoln Avenue. It is lined with sidewalks and curbs on both sides of the street throughout the rest of the segment. Parallel parking is available on select segments of Washington Street between Hawk Street and Park Boulevard. The posted speed limit for Washington Street is 45 mph between I-5 and Hawk Street and 35 mph from Hawk Street to Park Boulevard. Washington Street is classified as a Class II (Bike Lanes) facility between University Avenue and India Street. The City BMP identifies the entirety of Washington Street as a Class II (Bike Lanes) facility.

## 6.3.1.2 Roadway Segment Conditions

In order to determine the impacts on the study area roadway segments, Table 6.3-1 has been developed by the City of San Diego and is used as a reference. The segment traffic volumes under Level of Service (LOS) E as shown in this table are considered at capacity because at LOS E the v/c Ratio is equal to 1.0.

Table 6.3-1							
City of San Diego Roadway Segment Capacity and Level of Service							
Road Class	Lanes	А	В	С	D	Е	
Freeway	8	60,000	84,000	120,000	140,000	150,000	
Freeway	6	45,000	63,000	90,000	110,000	120,000	
Freeway	4	30,000	42,000	60,000	70,000	80,000	
Expressway	6	30,000	42,000	60,000	70,000	80,000	
Prime Arterial (two-way)	6	25,000	35,000	50,000	55,000	60,000	
Major Arterial (two-way)	6	20,000	28,000	40,000	45,000	50,000	
Major Arterial (two-way)	4	15,000	21,000	30,000	35,000	40,000	
Major Arterial (two-way)	3	11,250	15,750	22,500	26,250	30,000	
Major Arterial (one-way)	3	12,500	16,500	22,500	25,000	27,500	
Major Arterial (one-way)	2	10,000	13,000	17,500	20,000	22,500	
Collector (two-way)	4	10,000	14,000	20,000	25,000	30,000	
Collector (No center lane)	4	5,000	7,000	10,000	12,000	15,000	
(Continuous left-turn lane)	2	5,000	7,000	10,000	13,000	15,000	
Collector (No fronting	2	4,000	5,500	7,500	9,000	10,000	
property)		4,000	3,300	7,500	9,000	10,000	
Collector (two-way)	3	7,500	10,500	15,000	17,500	20,000	
Collector (no center turn lane)	3	4,000	5,500	7,500	10,000	11,500	
Collector (Commercial/Industrial fronting)	2	2,500	3,500	5,000	6,500	8,000	
Collector (Multi-family)	2	2,500	3,500	5,000	6,500	8,000	
Collector (one-way)	3	11,000	14,000	19,000	22,500	26,000	
Collector (one-way with one lane dedicated for bike facility)	3	7,500	9,500	12,500	15,000	17,500	
Collector (one-way)	2	7,500	9,500	12,500	15,000	17,500	
Collector (one-way)	1	2,500	3,500	5,000	6,250	7,500	
Sub-Collector (Single family)	2	_	_	2,200	-	_	

#### Notes:

The volumes and the average daily level of service listed above are only intended as a general planning guideline.

Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

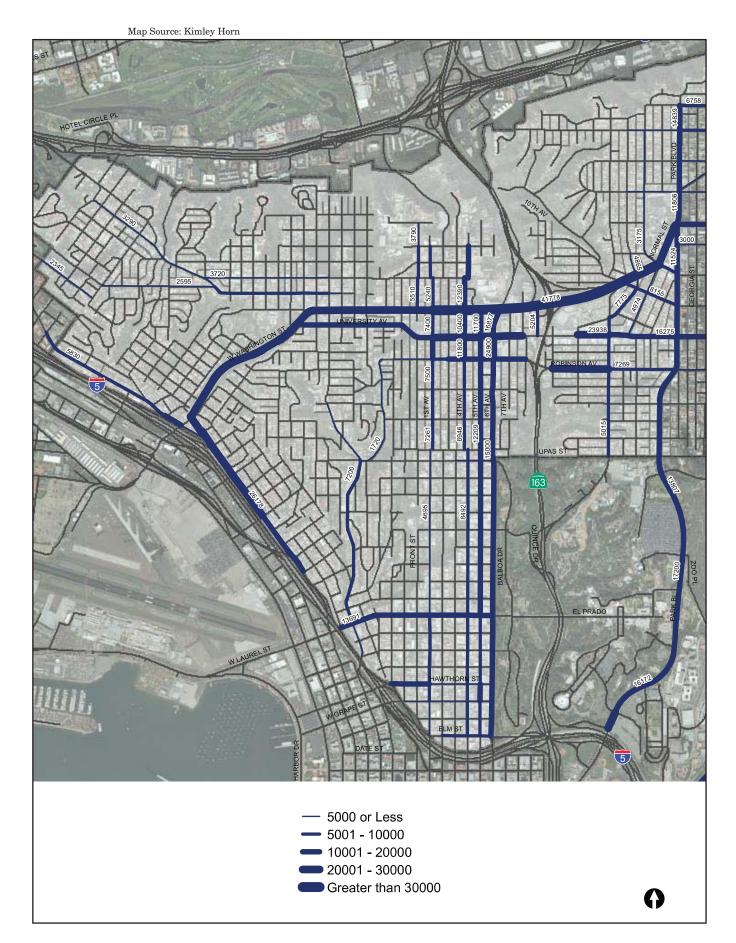
Capacities for any classification not identified in the sources noted below were developed based on interpolation from similar classifications.

SOURCES: City of San Diego Traffic Impact Study Manual, Table 2, Page 8, July 1998. City of San Diego Planning Department Mobility Section.

Based on planning-level analysis using Average Daily Traffic (ADT) volumes, it is estimated that all roadway segments within the Uptown CPU area function at an acceptable LOS D or better, except for the following segments. The segments listed below have volumes near or above their existing capacity, resulting in periods of congestion.

- First Avenue between Washington Avenue and University Avenue (LOS E)
- First Avenue between University Avenue and Robinson Avenue (LOS F)
- First Avenue between Robinson Avenue and Pennsylvania Avenue (LOS E)
- First Avenue between Pennsylvania Avenue and Walnut Avenue (LOS E)
- First Avenue between Laurel Street and Hawthorn Street (LOS E)
- Fourth Avenue between Arbor Drive and Washington Avenue (LOS F)
- Sixth Avenue between University Avenue and Robinson Avenue (LOS F)
- Sixth Avenue between Robinson Avenue and Upas Street (LOS F)
- Sixth Avenue between Upas Street and Laurel Street (LOS F)
- Cleveland Avenue between Lincoln Street and Richmond Street (LOS E)
- Fort Stockton Drive between Hawk Street and Goldfinch Street (LOS F)
- India Street between Glenwood Drive and Sassafras Street (LOS F)
- India Street between Sassafras Street and Redwood Street (LOS E)
- Laurel Street between Columbia Street and Union Street (LOS E)
- Lincoln Avenue between Washington Street and Park Boulevard (LOS F)
- Park Boulevard between Adams Avenue and Mission Avenue (LOS E)
- Park Boulevard between Mission Avenue and El Cajon Boulevard (LOS F)
- Richmond Street between Cleveland Avenue and University Avenue (LOS E)
- Robinson Avenue between Third Avenue and Eighth Avenue (LOS F)
- University Avenue between Ibis Street and Albatross Street (LOS F)
- University Avenue between Albatross Street and First Avenue (LOS F)
- University Avenue between First Avenue and Fourth Avenue (LOS F)
- University Avenue between Fourth Avenue and Fifth Avenue (LOS F)
- University Avenue between Sixth Avenue and Eighth Avenue (LOS F)
- University Avenue between Normal Street and Park Boulevard (LOS F)
- Washington Street between Fifth Avenue and Sixth Avenue (LOS E)
- Washington Street between Sixth Avenue and Richmond Street (LOS F)

Figure 6.3-2 illustrates the existing ADT volumes along the roadway segments in the Uptown CPU study area.



FIGURE~6.3-2 Existing Roadway Segment ADT Volumes – Uptown

### **6.3.1.3 Intersection Conditions**

The Traffic Impact Study (Appendix B-1) includes a LOS analysis for the study intersections within the Uptown CPU area under Existing Conditions. LOS for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in additional to the stop delay. The level of service for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. The criteria for the various levels of service designations for signalized and unsignalized intersections are given in Table 6.3-2.

	Table 6.3-2 Level of Service Criteria for Intersections							
LOS	Signalized (Control Delay) (sec/veh) <sup>a</sup>	Unsignalized (Control Delay) (sec/veh) <sup>b</sup>	Description					
Α	≤10.0	≤10.0	Operations with very low delay and most vehicles do not stop.					
В	>10.0 and ≤20.0	>10.0 and ≤15.0	Operations with good progression but with some restricted movement.					
С	>20.0 and ≤35.0	>15.0 and ≤25.0	Operations where a significant number of vehicles are stopping with some backup and light congestion					
D	>35.0 and ≤55.0	>25.0 and ≤35.0	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.					
Е	>55.0 and ≤80.0	>35.0 and ≤50.0	Operations where these is significant delay, extensive queuing, and poor progression.					
F	>80.0	>50.0	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.					

#### SOURCES:

Within the City of San Diego, all signalized and unsignalized intersections are considered deficient if they operate at LOS E or F. All Uptown CPU study area intersections currently operate at LOS D or better during both peak periods, except for the following intersection that operates at LOS F during the p.m. peak period:

• Washington Street & Eighth Ave/SR-163 Off-Ramp (LOS F – PM peak)

<sup>&</sup>lt;sup>a</sup>2000 Highway Capacity Manual, Chapter 16, Page 2, Exhibit 16-2

<sup>&</sup>lt;sup>b</sup>2000 Highway Capacity Manual, Chapter 17, Page 2, Exhibit 17-2

At the intersection of Washington Street and SR-163, the eastbound through volumes are over 2,100 during the PM peak period. The existing two eastbound lanes do not have the capacity to adequately handle this demand.

### 6.3.1.4 Freeway Segments

Table 6.3-3 identifies California Department of Transportation (Caltrans) criteria used to rate freeway segment operations based on a LOS scale from A to F.

	Table 6.3-3							
	Level of Service Criteria for Freeway Segment Analysis							
LOS	v/c ratio	Congestion/Delay	Traffic Description					
Α	<0.41	None	Free Flow					
В	0.41 - 0.62	None	Free to stable flow, light to moderate volumes					
С	0.63 - 0.80	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted					
D	0.81 - 0.92	Minimal to substantial	Approaches unstable flow, heavy volumes, and very limited freedom to maneuver					
E	0.93 – 1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor					
F <sub>0</sub>	1.01 – 1.25	Considerable 0-1 hour delay	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection					
F <sub>1</sub>	1.26 - 1.35	Severe 1-2 hour delay	Forced flow, heavy congestion, long queues form behind breakdown points, stop and go					
F <sub>2</sub>	1.36 – 1.45	Very severe 2-3 hour delay	Extremely heavy congestion, very long queues					
F <sub>3</sub>	>1.46	Extremely severe 3+ hour delay	Gridlock					
Notes: Source: Ca	· · · · · · · · · · · · · · · · · · ·							

Freeway volumes were obtained from Caltrans. Table 6.3-4 displays the LOS analysis results for the study freeway segments under existing conditions. As shown in the table, the freeway segments surrounding the Uptown CPU area have volumes that exceed the capacity during peak hours. In general, the failing segments are those that move traffic away from study area in the morning and towards the study area in the afternoon.

## 6.3.1.5 Freeway Ramp Metering

Ramp volumes were obtained from intersection turning movements data when applicable, or from Caltrans volumes. Table 6.3-5 displays the queuing analysis results for the ramps in the study area that are currently metered. The table compares the peak hour demand at the on-ramp with the current meter rate. As shown in the table, the meter rate adequately controls the expected demand without excess queuing (in excess of 15 minutes) for all ramp meters in the Uptown CPU area.

			Tab	le 6.3-4					
Existing Freeway Segment Level of Service									
					2-Way				
					Peak				
					Hour	D			
		Number of	Capacity		Volume	(Directional	Peak-Hour	V/C	
Freeway Segment	Direction	Lanes	(A)	ADT (B)	(B)	Split)	Volume (C)	Ratio	LOS
			AM	I PEAK					
I-5									
Old Town Ave to Washington	NB	4 M + 1 A	9,200	196,000	15,600	0.560	8,736	0.95	E
St	SB	4 M + 1 A	9,200			0.440	6,864	0.75	С
Washington St to Pacific	NB	4 M	8,000	148,000	12,000	0.560	6,720	0.84	D
Highway	SB	4 M	8,000			0.440	5,280	0.66	С
First Ave to Sixth Ave	NB	4 M + 1 A	9,200	201,000	15,500	0.750	11,625	1.26	F <sub>1</sub>
	SB	5 M + 1 A	11,200			0.250	3,875	0.35	Α
SR-163 to SR-94	NB	5 M + 1 A	11,200	210,000	16,200	0.750	12,150	1.08	F <sub>0</sub>
	SB	5 M + 1 A	11,200			0.250	4,050	0.36	Α
SR-94 to Imperial Ave	NB	4 M + 1 A	9,200	164,000	12,700	0.750	9,525	1.04	F <sub>0</sub>
-	SB	4 M + 1 A	9,200			0.250	3,175	0.35	Α
I-8									
Hotel Circle (W) to Hotel	WB	4 M + 1 A	9,200	208,000	16,500	0.570	9,405	1.02	F <sub>0</sub>
Circle (E)	EB	4 M	8,000			0.430	7,095	0.89	D
Mission Center Rd to	WB	4 M + 1 A	9,200	224,000	17,900	0.570	10,203	1.11	F <sub>0</sub>
Qualcomm Wy	EB	4 M + 1 A	9,200			0.430	7,697	0.84	D
I-805 to SR-15	WB	4 M + 1 A	9,200	242,000	19,100	0.650	12,415	1.35	F <sub>1</sub>
	EB	4 M + 1 A	9,200			0.350	6,685	0.73	С
SR-15				•					
I-805 to SR-94	NB	3 M + 1 A	7,200	96,000	8,900	0.430	3,827	0.53	В
	SB	2 M + 1 A	5,200			0.570	5,073	0.98	E
I-805									
I-8 to Adams Ave	NB	4 M + 1 A	9,200	192,000	15,900	0.730	11,607	1.26	F <sub>1</sub>
	SB	5 M + 1 A	11,200			0.270	4,293	0.38	Α
El Cajon Blvd to University	NB	4 M	8,000	171,000	14,600	0.330	4,818	0.60	В
Ave	SB	4 M + 1 A	9,200			0.670	9,782	1.06	F <sub>0</sub>
University Ave to SR-15	NB	4 M + 1 A	9,200	169,000	13,000	0.330	4,290	0.47	В
-	SB	4 M + 1 A	9,200			0.670	8,710	0.95	E

			Tab	le 6.3-4					
		Existing	Freeway Se		el of Servic	e			
					2-Way Peak Hour	D			
		Number of	Capacity		Volume	(Directional	Peak-Hour	V/C	
Freeway Segment	Direction	Lanes	(A)	ADT (B)	(B)	Split)	Volume (C)	Ratio	LOS
SR-94					•				
25th St to 28th St	WB	4 M	8,000	123,000	10,700	0.730	7,811	0.98	E
	EB	4 M	8,000			0.270	2,889	0.36	Α
28th St to 30th St	WB	4 M	8,000	130,000	12,000	0.730	8,760	1.10	F <sub>0</sub>
	EB	4 M	8,000			0.270	3,240	0.41	Α
Broadway to SR-15	WB	4 M	8,000	144,000	13,300	0.730	9,709	1.21	F <sub>0</sub>
	EB	4 M + 1 A	9,200			0.270	3,591	0.39	Α
SR-163									
I-8 to Washington St	NB	3 M + 1 A	7,200   126,000   10,100	10,100	0.410	4,141	0.58	В	
	SB	3 M + 1 A	7,200			0.590	5,959	0.83	D
Washington St to Robinson	NB	2 M	4,000	96,000	7,800	0.410	3,198	0.80	С
Ave	SB	2 M	4,000			0.590	4,602	1.15	F <sub>0</sub>
Quince Dr to I-5	NB	2 M	4,000	108,000	10,100	0.350	3,535	0.88	D
	SB	2 M	4,000			0.650	6,565	1.64	F <sub>2</sub>
			PM	PEAK					
I-5									
Old Town Ave to Washington	NB	4 M + 1 A	9200	196,000	15,600	0.460	7,176	0.78	С
St	SB	4 M + 1 A	9200			0.540	8,424	0.92	D
Washington St to Pacific	NB	4 M	8000	148,000	12,000	0.460	5,520	0.69	С
Highway	SB	4 M	8000			0.540	6,480	0.81	D
First Ave to Sixth Ave	NB	4 M + 1 A	9200	201,000	15,500	0.640	9,920	1.08	F <sub>0</sub>
	SB	5 M + 1 A	11200			0.360	5,580	0.50	В
SR-163 to SR-94	NB	5 M + 1 A	11200	210,000	16,200	0.640	10,368	0.93	E
	SB	5 M + 1 A	11200			0.360	5,832	0.52	В
SR-94 to Imperial Ave	NB	4 M + 1 A	9200	164,000	12,700	0.640	8,128	0.88	D
	SB	4 M + 1 A	9200			0.360	4,572	0.50	В
I-8									
Hotel Circle (W) to Hotel	WB	4 M + 1 A	9200	208,000	16,500	0.450	7,425	0.81	D
Circle (E)	EB	4 M	8000			0.550	9,075	1.13	F <sub>0</sub>
Mission Center Rd to	WB	4 M + 1 A	9200	224,000	17,900	0.450	8,055	0.88	D
Qualcomm Wy	EB	4 M + 1 A	9200			0.550	9,845	1.07	F <sub>0</sub>

Table 6.3-4 Existing Freeway Segment Level of Service									
		EXISTING	Freeway Se	gment Lev	2-Way Peak				
Freeway Segment	Direction	Number of Lanes	Capacity (A)	ADT (B)	Hour Volume (B)	D (Directional Split)	Peak-Hour Volume (C)	V/C Ratio	LOS
I-805 to SR-15	WB EB	4 M + 1 A 4 M + 1 A	9200 9200	242,000	19,100	0.430 0.570	8,213 10,887	0.89 1.18	D <b>F</b> <sub>0</sub>
SR-15									
I-805 to SR-94	NB SB	3 M + 1 A 2 M + 1 A	7200 5200	96,000	8,900	0.430 0.570	3,827 5,073	0.53 0.98	В <b>Е</b>
I-805									
I-8 to Adams Ave	NB SB	4 M + 1 A 5 M + 1 A	9200 11200	192,000	15,900	0.340 0.660	5,406 10,494	0.59 0.94	В <b>Е</b>
El Cajon Blvd to University Ave	NB SB	4 M 4 M + 1 A	8000 9200	171,000	14,600	0.600 0.400	8,760 5,840	1.10 0.63	<b>F₀</b> C
University Ave to SR-15	NB	4 M + 1 A	9200	169,000	13,000	0.600	7,800	0.85	D
SR-94	SB	4 M + 1 A	9200			0.400	5,200	0.57	В
25th St to 28th St	WB EB	4 M 4 M	8000 8000	123,000	10,700	0.300 0.700	3,210 7,490	0.40 0.94	A <b>E</b>
28th St to 30th St	WB EB	4 M 4 M	8000 8000	130,000	12,000	0.300 0.700	3,600 8,400	0.45 1.05	В <b>F</b> <sub>0</sub>
Broadway to SR-15	WB EB	4 M 4 M + 1 A	8000 9200	144,000	13,300	0.300 0.700	3,990 9,310	0.50	B <b>F</b> <sub>0</sub>
SR-163	LD	7101 . 170	3200			0.700	5,510	1.01	10
I-8 to Washington St	NB SB	3 M + 1 A 3 M + 1 A	7200 7200	126,000	10,100	0.620 0.380	6,262 3,838	0.87 0.53	D B
Washington St to Robinson Ave	NB SB	2 M 2 M	4000 4000	96,000	7,800	0.620 0.380	4,836 2,964	1.21 0.74	<b>F</b> <sub>0</sub>
Quince Dr to I-5	NB SB	2 M 2 M	4000	108,000	10,100	0.540 0.460	5,454 4,646	1.36 1.16	F <sub>2</sub>
	טכ	∠ IVI	4000			0.400	4,040	1.10	F0

**Bold** values indicate freeway segments operating at LOS E or F.

M=Main Lane; A= Auxiliary Lane.

- (a) The capacity is calculated as 2,000 ADT per main lane and 1,200 ADT per auxiliary lane
- (b) Traffic volumes provided by Caltrans (2008)
- (c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)\*(D)

Refer to Table 6.3-3 Level of Service Criteria for Freeway Segment Analysis for descriptions of LOS A through  $F_3$ .

		Table 3.6-5				
	<b>Existing F</b>	reeway Ramp	Metering			
				Excess		
	Peak	Meter Rate <sup>1</sup>	Demand <sup>2</sup>	Demand	Average	
On-Ramp	Period	(Veh/Hr)	(Veh/Hr)	(Veh/Hr)	Delay (Min)	
		Interstate 5				
Washington St to I-5 NB	AM	996	1020	24	1.4	
	PM	996	1034	38	2.3	
India St to I-5 NB	AM	996	915	0	0.0	
	PM	996	1066	70	4.2	
Hawthorn St to I-5 NB	AM	996	454	0	0.0	
	PM	996	842	0	0.0	
Hancock St to I-5 SB	AM	Ramp not me	tered in the AN	1 peak		
	PM	1140	1287	147	7.7	
Kettner Blvd to I-5 SB	AM	Ramp not me	tered in the AN	1 peak		
	PM	498	269	0	0.0	
Fifth Ave to I-5 SB	AM	Ramp not me	tered in the AN	1 peak		
	PM	996	1087	91	5.5	
	•	Interstate 8				
NB Texas St to I-8 EB	AM	Ramp not me	tered in the AN	1 peak		
	PM	498	465	0	0.0	
SB Texas St to I-8 EB	AM	Ramp not metered in the AM peak				
	PM	1140	866	0	0.0	
	•	Interstate 805				
El Cajon Blvd to I-805 NB	AM	1140	860	0	0.0	
-	PM	Ramp not me	tered in the PN	1 peak		
University Ave to I-805 NB	AM	1140	998	0	0.0	
-	PM	Ramp not me	tered in the PN	1 peak		
	•	State Route 94				
28th St to SR-94 WB	AM	534	100	0	0.0	
	PM	Ramp not me	tered in the PN	1 peak		
32nd St/Broadway to SR-94 WB	AM	570	99	0	0.0	
-	PM	Ramp not me	tered in the PN	1 peak	•	
25th St to SR-94 EB	AM	Ramp not me	tered in the AN	1 peak		
	PM	960	785	0	0.0	
28th St to SR-94 EB	AM	Ramp not me	tered in the AN	1 peak	•	
	PM	960	732	0	0.0	
32nd St/Broadway to SR-94 EB	AM	Ramp not me	tered in the AN	1 peak	•	
	PM	570	464	0	0.0	
		tate Route 16				
Washington St to SR-163 SB	AM	498	373	0	0.0	
	PM		tered in the PM	<u> </u>	1	
Notes:	1	1 1 1 1 1 1 1 1 1 1		1		

#### Notes:

- 1) Meter rate is the assumed peak hour capacity expected to be processed through the ramp meter (using Caltrans fast rate)
- 2) Demand is the peak hour demand using the on-ramp

### **6.3.1.6 Alternative Transportation Facilities**

#### a. Transit

The Uptown CPU area is served by several local and rapid bus routes, providing several options along Washington Street, University Avenue, Reynard Way, Fort Stockton Drive, First Avenue, Fourth Avenue, Fifth Avenue, and Sixth Avenue, as well as connections to the adjacent communities. Bus rapid transit (BRT) was recently implemented along Park Boulevard, north of University Avenue. Each of the transit route roadways are popular for vehicles and bicyclists as well, providing a shared-use atmosphere for the different modes of travel. One missing transit connection that the community has expressed interest in providing is connection to the San Diego International Airport.

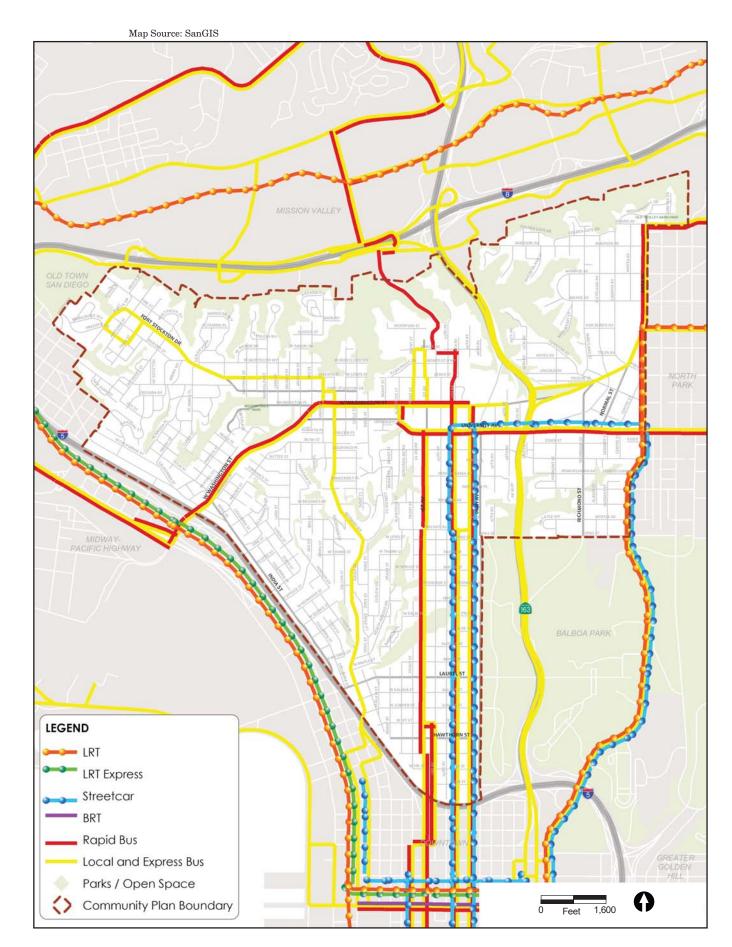
Planned transit routes within the Uptown CPU area include BRT, light rail transit (LRT), and streetcar improvements as shown on Figure 6.3-3.

#### b. Bicycle Facilities

The City of San Diego Bicycle Master Plan establishes guidance on achieving an ideal bicycle environment throughout the City. Similarly, a key focus of The San Diego Regional Bicycle Plan (RBP) prepared by San Diego Association of Governments (SANDAG) is to develop an interconnected network of bicycle corridors to improve the connectivity and quality of bicycle facilities and their supporting facilities. While these documents look at citywide and regional goals, the same focuses to develop quality facilities are applied to the local street networks in the community of Uptown. The types of bicycle facilities delegated and applied to local networks include bicycle boulevards, bicycle paths (Class I), bicycle lanes (Class II), bicycle routes (Class III), and cycle tracks (Class IV). SANDAG's regional bicycle facilities planned for the Uptown Community Plan area to the Old Town and Midway communities are shown on Figure 6.3-4.

Uptown's location in the central portion of San Diego makes bicycling an attractive mode of transportation for this community, although geography challenges in the community can result in out of direction travel and steep hills. Canyons limit the ability to provide a continuous grid pattern of streets, limiting bicycle options for short trips within the community. Uptown is located adjacent to downtown San Diego, where many Uptown residents work. Class II (Bicycle Lanes) and III (Bicycle Route) facilities are provided on Fourth, Fifth, and Sixth Avenues, as well as on portions of downtown streets. Recent facility upgrades, such as buffered bicycle lanes, have resulted in a noticeable increase in cyclists along these routes. Uptown sits on a mesa, with the Mission Valley community to the north and the Old Town and Midway communities to the west. There are no connections down to Mission Valley from the Uptown community, and there are limited connections to the west. Class III bicycle routes provide the only existing connections, one on Presidio Drive (to Old Town) and one on Laurel Street (to Midway).

SANDAG's regional bicycle facilities planned for the Uptown Community Plan to the Old Town and Midway communities are shown on Figure 6.3-4. The recommended bicycle facility network for the Uptown Community Plan area that interfaces with the regional bicycle network is shown on Figure 6.3-5.



 ${\bf FIGURE~6.3-3}$  Planned Transit Services – Uptown

FIGURE 6.3-4 Regional Bicycle Plan – Uptown

Map Source: SanGIS Bicycle facility recommended classifications have been developed at a planning level and may be refined upon further analysis at the project level. Connections Beyond BALBOA PARK Community Boundary LEGEND **Existing Bicycle Failities** - Multi-Use Path (Class I) Bicycle Lane (Class II) Bicycle Route (Class III) **Proposed Bicycle Projects** - - Cycle Track (New Category Class IV) Bicycle Lane (Class II)\* \*Bike lane (Class II) facilities shall Bicycle Route (Class III)\*\* include a buffer, unless otherwise Bicycle Boulevard (Enhanced Class III) approved by the City Engineer. - - Hybrid Bicycle Facility (Class II Uphill / Class III Downhill) \*\*Bike route (Class III) facilities Parks / Open Space shall provide bicycle sharrows, unless otherwise approved by Community Plan Boundary 1,600 Feet the City Engineer.

 $\label{eq:FIGURE 6.3-5} FIGURE~6.3-5$  Existing and Planned Bicycle Facilities – Uptown

#### c. Pedestrian Facilities

Uptown is a large community, several miles wide and long in some places, with some challenging terrain for pedestrians. There are differences in the pedestrian environment throughout the community. Several areas have high pedestrian activity, but there are also large areas with low pedestrian activity. The low pedestrian activity areas are the residential areas challenged with steep terrain on the western side of the community. Additionally, SR-163 impedes pedestrian connectivity within the eastern portion of the community, providing crossings only on University Avenue and Robinson Avenue. There is one other pedestrian crossing farther south within Balboa Park near Laurel Street.

Near the edges of downtown and Balboa Park there is a mix of residential and commercial attractions that instigate a lot of pedestrian activity. People live and work in these areas of the community and the gridded street network helps with pedestrian connectivity. However, portions of that area have steep hills that make it difficult for pedestrians to walk long distances. The terrain encourages people to try to find parking close to their destination even though there are good pedestrian facilities available. Fourth, Fifth, and Sixth Avenues are all designated as Corridor Sidewalks south of Robinson Avenue, and several other streets are Connector Sidewalks.

Further north the terrain flattens out and there is a long stretch of high pedestrian activity area near University Avenue, about a block on either side from Washington Street into Greater North Park. There is also high pedestrian activity near the hospital area adjacent to and north of Washington Street. University Avenue and the adjacent sections of Fourth, Fifth, and Sixth Avenues are all designated as a combination of District and Corridor Sidewalks in this area. Washington Street is designated as a Corridor Sidewalk. Several other streets in the vicinity are Connector Sidewalks.

On the western side of the community, India Street is the main pedestrian attraction with its row of restaurants. It is classified as a Corridor Sidewalk north of Sassafras Street, and a Connector Sidewalk to the south. The section of India Street designated as a Corridor Sidewalk is an isolated pedestrian activity area with steep terrain, busy freeway connections, and wide streets creating barriers from other nearby residential and commercial areas. Washington Street between India Street and Goldfinch Street is a steep section of roadway with high traffic volumes and high speeds and does not provide any pedestrian facilities.

# **6.3.2** Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to Transportation and Traffic are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City of San Diego CEQA Significance Determination Thresholds (2011). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed Uptown CPU and associated discretionary actions. A significant impact could occur if implementation of a proposed Uptown CPU and associated discretionary actions would:

1) Result in an increase in projected traffic, which is substantial in relation to the existing traffic load and capacity of the street system including roadway segments, intersections, freeway segments, interchanges, or freeway ramps;

2) Conflict with adopted policies, plans, or programs supporting alternative transportation.

The City of San Diego and Caltrans have developed acceptable threshold standards to determine the significance of project impacts to intersections, roadway segments, freeway segments, and freeway ramp metering. At intersections, the measurement of effectiveness (MOE) is based on allowable increases in delay. Along roadway segments and freeway segments, the MOE is based on allowable increases in the volume-to-capacity (v/c) ratio. At a freeway ramp meter, the MOE is based on allowable increases in delay, measured in minutes. These thresholds, applicable to the analysis of transportation facilities (Issue 1) are summarized in Table 6.3-6 and further detailed below.

	Table 6.3-6 Significance Criteria for Facilities in Study Area					
Facility	Measures of Effectiveness (MOE)	Significance Threshold <sup>1</sup>				
Intersection	Seconds of Delay	> 2.0 seconds at LOS E or > 1.0 second at LOS F				
Roadway Segment	ADT, v/c ratio	> 0.02 at LOS E or > 0.01 at LOS F				
Freeway Segment	v/c ratio	> 0.01 at LOS E or > 0.005 at LOS F				
Freeway Ramp Meter	Minutes of delay per vehicle	> 2.0 minutes for freeway segments operating at LOS E, and >1.0 minutes for freeway segments operating at LOS F. The criteria only apply for ramp meters where the delay without project is 15 minutes or higher.				

v/c = volume to capacity ratio

LOS = Level of Service

Source: City of San Diego Significance Determination Thresholds 2011; Kimley Horn Traffic Impact Study, Appendix B-1

## a. Signalized and Unsignalized Intersections

LOS F is not acceptable for any approach leg except for side streets on an interconnected arterial system. If vehicle trips from a project cause an intersection approach leg to operate at LOS F, except in the cases of side streets on an interconnected arterial system, this would be considered a significant project traffic impact. At intersections that are expected to operate at LOS E or F without the project, the allowable increase in delay is two seconds at LOS E and one second at LOS F with the addition of the project. If vehicle trips from a project cause the delay at an intersection to increase by more than the allowable threshold, this would be considered a significant project impact. Also, if the project causes an intersection that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant project impact.

## **b.** Roadway Segments

For roadway segments that are forecasted to operate at LOS E or F with the project, the allowable

<sup>&</sup>lt;sup>1</sup>Applies only when the facilities operates at LOS E or F

increase in v/c ratio is 0.02 at LOS E and 0.01 at LOS F. If vehicle trips from a project cause the v/c ratio to increase by more than the allowable threshold, this would be considered a significant project traffic impact. Also, if the project causes a street segment that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant impact.

Where the roadway segment operates at LOS E or F, if the intersections at the ends of the segment are calculated to operate at an acceptable LOS with the project; and a peak hour Highway Capacity Manual (HCM) arterial analysis for the same segment shows that the segment operates at an acceptable LOS with the project; then the project impacts would be less than significant. If analysis shows either the intersections or segment under the peak hour HCM analysis do not operate acceptably, the project impacts would be significant.

In certain instances, mitigation may not be required even if a roadway segment operates at LOS E or LOS F. In such cases the following three conditions must all be met:

- 1. The roadway is built to its ultimate classification per the adopted Community Plan;
- 2. The intersections on both ends of the failing segment operate at an acceptable LOS; and
- 3. An HCM arterial analysis indicates an acceptable LOS on the segment.

#### c. Freeway Segments

For freeway segments that are forecasted to operate at LOS E or F with the project, the allowable increase in v/c ratio is 0.01 at LOS E and 0.005 at LOS F. If vehicle trips from a project cause the v/c ratio to increase by more than the allowable threshold, this would be considered a significant project traffic impact. Also, if the project causes a freeway segment that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant impact.

## d. Freeway Ramp Metering

Ramp metering is a means of controlling the volume of traffic entering the freeway with the goal of improving the traffic operations and flow on the freeway main lanes. Freeway ramp meter analysis estimates the peak hour queues and delays at freeway ramps by comparing existing volumes to the meter rate at the given location. The excess demand, if any, forms the basis for calculating the maximum queues and maximum delays anticipated at each location. Substantial queues and delays can form where demand significantly exceeds the meter rate. This approach assumes a static meter rate throughout the course of the peak hour. However, Caltrans has indicated that the meter rates are continually adjusted based on the level of traffic using the on-ramp. To the extent possible, the meter rate is set such that the queue length does not exceed the available storage, smooth flows on the freeway mainline is maintained, and there is no interference to arterial traffic.

If vehicle trips from a project cause a metered ramp with a delay of 15 minutes per vehicle or higher to increase its delay by more than two minutes per vehicle, this would be considered a significant project traffic impact if the freeway segment operates at LOS E or F.

## 6.3.3 Impact Analysis

#### **Issue 1 Traffic Circulation**

Would the project result in an increase in projected traffic, which is substantial in relation to the existing traffic load and capacity of the street system including roadway segments, intersections, freeway segments, interchanges, or freeway ramps?

In order to assess potential impacts, this section provides a description of future community build-out conditions for the Uptown CPU area. Due to the nature of the project being an update to the proposed Uptown CPU and associated discretionary actions with no specific development project being proposed at this time, the analysis provided in this section is cumulative in nature. The analysis considers the existing conditions within the Uptown CPU area and evaluates impacts to applicable facilities within the Uptown CPU area after build-out of the proposed Uptown CPU and associated discretionary actions. Since the analysis is looking at impacts over the long term, through 2035, projected traffic volume increases associated with development in neighboring communities (Golden Hill and North Park) is included within the analysis.

#### a. Build-out Traffic Volumes

The future community build-out conditions were developed based on proposed Uptown CPU and associated discretionary actions build-out land use and network assumptions within the Uptown CPU area and superimposed on SANDAG 2035 regional model. The peak-hour intersection turning movements and roadway segment traffic data for the existing condition were obtained from several sources as detailed in the Traffic Impact Analysis. Where traffic volumes in the City's traffic model were determined not to represent existing conditions (based on comparing data with available count data), new traffic counts were obtained. Where appropriate, traffic counts from recent traffic studies were used, including the Hillcrest Mobility Study and University Avenue Mobility Plan. Traffic counts performed by the City in 2007 to calibrate the traffic planning model were also used. Traffic counts were taken in the remaining areas of the CPU area in 2010 or were obtained through the latest City of San Diego traffic count database (2010). Since traffic counts are now greater than two years old, with counts gathered between 2006 and 2010, validation was required to determine if the counts still represent current traffic conditions. Roadway segment ADT counts were compared to current (i.e., Year 2012 and 2013) City of San Diego and Caltrans machine counts and adjacent freeway ramp facilities to determine if the counts were still valid. It was concluded that traffic volumes were within a 10-percent fluctuation and thus were still valid for use. Thus, the traffic counts provide a good representation of volumes for existing conditions for a planning level study.

Model adjustments were incorporated to provide consistency with vehicular traffic counts collected for the proposed Uptown CPU and expected traffic patterns within the Uptown, North Park, and Golden Hill CPU areas. These adjustments included the following:

 For roadway segments where the difference between the City's calibrated 2008 model and the actual count data collected between 2006 and 2010 exceeded ten percent or 2,000 daily vehicles, the difference was subtracted or added to the Year 2035 forecast model to adjust the future volume based on the discrepancy noted between the City's traffic model volumes and count data. For roadway segments that have existing daily volumes less than 5,000, no adjustments were applied to the future model volumes.

The resulting daily traffic volumes for the Uptown CPU area at build-out under the proposed Uptown CPU and associated discretionary actions are presented in Figure 6.3-6.

### **b.** Intersection Analysis

Table 6.3-7 displays the LOS analysis results for the study intersections using existing lane configurations and the future peak-hour traffic volumes. As shown in Table 6.3-7 and summarized below, the Uptown CPU would have a cumulative traffic related impact at six of the thirty study intersections.

- Impact 6.3-1: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to the intersection of Washington Street and Fourth Avenue in the PM peak hour.
- Impact 6.3-2: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to the intersection of Washington Street and Eighth Avenue/SR-163 Off-Ramp in the AM peak hour.
- Impact 6.3-3: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to the intersection of Washington Street/Normal Street and Campus Avenue/Polk Avenue in the AM and PM peak hours.
- **Impact 6.3-4:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to the intersection of University Avenue and Sixth Avenue in the PM peak hour.
- **Impact 6.3-5:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to the intersection of Elm Street and Sixth Avenue in the AM peak hour.
- **Impact 6.3-6:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to the intersection of Cedar Street and Second Avenue in the AM and PM peak hours.

## c. Roadway Segment Analysis

Table 6.3-8 displays the LOS analysis results for roadway segments within the Uptown community using existing roadway classifications and the future peak-hour traffic volumes based on build-out of the CPU area. As shown in Table 6.3-8, the Uptown CPU would have a cumulative traffic related impact on 52 of the 105 roadway segments within the study area. Where impacts occur on consecutive segments of the same roadway, these impacts have been combined for clarity.

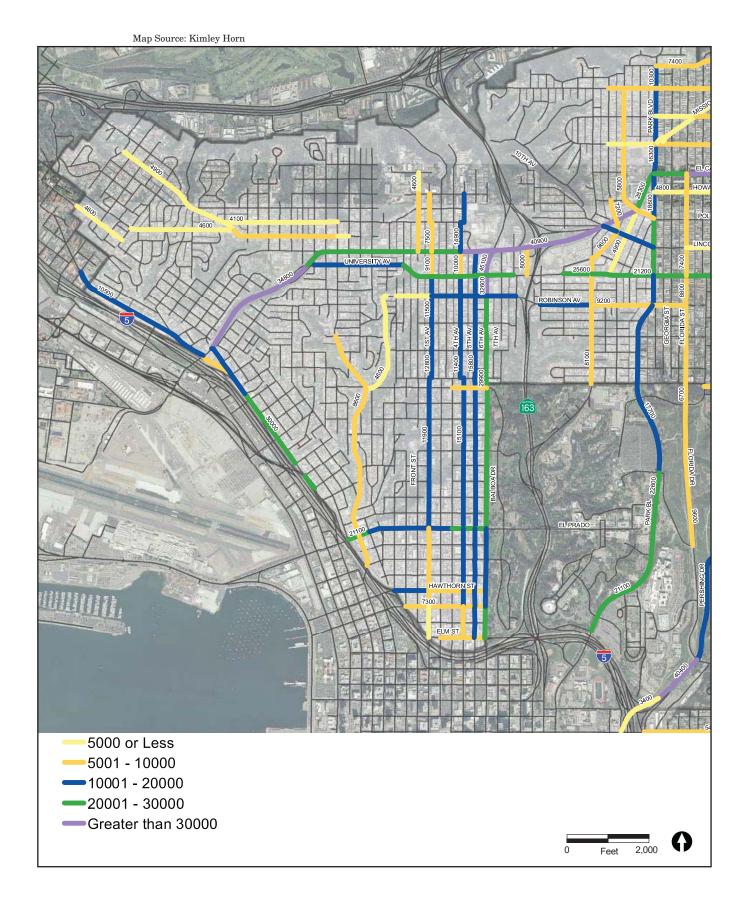


FIGURE 6.3-6
Build-out Proposed Land Use Roadway
Segment ADT Volumes – Uptown

	Table 6.3-7 Build-out Summary of Intersection Analysis - Uptown												
	Bu	ild-out Sun	nmary of	Intersection	Analysis -	Uptown							
		Traffic	Peak	Exist	ing	Build	lout						
	Intersection	Control	Hour	DELAY (A)	LOS (B)	DELAY (A)	LOS (B)	Δ	SIGNIFICANT?				
1	Washington St & Hancock St	Signal	AM	24.9	C	33.2	C	8.3	NO				
			PM	28.2	C	51.6	D	23.4	NO				
2	Washington St & San Diego Ave	Signal	AM	19.7	В	15.4	В	-6.3	NO				
			PM	17.6	В	21.9	C	6.3	NO				
3	Washington St & India St	Signal	AM	11.7	В	15.8	В	4.1	NO				
			PM	14.2	В	20.3	C	6.1	NO				
4	Washington St & Fourth Ave	Signal	AM	25.2	C	31.8	C	6.6	NO				
			PM	37.3	D	59.9	E	22.6	YES				
5	Washington St & Fifth Ave	Signal	AM	15.2	В	14.1	В	-1.1	NO				
			PM	16.3	В	19.2	В	2.9	NO				
6	Washington St & Eighth Ave/SR-163	Signal	AM	42.6	D	71.5	E	28.9	YES				
	Off-Ramp		PM	333.0	F	331.7	Æ	-1.3	NO				
7	Washington St & Richmond St/SR-	Signal	AM	18.6	В	51.4	D	32.8	NO				
	163 On-Ramp		PM	13.2	В	33.9	C	20.7	NO				
8	Washington St/Normal St & Campus	Signal	AM	43.0	D	62.7	E	19.7	YES				
	Ave/Polk Ave		PM	50.0	D	57.3	E	7.3	YES				
9	Normal St/El Cajon Blvd & Park Blvd	Signal	AM	25.2	C	26.6	C	1.4	NO				
			PM	36.3	C	43.8	D	9.5	NO				
10	University Ave & Fourth Ave	Signal	AM	29.1	C	31.8	C	2.7	NO				
			PM	28.2	C	30.3	C	2.1	NO				
11	University Ave & Fifth Ave	Signal	AM	12.9	В	13.7	В	0.8	NO				
			PM	25.3	C	28.0	C	2.7	NO				
12	University Ave & Sixth Ave	Signal	AM	32.9	C	38.7	D	5.8	NO				
			PM	54.8	D	55.3	E	0.5	YES				
13	University Ave & Tenth St	Signal	AM	18.6	В	17.5	В	-1.1	NO				
			PM	20.6	С	37.0	D	16.4	NO				
14	University Ave & Normal St	Signal	AM	5.6	Α	6.3	Α	0.7	NO				
			PM	10.6	В	13.3	В	2.7	NO				
15	University Ave & Park Blvd	Signal	AM	24.5	С	25.2	С	0.7	NO				
			PM	39.4	D	42.1	D	2.7	NO				
16	Robinson Ave & Fourth Ave	Signal	AM	21.4	С	27.0	С	5.6	NO				
			PM	18.4	В	20.8	С	2.4	NO				
17	Robinson Ave & Fifth Ave	Signal	AM	10.8	В	12.5	В	1.7	NO				
			PM	15.0	В	17.5	В	2.5	NO				

	Ri	uild-out Sum		able 6.3-7 Intersection	Δnalysis -	Untown			
		Traffic	Peak	Exist		Build	lout		
	Intersection	Control	Hour	DELAY (A)	LOS (B)	DELAY (A)	LOS (B)	Δ	SIGNIFICANT?
18	Robinson Ave & Sixth Ave	Signal	AM	21.6	C	22.7	C	1.1	NO
			PM	27.6	С	30.9	С	3.3	NO
19	Vine St & India St	Signal	AM	5.6	Α	5.9	Α	0.3	NO
			PM	7.3	Α	8.5	Α	1.2	NO
20	Sassafras St & Kettner Blvd	Signal	AM	10.4	В	13.2	В	2.8	NO
			PM	12.5	В	43.6	D	31.1	NO
21	Sassafras St & India St	Signal	AM	6.3	Α	8.4	Α	2.1	NO
			PM	20.9	С	47.4	D	26.5	NO
22	Laurel St & India St/I-5 NB On-Ramp	Signal	AM	17.0	В	19.7	В	2.7	NO
			PM	21.4	С	29.5	С	8.1	NO
23	Laurel St & Fourth Ave	Signal	AM	12.2	В	13.8	В	1.6	NO
			PM	14.9	В	23.8	C	8.9	NO
24	Laurel St & Fifth Ave	Signal	AM	12.3	В	13.3	В	1.0	NO
			PM	12.7	В	17.8	В	5.1	NO
25	Laurel St & Sixth Ave	Signal	AM	13.7	В	15.8	В	2.1	NO
			PM	20.5	C	27.9	C	7.4	NO
26	Hawthorn St & Brant St	Two-Way	AM	9.9	A (SB R)	10.0	B (SB R)	0.1	NO
		Stop	PM	12.9	B (SB R)	12.9	B (SB R)	0.0	NO
27	Grape St & State St	Signal	AM	15.7	В	12.6	В	-3.1	NO
			PM	18.7	В	41.7	D	23.0	NO
28	Elm St & First Ave	Signal	AM	13.3	В	17.8	В	4.5	NO
			PM	21.6	C	21.0	С	-0.6	NO
29	Elm St & Sixth Ave	Signal	AM	54.4	D	153.6	F	99.2	YES
			PM	14.8	В	18.8	В	4.0	NO
30	Cedar St & Second Ave	Two-Way	AM	31.8	D (SB R)	459.3	F (SB L)	427.5	YES
		Stop	PM	18.0	C (SB R)	43.0	E (SB L)	25.0	YES

#### Notes:

**Bold** values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

- (a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a one-way or two-way stop-controlled intersection, delay refers to the worst movement.
- (b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8.
- SB R = Southbound right-turning movement.
- SB L = Southbound left-turning movement.

	Ruildout Sur	T nmary of Ro	able 6.3-8		nalysi	s: Untown					
	Danaout Sur	illiary of Ro	Exist	<u> </u>	шагуэг	Build		_			
Roadway Segment	Roadway Functional Classification	LOS E Capacity	ADT	V/C Ratio (a)	LOS	ADT	V/C Ratio (a)	LOS	Δ in ADT	Δin V/C	Significant?
First Ave											
Arbor Dr to Washington St	2 Lane Collector (one-way)	17,500	5,240	0.299	Α	7,500	0.429	В	2260	0.130	NO
Washington St to University Ave	2 Lane Collector (No center lane)	8,000	7,400	0.925	E	9,100	1.138	F	1700	0.213	YES
University Ave to Robinson Ave	2 Lane Collector (No center lane)	8,000	10,100	1.263	F	16,300	2.038	F	6200	0.775	YES
Robinson Ave to Pennsylvania Ave	2 Lane Collector (No center lane)	8,000	7,500	0.938	E	11,500	1.438	F	4000	0.500	YES
Pennsylvania Ave to Walnut Ave	2 Lane Collector (No center lane)	8,000	7,261	0.908	E	12,800	1.600	F	5539	0.692	YES
Walnut Ave to Laurel St	2 Lane Collector (No center lane)	8,000	4,695	0.587	С	11,900	1.488	F	7205	0.901	YES
Laurel St to Hawthorn St	2 Lane Collector (No center lane)	8,000	7,290	0.911	E	8,400	1.050	F	1110	0.139	YES
Hawthorn St to Grape St	2 Lane Collector (No center lane)	8,000	3,810	0.476	С	6,800	0.850	E	2990	0.374	YES
Grape St to Elm St	2 Lane Collector (one-way)	17,500	3,285	0.188	Α	4,500	0.257	Α	1215	0.069	NO
Fourth Ave											
Arbor Dr to Washington St	2 Lane Collector (No center lane)	8,000	12,390	1.549	F	14,900	1.863	F	2510	0.314	YES
Washington St to University Ave	2 Lane Collector (one-way)	17,500	10,400	0.594	С	10,400	0.594	С	0	0.000	NO
University Ave to Robinson Ave	2 Lane Collector (one-way)	17,500	11,800	0.674	С	12,900	0.737	D	1100	0.063	NO
Robinson Ave to Walnut Ave	2 Lane Collector (one-way)	17,500	6,946	0.397	Α	11,400	0.651	С	4454	0.254	NO
Walnut Ave to Laurel St	3 Lane Collector (one-way w/ one lane dedicated for multi- modal)	17,500	8,492	0.485	В	15,100	0.863	E	6608	0.378	YES
Laurel St to Grape St	3 Lane Collector (one-way w/ one lane dedicated for multi- modal)	17,500	7,790	0.445	В	13,700	0.783	D	5910	0.338	NO

	Buildout Su	T nmary of Ro	able 6.3-8 adway Se		nalvsi	s: Uptown					
	Banasat sai	minary or ico	Exis		marysi	Build					
				V/C			V/C				
	Roadway Functional	LOS E		Ratio			Ratio		Δin	Δin	
Roadway Segment	Classification	Capacity	ADT	(a)	LOS	ADT	(a)	LOS	ADT	V/C	Significant?
Grape St to Elm St	3 Lane Collector (one-way w/ one lane dedicated for multi- modal)	17,500	7,570	0.433	В	9,700	0.554	С	2130	0.121	NO
Fifth Ave											
Washington St to University Ave	3 Lane Collector (one-way w/ one lane dedicated for multi- modal)	17,500	11,700	0.669	С	11,800	0.674	С	100	0.005	NO
University Ave to Robinson Ave	3 Lane Collector (one-way w/ one lane dedicated for multi- modal)	17,500	10,300	0.589	U	14,000	0.800	D	3700	0.211	NO
Robinson Ave to Walnut Ave	3 Lane Collector (one-way w/ one lane dedicated for multi- modal)	17,500	12,209	0.698	С	15,800	0.903	E	3591	0.205	YES
Walnut Ave to Laurel St	3 Lane Collector (one-way w/ one lane dedicated for multi- modal)	17,500	11,400	0.651	С	14,800	0.846	D	3400	0.195	NO
Laurel St to Hawthorn St	3 Lane Collector (one-way w/ one lane dedicated for multi- modal)	17,500	9,260	0.529	В	14,400	0.823	D	5140	0.294	NO
Hawthorn St to Grape St	3 Lane Collector (one-way w/ one lane dedicated for multi- modal)	17,500	10,045	0.574	С	14,300	0.817	D	4255	0.243	NO
Grape St to Elm St	3 Lane Collector (one-way w/ one lane dedicated for multi- modal)	17,500	9,220	0.527	В	10,100	0.577	С	880	0.050	NO
Sixth Ave											
Washington St to University Ave	4 Lane Collector (no center lane)	15,000	16,877	0.844	D	45,100	3.007	F	28223	2.163	YES
University Ave to Robinson Ave	4 Lane Collector (no center lane)	15,000	24,900	1.660	F	32,600	2.173	F	7700	0.513	YES
Robinson Ave to Upas St	4 Lane Collector (no center lane)	15,000	15,000	1.000	F	29,900	1.993	F	14900	0.993	YES
Upas St to Laurel St	4 Lane Collector (no center lane)	15,000	15,128	1.009	F	25,900	1.727	F	10772	0.718	YES

			able 6.3-8								
	Buildout Sur	nmary of Ro			nalysi						
			Exist			Build					
				V/C			V/C				
	Roadway Functional	LOS E		Ratio			Ratio		Δin	Δin	
Roadway Segment	Classification	Capacity	ADT	(a)	LOS	ADT	(a)	LOS	ADT	V/C	Significant?
Laurel St to Juniper St	4 Lane Collector (no center lane)	15,000	10,140	0.676	D	16,600	1.107	F	6460	0.431	YES
Juniper St to Grape St	4 Lane Collector (no center lane)	15,000	10,915	0.728	D	18,700	1.247	F	7785	0.519	YES
Grape St to Elm St	4 Lane Collector (no center lane)	15,000	10,650	0.710	D	20,300	1.353	F	9650	0.643	YES
Ninth Ave											
Washington St to	2 Lane Collector (No center lane)	8,000	5,204	0.651	D	8,000	1.000	F	2796	0.349	YES
University Ave	2 Lane conector (No center lane)	0,000	3,204	0.051		0,000	1.000	•	2750	0.545	11.5
Campus Ave/Polk Ave			_							1	
Madison Ave to	2 Lane Collector (No center lane)	8,000	3,175	0.397	В	5,800	0.725	D	2625	0.328	NO
Washington St	2 Earle Collector (No certici larie)	0,000	3,173	0.557		3,000	0.723		2023	0.520	110
Washington St to Park	2 Lane Collector (No center lane)	8,000	5,610	0.701	D	7,400	0.925	E	1790	0.224	YES
Blvd	2 Earle Collector (140 certical larie)	0,000	3,010	0.701		7,400	0.525	_	1730	0.22	123
Cleveland Ave						T		1	,		1
Tyler St to Lincoln Ave	2 Lane Collector (No center lane)	8,000	4,865	0.608	С	7,200	0.900	E	2335	0.292	YES
Lincoln Ave to	2 Lane Collector (No center lane)	8,000	7,775	0.972	Е	9,600	1.200	F	1825	0.228	YES
Richmond St	2 Earle Collector (140 certeer larie)	0,000	7,773	0.572	_	3,000	1.200	•	1023	0.220	123
Curlew St						T		1	,		1
Robinson Ave to	2 Lane Collector (No center lane)	8,000	1,720	0.215	Α	4,600	0.575	С	2880	0.360	NO
Reynard Wy	2 Earle concetor (140 certer larie)	0,000	1,720	0.213	, ,	4,000	0.575		2000	0.500	110
Elm St						r			,	1	1
Second Ave to Third Ave	2 Lane Collector (one-way)	17,500	7,889	0.451	В	8,500	0.486	В	611	0.035	NO
Third Ave to Fifth Ave	3 Lane Collector (one-way)	26,000	8,179	0.315	Α	9,100	0.350	Α	921	0.035	NO
Fifth Ave to Sixth Ave	3 Lane Collector (one-way)	26,000	6,720	0.258	Α	8,100	0.312	Α	1380	0.054	NO
Fort Stockton Dr			_							1	
Arista St to Sunset Blvd	2 Lane Collector (No center lane)	8,000	3,290	0.411	В	4,900	0.613	C	1610	0.202	NO
Sunset Blvd to Hawk St	2 Lane Collector (No center lane)	8,000	6,100	0.763	D	7,900	0.988	E	1800	0.225	YES
Hawk St to Goldfinch St	2 Lane Collector (No center lane)	8,000	8,450	1.056	F	8,900	1.113	F	450	0.057	YES
Goldfinch St to Falcon	2 Lane Collector (No center lane)	8,000	2,910	0.364	В	3,300	0.413	В	390	0.049	NO
St	2 Lane Collector (No center lane)	0,000	2,310	0.304	ט	3,300	0.413	U	390	0.043	INO
Front St					1		_				
Dickinson St to Arbor Dr	2 Lane Collector (No center lane)	8,000	3,790	0.474	C	4,600	0.575	С	810	0.101	NO
Arbor Dr to Washington	2 Lane Collector (one-way)	17,500	5,510	0.315	Α	7,900	0.451	В	2390	0.136	NO
St	2 Larie Collector (offe-way)	17,500	3,310	0.515	^	7,500	0.451	٥	2390	0.150	INO

			able 6.3-8								
	Buildout Sur	nmary of Roa			nalysi						
			Exist	ing		Build	lout				
				V/C			V/C				
	Roadway Functional	LOS E		Ratio			Ratio		Δin	Δin	
Roadway Segment	Classification	Capacity	ADT	(a)	LOS	ADT	(a)	LOS	ADT	V/C	Significant?
Grape St											
Albatross St to First Ave	3 Lane Collector (one-way)	26,000	2,082	0.080	Α	7,300	0.281	Α	5218	0.201	NO
First Ave to Third Ave	2 Lane Collector (No center lane)	8,000	4,289	0.536	C	7,300	0.913	E	3011	0.377	YES
Third Ave to Sixth Ave	2 Lane Collector (No center lane)	8,000	2,097	0.262	Α	9,000	1.125	F	6903	0.863	YES
Hawthorn St											
Brant St to First Ave	3 Lane Collector (one-way)	26,000	11,558	0.445	В	15,000	0.577	C	3442	0.132	NO
First Ave to Third Ave	2 Lane Collector (No center lane)	8,000	3,634	0.454	C	7,300	0.913	E	3666	0.459	YES
Third Ave to Sixth Ave	2 Lane Collector (No center lane)	8,000	3,577	0.447	C	8,700	1.088	F	5123	0.641	YES
India St											
Washington St to	2 Lane Collector (No center lane)	8,000				11,000	1.375	F			YES
Winder St	2 Larie Collector (No center larie)	8,000				11,000	1.575	Г	-	-	163
Winder St to Glenwood	3 Lane Collector (one-way)	26,000	8,345	0.321	Α	10,700	0.412	Α	2355	0.091	NO
Dr	3 Larie Collector (orie-way)	20,000	0,343	0.521	A	10,700	0.412	A	2333	0.091	NO
Glenwood Dr to	2 Lane Collector (one-way)	17,500	26,178	1.496	F	30,000	1.714	F	3822	0.218	YES
Sassafrass St	2 Lane Confector (one-way)	17,500	20,170	1.430	•	30,000	1.714	•	3022	0.210	123
Sassafras St to	3 Lane Collector (two-way)	20,000	18,676	0.934	Е	21,300	1.065	F	2624	0.131	YES
Redwood St	-	,			_			•			123
Redwood St to Palm St	3 Lane Collector (one-way)	26,000	16,705	0.643	C	20,300	0.781	D	3595	0.138	NO
Juan St				1	1			1	1	ı	
Harney St to Witherby	2 Lane Collector (No center lane)	8,000	2,345	0.293	Α	4,600	0.575	С	2255	0.282	NO
St	2 Earle Concetor (140 certer larie)	0,000	2,575	0.233	, (	4,000	0.575		2233	0.202	110
Laurel St				1			1	1	ı	ı	1
Columbia St to Union St	4 Lane Collector (no center lane)	15,000	13,691	0.913	E	21,100	1.407	F	7409	0.494	YES
Union St to First Ave	2 Lane Collector (continuous left-	15,000	11,128	0.742	D	17,900	1.193	F	6772	0.451	YES
	turn lane)  2 Lane Collector (continuous left-		-	-							
First Ave to Third Ave	1	15,000	11,326	0.755	D	16,100	1.073	F	4774	0.318	YES
	turn lane)  2 Lane Collector (continuous left-		-	-			-				
Third Ave to Sixth Ave	turn lane)	15,000	11,516	0.768	D	20,200	1.347	F	8684	0.579	YES
Lewis St	turri larie)										
Fort Stockton Dr to											
Goldfinch St	2 Lane Collector (No center lane)	8,000	3,720	0.465	C	4,100	0.513	C	380	0.048	NO
dolullici 3t				1							

	Buildout Sur		able 6.3-8		nalysi	s: Untown					
	Danaoat sai	illiary of Ro	Exist		Mulysi	Build					
				V/C			V/C				
	Roadway Functional	LOS E		Ratio			Ratio		Δin	Δin	a
Roadway Segment Lincoln Ave	Classification	Capacity	ADT	(a)	LOS	ADT	(a)	LOS	ADT	V/C	Significant?
Washington St to Park							1		1	1	
Blvd	2 Lane Collector (No center lane)	8,000	8,155	1.019	F	11,100	1.388	F	2945	0.369	YES
Madison Ave			l	1	I		ı	l			L
Cleveland Ave to Park	2 Lana Callastay (Na santay lana)	0.000	2.750	0.460	_	C 100	0.762	_	2250	0.204	NO
Blvd	2 Lane Collector (No center lane)	8,000	3,750	0.469	С	6,100	0.763	D	2350	0.294	NO
Meade Ave	,		•	_	ı	1	1	ı		1	
Cleveland Ave to Park	2 Lane Collector (continuous left-	15,000	3,290	0.219	Α	3,500	0.233	Α	210	0.014	NO
Blvd	turn lane)										
Normal St Park Blvd to	T						1		1	1	T
Washington St	6 Lane Major Arterial	50,000	22,296	0.446	В	28,300	0.566	С	6004	0.120	NO
	4 Lane Major Arterial	40,000	4,974	0.124	Α						
Washington St to University Ave	2 Lane Collector (No center lane)*	8,000				4,974	0.622	С	0	0.498	NO
Park Blvd					•			•			
Adams Ave to Mission Ave	2 Lane Collector (continuous left-turn lane)	15,000	14,839	0.989	E	14,060	0.937	E	-779	-0.052	NO
Mission Ave to El Cajon Blvd	3 Lane Collector (no center lane)	11,500	11,806	1.027	F	15,467	1.345	F	3661	0.318	YES
El Cajon Blvd to Polk Ave	4 Lane Major Arterial	40,000	11,524	0.288	Α	18,600	0.465	В	7076	0.177	NO
Polk Ave to University Ave	4 Lane Major Arterial	40,000	13,936	0.348	Α	22,500	0.563	С	8564	0.215	NO
University Ave to Robinson Ave	4 Lane Major Arterial	40,000	14,400	0.360	Α	19,800	0.495	В	5400	0.135	NO
Robinson Ave to Upas	2 Lane Collector (continuous left-	15,000	12,501	0.833	D	17,200	1.147	F	4699	0.314	YES
St	turn lane)				_	,		_			
Upas St to Zoo Pl	4 Lane Major Arterial	40,000	13,807	0.345	Α	17,700	0.443	В	3893	0.098	NO
Reynard Wy	I a				I		1		I	I	
Torrance St to Curlew St	2 Lane Collector (continuous left-turn lane)	15,000	1,955	0.130	Α	5,300	0.353	В	3345	0.223	NO

			able 6.3-8								
	Buildout Sur	nmary of Ro		<u> </u>	nalysi						
			Exis			Build					
				V/C			V/C				
	Roadway Functional	LOS E		Ratio			Ratio		Δin	Δin	
Roadway Segment	Classification	Capacity	ADT	(a)	LOS	ADT	(a)	LOS	ADT	V/C	Significant?
Curlew St to Laurel St	2 Lane Collector (continuous left-turn lane)	15,000	7,200	0.480	С	8,600	0.573	С	1400	0.093	NO
Richmond St											
Cleveland Ave to	2 Lane Collector (No center lane)	8,000	7,085	0.886	Е	9.000	1.125	F	1915	0.239	YES
University Ave	2 Larie Collector (No ceriter larie)	8,000	7,065	0.000	E	9,000	1.125	Г	1915	0.239	163
University Ave to	2 Lane Collector (No center lane)	8,000	5,345	0.668	D	6,700	0.838	Е	1355	0.170	YES
Robinson Ave	2 Larie Collector (No ceriter larie)	8,000	3,343	0.008	D	0,700	0.030		1333	0.170	TES
Robinson Ave to Upas St	2 Lane Collector (No center lane)	8,000	5,015	0.627	D	8,100	1.013	F	3085	0.386	YES
Robinson Ave	1		II.	1	•	I.	1		u.		1
Brant St to First Ave	2 Lane Collector (No center lane)	8,000	1,995	0.249	Α	4,600	0.575	С	2605	0.326	NO
First Ave to Third Ave	2 Lane Collector (No center lane)	8,000	5,800	0.725	D	11,500	1.438	F	5700	0.713	YES
Third Ave to Eighth Ave	2 Lane Collector (No center lane)	8,000	11,022	1.378	F	14,400	1.800	F	3378	0.422	YES
Tenth Ave to Richmond	2 Lane Collector (continuous left-	15.000	10.100	0.675		40.000	0.000	_	2400	0.4.45	110
St	turn lane)	15,000	10,120	0.675	D	12,300	0.820	D	2180	0.145	NO
Richmond St to Park Blvd	2 Lane Collector (continuous left- turn lane)	15,000	7,269	0.485	С	9,200	0.613	С	1931	0.128	NO
San Diego Ave	tarriancy										1
Hortensia St to Pringle											
St	2 Lane Collector (No center lane)	8,000	5,830	0.729	D	10,500	1.313	F	4670	0.584	YES
McKee St to								_			
Washington St	3 Lane Collector (one-way)	26,000	13,920	0.535	В	18,200	0.700	С	4280	0.165	NO
Washington St to India		17.500			_				2422	0.405	
St	2 Lane Collector (one-way)	17,500	4,920	0.281	Α	7,100	0.406	Α	2180	0.125	NO
State St				•	•		•	•	•	•	
Laurel St to Juniper St	2 Lane Collector (No center lane)	8,000	4,140	0.518	С	8,200	1.025	F	4060	0.507	YES
Sunset Blvd	•		•	•	•		•	•	•	•	•
Witherby St to Fort	2 Lang Collector (No senter land)	9.000	2 505	0.224	В	4.600	0.575	С	2005	0.251	NO
Stockton Dr	2 Lane Collector (No center lane)	8,000	2,595	0.324	В	4,600	0.575	ر	2005	0.251	NO
University Ave											
Ibis St to Albatross St	2 Lane Collector (No center lane)	8,000	10,527	1.316	F	14,700	1.838	F	4173	0.522	YES
Albatross St to First Ave	2 Lane Collector (No center lane)	8,000	16,851	2.106	F	20,800	2.600	F	3949	0.494	YES

	Buildout Sur	T nmary of Roa	able 6.3-8		nalysi	s: Untown					
			Exist		a.yo.	Build					
				V/C			V/C				
	Roadway Functional	LOS E		Ratio			Ratio		Δin	Δin	
Roadway Segment	Classification	Capacity	ADT	(a)	LOS	ADT	(a)	LOS	ADT	V/C	Significant?
First Ave to Fourth Ave	2 Lane Collector (no fronting property)	10,000	11,750	1.175	F	14,100	1.410	F	2350	0.235	YES
Fourth Ave to Fifth Ave	2 Lane Collector (continuous left-turn lane)	15,000	20,250	1.350	F	21,600	1.440	F	1350	0.090	YES
Fifth Ave to Sixth Ave	4 Lane Collector	30,000	21,184	0.706	D	24,900	0.830	D	3716	0.124	NO
Sixth Ave to Eighth Ave	4 Lane Collector (no center lane)	15,000	24,400	1.627	F	29,300	1.953	F	4900	0.326	YES
Vermont St to Normal St	4 Lane Major Arterial	40,000	23,938	0.598	С	25,600	0.640	С	1662	0.042	NO
Normal St to Park Blvd	4 Lane Collector (no center lane)	15,000	16,275	1.085	F	21,200	1.413	F	4925	0.328	YES
Upas St											
Third Ave to Sixth Ave	2 Lane Collector (no fronting property)	10,000	4,475	0.448	В	8,500	0.850	D	4025	0.402	NO
Washington St					•			•			
India St to University Ave	4 Lane Major Arterial	40,000	27,929	0.698	С	34,800	0.870	D	6871	0.172	NO
University Ave to First Ave	4 Lane Major Arterial	40,000	20,477	0.512	В	25,400	0.635	С	4923	0.123	NO
First Ave to Fourth Ave	4 Lane Major Arterial	40,000	25,745	0.644	С	25,745	0.644	С	0	0.000	NO
Fourth Ave to Fifth Ave	4 Lane Major Arterial	40,000	30,900	0.773	D	37,300	0.933	E	6400	0.160	YES
Fifth Ave to Sixth Ave	4 Lane Major Arterial	40,000	38,428	0.961	E	41,100	1.028	F	2672	0.067	YES
Sixth Ave to Richmond St	4 Lane Major Arterial	40,000	41,778	1.044	F	41,778	1.044	F	0	0.000	NO
Richmond St to Normal St	6 Lane Major Arterial	50,000	38,725	0.775	С	47,100	0.942	E	8375	0.167	YES

#### Notes:

**Bold** values indicate roadway segments operating at LOS E or F.

Capacity for non-standard roadway classifications were provided by City of San Diego staff.

(a) The v/c ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

<sup>\*</sup>Howard Avenue, Meade Avenue, Orange Avenue/Howard Avenue will be classified as a two-lane collector with no continuous center left turn lane to accommodate future bicycle boulevard pending further project-level analysis.

- Impact 6.3-7: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to seven consecutive street segments of First Avenue from Washington Street to Grape Street.
- Impact 6.3-8: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to Fourth Avenue from Arbor Drive to Washington Street.
- **Impact 6.3-9:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to Fourth Avenue from Walnut Avenue to Laurel Street.
- **Impact 6.3-10**: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to Fifth Avenue from Robinson Avenue to Walnut Avenue.
- Impact 6.3-11: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to seven consecutive street segments of Sixth Avenue from Washington Street to Elm Street.
- Impact 6.3-12: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to Ninth Avenue from Washington Street to University Avenue.
- Impact 6.3-13: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to Campus Avenue/Polk Avenue from Washington Street to Park Boulevard.
- Impact 6.3-14: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to two consecutive street segments of Cleveland Avenue from Tyler Street to Richmond Street.
- Impact 6.3-15: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to two consecutive street segments of Fort Stockton Drive from Sunset Boulevard to Goldfinch Street.
- **Impact 6.3-16**: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to two consecutive street segments of Grape Street from First Avenue to Sixth Avenue.
- **Impact 6.3-17**: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to two consecutive street segments of Hawthorn Street from First Avenue to Sixth Avenue.
- Impact 6.3-18: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to India Street from Washington Street to Winder Street.

- Impact 6.3-19: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to two consecutive street segments of India Street from Glenwood Drive to Redwood Street.
- **Impact 6.3-20**: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to four consecutive street segments of Laurel Street from Columbia Street to Sixth Avenue.
- Impact 6.3-21: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to Lincoln Avenue from Washington Street to Park Boulevard.
- **Impact 6.3-22:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to Park Boulevard from Mission Avenue to El Cajon Boulevard.
- Impact 6.3-23: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to Park Boulevard from Robinson Avenue to Upas Street.
- Impact 6.3-24: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to three consecutive street segments of Richmond Street from Cleveland Avenue to Upas Street.
- **Impact 6.3-25**: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to two consecutive street segments of Robinson Avenue from First Avenue to Eighth Avenue.
- Impact 6.3-26: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to San Diego Avenue from Hortensia Street to Pringle Street.
- **Impact 6.3-27:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to State Street from Laurel Street to Juniper Street.
- Impact 6.3-28: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to four consecutive street segments of University Avenue from Ibis Street to Fifth Avenue.
- **Impact 6.3-29:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact University Avenue from Sixth Avenue to Eighth Avenue.
- **Impact 6.3-30:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to University Avenue from Normal Street to Park Boulevard.
- **Impact 6.3-31:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to two consecutive street segments of Washington Street from Fourth Avenue to Sixth Avenue.

### d. Freeway Segments

Table 6.3-9 displays the LOS analysis results for the freeway segments using their existing freeway configuration and the future peak-hour traffic volumes. As shown, the traffic generated by the land use changes associated with the Uptown, North Park and Golden Hill would have a cumulative traffic related impact along all 18 freeway segments within the study area.

The following significant cumulative freeway segment impacts are identified:

Impact 6.3-33:	The proposed Uptown CPU and associated discretionary actions would have a
	cumulative traffic impact to five segments of I-5 from Old Town Avenue to
	Imperial Avenue.

**Impact 6.3-34**: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to three consecutive segments of Interstate 8 (I-8) from Hotel Circle West to State Route 15 (SR-15).

**Impact 6.3-35**: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to the segment of SR-15 from Interstate 805 (I-805) to State Route 94 (SR-94).

**Impact 6.3-36**: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to three segments of I-805 from I-8 to SR-15.

**Impact 6.3-37**: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to three segments of SR-94 from 25<sup>th</sup> Street to SR-15.

**Impact 6.3-38**: The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to three segments of SR-163 from I-8 to I-5.

## e. Ramp Meters

Table 6.3-10 displays the analysis results for the ramp meters using their existing configuration and meter rate and the future peak-hour traffic volumes. As shown, the traffic generated by the land use changes associated with the Uptown, North Park and Golden Hill CPUs would have a cumulative traffic related impact at three ramp meters within the study area as follows:

**Impact 6.3-39:** Hancock Street to I-5 southbound on-ramp in the PM peak period.

**Impact 6.3-40:** Kettner Boulevard to I-5 southbound on-ramp in the PM peak period.

**Impact 6.3-41:** Fifth Avenue to I-5 southbound on-ramp in the PM peak period.

		Summary of	Table 6.3 Freeway Segm	-9 nent Level of Se	rvice				
				Existin		Buildo	ut		
Freeway Segment	Direction	Number of Lanes	Capacity <sup>1</sup>	V/C Ratio <sup>2</sup>	LOS	V/C Ratio	LOS	$\Delta^3$	Significant?
			AM Pea	k					
I-5									
Old Town Ave to Weshington St	NB	4 M + 1 A	9,200	0.950	E	1.183	F <sub>0</sub>	0.234	YES
Old Town Ave to Washington St	SB	4 M + 1 A	9,200	0.746	С	0.798	С	0.052	NO
Washington St to Pacific Highway	NB	4 M	8,000	0.840	D	1.096	F <sub>0</sub>	0.256	YES
Washington St to Pacific Highway	SB	4 M	8,000	0.660	С	0.739	С	0.079	NO
First Ave to Sixth Ave	NB	4 M + 1 A	9,200	1.264	F <sub>1</sub>	1.341	F <sub>1</sub>	0.078	YES
First Ave to Sixtil Ave	SB	5 M + 1 A	11,200	0.346	Α	0.743	С	0.397	NO
SR-163 to SR-94	NB	5 M + 1 A	11,200	1.085	F <sub>0</sub>	1.149	F <sub>0</sub>	0.064	YES
SK-103 to SK-94	SB	5 M + 1 A	11,200	0.362	Α	0.901	D	0.540	NO
SR-94 to Imperial Ave	NB	4 M + 1 A	9,200	1.035	F <sub>0</sub>	1.064	F <sub>0</sub>	0.029	YES
SR-94 to imperial Ave	SB	4 M + 1 A	9,200	0.345	Α	0.835	D	0.490	NO
I-8									
Hotel Circle (W) to Hotel Circle (E)	WB	4 M + 1 A	9,200	1.022	F <sub>0</sub>	1.333	F <sub>1</sub>	0.311	YES
Hotel Circle (W) to Hotel Circle (E)	EB	4 M	8,000	0.887	D	0.763	С	-0.124	NO
Mission Center Rd to Qualcomm Wy	WB	4 M + 1 A	9,200	1.109	F <sub>0</sub>	1.366	F <sub>2</sub>	0.257	YES
Wission Center Rd to Qualconini Wy	EB	4 M + 1 A	9,200	0.837	D	0.680	С	-0.157	NO
I-805 to SR-15	WB	4 M + 1 A	9,200	1.349	F <sub>1</sub>	1.545	F <sub>2</sub>	0.196	YES
1-803 to 3K-13	EB	4 M + 1 A	9,200	0.727	С	0.766	С	0.040	NO
SR-15									
I-805 to SR-94	NB	3 M + 1 A	7,200	0.532	В	0.772	С	0.241	NO
1-603 to SR-94	SB	2 M + 1 A	5,200	0.976	Е	1.283	F <sub>1</sub>	0.307	YES
I-805									
I-8 to Adams Ave	NB	4 M + 1 A	9,200	1.262	F <sub>1</sub>	1.515	F <sub>2</sub>	0.253	YES
1-6 to Adams Ave	SB	5 M + 1 A	11,200	0.383	Α	0.458	В	0.074	NO
El Cajon Blvd to University Ave	NB	4 M	8,000	0.602	В	1.427	F <sub>2</sub>	0.825	YES
El Gajori Bivu to Orliversity Ave	SB	4 M + 1 A	9,200	1.063	F <sub>0</sub>	0.457	В	-0.607	NO
University Ave to SR-15	NB	4 M + 1 A	9,200	0.466	В	1.207	F <sub>0</sub>	0.740	YES
Offiversity Ave to SK-13	SB	4 M + 1 A	9,200	0.947	E	0.421	В	-0.526	NO

		Summary of	Table 6.3	-9 nent Level of Se	rvice				
		Gaillinary or	rroomay oog.	Existi		Buildo	out		
Freeway Segment	Direction	Number of Lanes	Capacity <sup>1</sup>	V/C Ratio <sup>2</sup>	LOS	V/C Ratio	LOS	$\Delta^3$	Significant?
SR-94	•				•				
25th St to 28th St	WB	4 M	8,000	0.976	Е	1.241	F <sub>0</sub>	0.264	YES
25(11 5) (0 26(11 5)	EB	4 M	8,000	0.361	Α	0.470	В	0.109	NO
28th St to 30th St	WB	4 M	8,000	1.095	F <sub>0</sub>	1.303	F <sub>1</sub>	0.208	YES
2011 31 10 3011 31	EB	4 M	8,000	0.405	Α	0.494	В	0.089	NO
Proodway to CP 15	WB	4 M	8,000	1.214	F <sub>0</sub>	1.414	F <sub>2</sub>	0.200	YES
Broadway to SR-15	EB	4 M + 1 A	9,200	0.390	Α	0.466	В	0.075	NO
SR-163									
I-8 to Washington St	NB	3 M + 1 A	7,200	0.575	В	1.121	F <sub>0</sub>	0.546	YES
1-0 to washington St	SB	3 M + 1 A	7,200	0.828	D	0.950	Е	0.122	YES
Washington St to Robinson Ave	NB	2 M	4,000	0.800	С	0.830	D	0.031	NO
washington St to Robinson Ave	SB	2 M	4,000	1.151	F <sub>0</sub>	1.846	F <sub>2</sub>	0.696	YES
Quince Dr to I-5	NB	2 M	4,000	0.884	D	0.914	D	0.030	NO
Quince Di to 1-5	SB	2 M	4,000	1.641	F <sub>2</sub>	2.032	F <sub>3</sub>	0.391	YES
			PM PEA	K					
I-5									
Old Town Ave to Washington St	NB	4 M + 1 A	9,200	0.780	С	1.000	E	0.220	YES
Old Town Ave to Washington St	SB	4 M + 1 A	9,200	0.916	D	1.187	F <sub>0</sub>	0.271	YES
Washington Ct to Davidio Llighway	NB	4 M	8,000	0.690	С	0.926	E	0.236	YES
Washington St to Pacific Highway	SB	4 M	8,000	0.810	D	1.100	F <sub>0</sub>	0.290	YES
First Ave to Sixth Ave	NB	4 M + 1 A	9,200	1.078	F <sub>0</sub>	1.133	F <sub>0</sub>	0.055	YES
FIIST AVE TO SIXTH AVE	SB	5 M + 1 A	11,200	0.498	В	1.105	F <sub>0</sub>	0.607	YES
SR-163 to SR-94	NB	5 M + 1 A	11,200	0.926	Е	1.091	F <sub>0</sub>	0.166	YES
SR-103 10 SR-94	SB	5 M + 1 A	11,200	0.521	В	1.213	F <sub>0</sub>	0.693	YES
CD 04 to Imporial Ava	NB	4 M + 1 A	9,200	0.883	D	1.011	F <sub>0</sub>	0.127	YES
SR-94 to Imperial Ave	SB	4 M + 1 A	9,200	0.497	В	1.124	F <sub>0</sub>	0.627	YES
I-8									
Listed Circle (M) to Listed Circle (F)	WB	4 M + 1 A	9,200	0.807	D	0.889	D	0.082	NO
Hotel Circle (W) to Hotel Circle (E)	EB	4 M	8,000	1.134	F <sub>0</sub>	1.449	F <sub>2</sub>	0.315	YES
Mission Contar Dd to Ovelson 144	WB	4 M + 1 A	9,200	0.876	D	0.910	D	0.035	NO
Mission Center Rd to Qualcomm Wy	EB	4 M + 1 A	9,200	1.070	F <sub>0</sub>	1.291	F <sub>1</sub>	0.221	YES
1 005 to CD 45	WB	4 M + 1 A	9,200	0.893	D	0.920	E	0.027	YES
I-805 to SR-15	EB	4 M + 1 A	9,200	1.183	F <sub>0</sub>	1.511	F <sub>2</sub>	0.327	YES
SR-15	-			•	-	•	- 1		•
I-805 to SR-94	NB	3 M + 1 A	7,200	0.532	В	1.120	F <sub>0</sub>	0.589	YES

Table 6.3-9 Summary of Freeway Segment Level of Service									
				Existir	ng	Buildo	ut		
Freeway Segment	Direction	Number of Lanes	Capacity <sup>1</sup>	V/C Ratio <sup>2</sup>	LOS	V/C Ratio	LOS	$\Delta^3$	Significant?
, <del>v</del>	SB	2 M + 1 A	5,200	0.976	Е	1.367	F <sub>2</sub>	0.391	YES
1-805									•
LO to Adama Ava	NB	4 M + 1 A	9,200	0.588	В	1.063	F <sub>0</sub>	0.475	YES
I-8 to Adams Ave	SB	5 M + 1 A	11,200	0.937	Е	1.297	F₁	0.360	YES
FL Coion Blud to University Ave	NB	4 M	8,000	1.095	F <sub>0</sub>	1.001	F₀	-0.094	NO
El Cajon Blvd to University Ave	SB	4 M + 1 A	9,200	0.635	С	1.293	F₁	0.659	YES
University Ave to CD 15	NB	4 M + 1 A	9,200	0.848	D	0.867	D	0.019	NO
University Ave to SR-15	SB	4 M + 1 A	9,200	0.565	В	1.203	F₀	0.637	YES
SR-94									•
05:1 0:1 00:1 0:	WB	4 M	8,000	0.401	Α	0.612	В	0.210	NO
25th St to 28th St	EB	4 M	8,000	0.936	Е	1.482	F <sub>2</sub>	0.545	YES
20th Ct to 20th Ct	WB	4 M	8,000	0.450	В	0.642	С	0.192	NO
28th St to 30th St	EB	4 M	8,000	1.050	F <sub>0</sub>	1.556	F <sub>2</sub>	0.506	YES
Dreadway to CD 45	WB	4 M	8,000	0.499	В	0.697	С	0.198	NO
Broadway to SR-15	EB	4 M + 1 A	9,200	1.012	F <sub>0</sub>	1.468	F <sub>2</sub>	0.456	YES
SR-163									
LQ to Washington Ct	NB	3 M + 1 A	7,200	0.870	D	1.301	F1	0.431	YES
I-8 to Washington St	SB	3 M + 1 A	7,200	0.533	В	0.797	С	0.264	NO
Weshington Ct to Dobinson Ave	NB	2 M	4,000	1.209	F0	1.658	F2	0.449	YES
Washington St to Robinson Ave	SB	2 M	4,000	0.741	С	1.016	F0	0.275	YES
Ouinea Dr. to I E	NB	2 M	4,000	1.364	F2	1.362	F2	-0.001	NO
Quince Dr to I-5	SB	2 M	4,000	1.162	F0	1.160	F0	-0.001	NO

Notes:

**Bold** values indicate freeway segments operating at LOS E or F.

For descriptions of LOS ratings for freeway segments, refer to Table 6.3-3.

V/C Ratio is the volume to capacity ratio

 $<sup>\</sup>Delta$  = change in v/c ratio between existing and buildout  $^{1}$ The capacity is calculated as 2,000 ADT per lane and 1,200 ADT per auxiliary lane  $^{2}$ Traffic volumes provided by City of San Diego model

<sup>&</sup>lt;sup>3</sup>Peak-hour volume calculated by: (ADT\*K\*D)/Truck Factor

Table 6.3-10 Peak Hour Ramp Metering Analysis – Horizon Year Conditions											
On-Ramp Interstate 5	Peak Period	Meter Rate <sup>1</sup> (veh/hr)	Existing Demand <sup>2</sup> (veh/hr)	Excess Existing Demand (veh/hr)	Average Existing Delay (min)	Build-out Demand <sup>2</sup> (veh/hr)	Excess Build-out Demand (veh/hr)	Average Build-out Delay (min)	D In Delay With Project (min)	Significant ?	Average With Project Queue
	AM	996	1020	24	1.4	1241	245	14.8	13.3	NO	6,125 ft
Washington St to I-5 NB	PM	996	1034	38	2.3	1227	231	13.9	11.6	NO	5,775 ft
	AM	996	915	0	0.0	1007	11	0.6	0.6	NO	263 ft
India St to I-5 NB	PM	996	1066	70	4.2	1173	177	10.6	6.4	NO	4,415 ft
	AM	996	454	0	0.0	460	0	0.0	0.0	NO	0 ft
Hawthorn St to I-5 NB	PM	996	842	0	0.0	825	0	0.0	0.0	NO	0 ft
	AM	Ramp not metered in the AM peak						0.0	NO	0 ft	
Hancock St to I-5 SB	PM	1140	1287	147	7.7	1542	402	21.2	13.4	YES	10,050 ft
K # DI I I I DD	AM	Ramp not metered in the AM peak						0.0	NO	0 ft	
Kettner Blvd to I-5 SB	PM	498	269	0	0.0	861	363	43.7	43.7	YES	9,070 ft
Fifth Accepted LE OR	AM	Ramp not metered in the AM peak						0.0	NO	0 ft	
Fifth Ave to I-5 SB	PM	996	1087	91	5.5	1894	898	54.1	48.6	YES	22,462 ft
Interstate 8						•					
NB Texas St to I-8 EB	AM			Ramp no	t metered in t	he AM peak			0.0	NO	0 ft
NB Texas St to 1-6 EB	PM	498	465	0	0.0	579	81	9.8	9.8	NO	2,026 ft
SB Texas St to I-8 EB	AM			Ramp no	t metered in t	he AM peak			0.0	NO	0 ft
SB Texas St to 1-6 EB	PM	1140	866	0	0.0	888	0	0.0	0.0	NO	0 ft
Interstate 805											
El Cajon Blvd to I-805 NB	AM	1140	860	0	0.0	1118	0	0.0	0.0	NO	0 ft
El Gajoli Diva to 1 000 ND	PM		T	Ramp no	t metered in t		T	T	0.0	NO	0 ft
University Ave to I-805 NB	AM	1140	998	0	0.0	1132	0	0.0	0.0	NO	0 ft
2 2 7. 10 to 1 000 14B	PM			Ramp no	t metered in t	he PM peak			0.0	NO	0 ft

		Pe	eak Hour Ran		able 6.3-10 Analysis – F	lorizon Year	Conditions				
On-Ramp	Peak Period	Meter Rate <sup>1</sup> (veh/hr)	Existing Demand <sup>2</sup> (veh/hr)	Excess Existing Demand (veh/hr)	Average Existing Delay (min)	Build-out Demand <sup>2</sup> (veh/hr)	Excess Build-out Demand (veh/hr)	Average Build-out Delay (min)	D In Delay With Project (min)	Significant ?	Average With Project Queue
State Route 94	A N A	504	400		0.0	205	0	1 00	0.0	NO	0.4
28th St to SR-94 WB	AM         534         100         0         0.0         205         0         0.0           PM         Ramp not metered in the PM peak					0.0	NO	0 ft 0 ft			
32nd St/Broadway to SR-94	AM	570	99	0	0.0	173	0	0.0	0.0	NO	0 ft
WB	PM	Ramp not metered in the PM peak							0.0	NO	0 ft
05:1 0:1 0D 04 5D	AM	Ramp not metered in the AM peak						0.0	NO	0 ft	
25th St to SR-94 EB	PM	960	785	0	0.0	935	0	0.0	0.0	NO	0 ft
00th 011- 0D 04 FD	AM			Ramp no	t metered in t	he AM peak		•	0.0	NO	0 ft
28th St to SR-94 EB	PM	960	732	0	0.0	870	0	0.0	0.0	NO	0 ft
32nd St/Broadway to SR-94	AM	Ramp not metered in the AM peak							0.0	NO	0 ft
EB	PM	570	464	0	0.0	558	0	0.0	0.0	NO	0 ft
State Route 163	•	•	•	•		•	•	•	•		
Washington St to SR-163	AM	498	373	0	0.0	615	117	14.2	14.2	NO	2,936 ft
SB	PM			Ramp no	t metered in t	he PM peak			0.0	NO	0 ft

<sup>&</sup>lt;sup>1</sup> Meter rate is the assumed peak hour capacity expected to be processed through the ramp meter (using Caltrans fast rate)

<sup>2</sup> Demand is the peak hour demand using the on-ramp

EB= eastbound, SB = southbound, NB = northbound, WB = westbound, SR = State Route

## **Issue 2 Alternative Transportation**

Would the project conflict with adopted policies, plans, or programs supporting alternative transportation?

#### a. Transit

Planned transit routes within the Uptown CPU area identified in the 2050 Regional Transportation Plan (RTP) and discussed in the Uptown, North Park, and Golden Hill Community Plan Update Mobility Study for Build-out Conditions (Appendix C, Kimley-Horn and Associates, 2015) include BRT, LRT, and streetcar improvements as shown on Figure 6.3-3. Definitions of each of these types of service are provided in Chapter 2.0 of this PEIR. The changes in existing transit operations to serve the Uptown community are described below.

- **Route 10** currently travels along University Avenue and Washington Street in the Uptown community corridor. Route 10 will convert to a BRT route, with improvements supported by the Mid-City Rapid. Route 10 is currently a limited stop bus service that provides service from University Avenue at College Avenue to Old Town San Diego. Improvements include expansion of the service to La Mesa and Ocean Beach. The expected year for completion of this improvement is 2020.
- A new streetcar service, currently designated as route 554, will provide service from Downtown San Diego to Hillcrest neighborhood. Currently, it is planned that the streetcar service will travel along Fourth and Fifth Avenues, University Avenue, and Park Boulevard in the Uptown community corridor. The expected year for completion of this improvement is 2020 as identified in the RTP. However, additional evaluation completed for this potential service suggested that it will not be in place until beyond 2020.
- Route 120 currently travels along Fourth and Fifth Avenues and University Avenue in the
  Uptown community corridor. Route 120 will convert to be a BRT route along its current
  route. Route 120 currently provides local bus service from Downtown San Diego to the
  Kearny Mesa Transit Center. Improvements include transit priority measures and new
  transfer opportunities to the Trolley Green Line and BRT services. The expected year for
  completion of this improvement is 2030.
- **Route 11** will convert to be a BRT route along its current route. Route 11 currently provides local bus service from the SDSU Transit Center to Skyline Hills and travels along Park Boulevard, University Avenue, and First Avenue in the Uptown community. The expected year for completion of this improvement is 2035.
- **Mid-City LRT** is currently planned as a service extension from the City College Trolley Station. Construction of Mid-City LRT will be done in two phases. Phase 1 will include a LRT extension from downtown to Mid-City via El Cajon Boulevard and Park Boulevard. Phase 2 will extend the Phase 1 construction efforts to the current SDSU transit center. LRT service will be provided via Park Boulevard in the Uptown community corridor. The expected year for completion of this improvement is 2035.

The proposed Uptown CPU and associated discretionary actions would support implementation of the transit improvements identified in the 2050 RTP by providing policies that support prioritizing the transit system and improving efficiency of transit services. For example, a number of transit focused Mobility Element Policies are included in the proposed Uptown CPU that would support efforts to develop planned transit facilities. Thus, implementation of the project would not interfere with implementation of planned transit improvements and would provide policy support to support their implementation. Thus, impacts related to conflicts with existing or planned transit facilities would be less than significant.

### b. Bicycle Facilities

The proposed Uptown CPU and associated discretionary actions would support existing plans and policies relative to the bicycle network. The recommended bicycle facility network for the proposed CPU is shown on Figure 6.3-5. The Mobility Element includes several bicycle-focused policies that support installation of bicycle parking facilities, identification of bicycle priority streets to connect neighboring communities, and increasing the level of bicycle comfort and safety for all levels of bicycle riders. Policies in the proposed plan support coordination with SANDAG on the planning and implementation of regional bicycle facilities, support increased bicycle comfort and safety, repurposing rights-of-way for bicycle facilities, and bike sharing. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would not conflict with adopted policies, plans, or programs supporting bicycle facilities.

#### b. Pedestrian Facilities

There are no major planned and funded pedestrian facility improvement projects for the Uptown community. However, the proposed Uptown CPU Mobility Element includes a number of policies that support enhancements to pedestrian travel within the CPU area such as providing corner bulbouts along some of the main pedestrian corridors, enhanced pedestrian crosswalks, and increasing pedestrian safety and safe routes to schools. Implementation of the proposed Uptown CPU and associated discretionary actions would not restrict or impede pedestrian connectivity and would not conflict with any adopted policies or plans addressing pedestrian facilities. Thus, impacts would be less than significant.

# **6.3.4** Significance of Impacts

Cumulative impacts to intersections, roadway segments, freeway segments and ramp meters were determined to be significant, as detailed below.

#### 6.3.4.1 Traffic Circulation

#### a. Intersections

- Washington Street & Fourth Avenue (Impact 6.3-1)
- Washington Street & Eighth Avenue/ SR-163 Off-Ramp (Impact 6.3-2)
- Washington Street/ Normal Street & Campus Avenue/ Polk Avenue (Impact 6.3-3)

- University Avenue & Sixth Avenue (Impact 6.3-4)
- Elm Street & Sixth Avenue (Impact 6.3-5)
- Cedar Street & Second Avenue (Impact 6.3-6)

### b. Segments

- First Avenue: Washington Street to University Avenue (Impact 6.3-7)
- First Avenue: University Avenue to Robinson Avenue (Impact 6.3-7)
- First Avenue: Robinson Avenue to Grape Street (Impact 6.3-7)
- Fourth Avenue: Arbor Drive to Washington Street (Impact 6.3-8)
- Fourth Avenue: Walnut Avenue to Laurel Street (Impact 6.3-9)
- Fifth Avenue: Robinson Avenue to Walnut Avenue (Impact 6.3-10)
- Sixth Avenue: Washington Street to University Avenue (Impact 6.3-11)
- Sixth Avenue: University Avenue to Laurel Street (Impact 6.3-11)
- Sixth Avenue: Laurel Street to Elm Street (Impact 6.3-11)
- Ninth Avenue: Washington Street to University Avenue (Impact 6.3-12)
- Campus Avenue/ Polk Avenue: Washington Street to Park Boulevard (Impact 6.3-13)
- Cleveland Avenue: Tyler Street to Richmond Street (Impact 6.3-14)
- Fort Stockton Drive: Sunset Boulevard to Goldfinch Street (Impact 6.3-15)
- Grape Street: First Avenue to Third Avenue (Impact 6.3-16)
- Grape Street: Third Avenue to Sixth Avenue (Impact 6.3-16)
- Hawthorn Street: First Avenue to Third Avenue (Impact 6.3-17)
- Hawthorn Street: Third Avenue to Sixth Avenue (Impact 6.3-17)
- India Street: Washington Street to Winder Street (Impact 6.3-18)
- India Street: Glenwood Drive to Sassafrass Street (Impact 6.3-19)
- India Street: Sassafrass Street to Redwood Street (Impact 6.3-19)
- Laurel Street: Columbia Street to Sixth Avenue (Impact 6.3-20)
- Lincoln Avenue: Washington Street to Park Boulevard (Impact 6.3-21)
- Park Boulevard: Mission Avenue to El Cajon Boulevard (Impact 6.3-22)
- Park Boulevard: Robinson Avenue to Upas Street (Impact 6.3-23)
- Richmond Street: Cleveland Avenue to Upas Street (Impact 6.3-24)
- Robinson Avenue: First Avenue to Third Avenue (Impact 6.3-25)
- Robinson Avenue: Third Avenue to Eighth Avenue (Impact 6.3-25)
- San Diego Avenue: Hortensia Street to Pringle Street (Impact 6.3-26)
- State Street: Laurel Street to Juniper Street (Impact 6.3-27)
- University Avenue: Ibis Street to Fifth Avenue (Impact 6.3-28)
- University Avenue: Sixth Avenue to Eighth Avenue (Impact 6.3-29)
- University Avenue: Normal Street to Park Boulevard (Impact 6.3-30)
- Washington Street: Fourth Avenue to Sixth Avenue (Impact 6.3-31)
- Washington Street: Richmond Street to Normal Street (Impact 6.3-32)

## c. Freeway Segments

- I-5 from Old Town Avenue to Imperial Avenue (Impact 6.3-33)
- I-8 from Hotel Circle West to SR-15 (Impact 6.3-34)
- SR-15 from I-805 to SR-94 (Impact 6.3-35)

- I-805 from I-8 to SR-15 (Impact 6.3-36)
- SR-94 from 25th Street to SR-15 (Impact 6.3-37)
- SR-163 from I-8 to I-5 (Impact 6.3-38)

### d. Ramp Meters

- Hancock Street to I-5 southbound on-ramp in the PM peak period (6.3-39)
- Kettner Boulevard to I-5 southbound on-ramp in the PM peak period (6.3-40)
- Fifth Ave to I-5 southbound on-ramp in the PM peak period (6.3-41)

### 6.3.4.2 Alternative Transportation

The proposed Uptown CPU and associated discretionary actions would be consistent with adopted policies, plans, or programs supporting alternative transportation. Additionally, the proposed Uptown CPU and associated discretionary actions would provide policies that support improvements to pedestrian, bicycle, and transit facilities. Thus, the project would have a less than significant impact related to conflicts with adopted policies, plans or programs supporting alternative transportation, and no mitigation is required.

# 6.3.5 Mitigation Framework

The Traffic Impact Study identified improvements that would mitigate or reduce roadway segment and intersection impacts. The improvements that are ultimately recommended as part of the proposed Uptown CPU are included in the Uptown Impact Fee Study (IFS). However, in most cases, the improvements that would mitigate or reduce vehicular impacts were not recommended as part of the proposed Uptown CPU in order to maintain consistency with the overall mobility vision and other proposed CPU policies.

#### 6.3.5.1 Intersections

While the following intersection mitigation measures would reduce potentially significant impacts, only TRANS 6.3-5 is proposed as part of the Uptown CPU and associated discretionary actions.

- **TRANS 6.3-1:** Washington Street & Fourth Avenue (Impact 6.3-1): Widen Fourth Avenue in the southbound direction to add a second left-turn lane. Restripe the southbound approach to be two left-turn lanes, one through lane, and one right-turn lane.
- **TRANS 6.3-2:** Washington Street & Eighth Avenue/ SR-163 Off-Ramp (Impact 6.3-2): Widen Washington Street in the eastbound direction to four lanes and the westbound direction to three lanes. Widen the SR-163 Off-ramp to two lanes.
- **TRANS 6.3-3:** Washington Street/Normal Street & Campus Avenue/ Polk Avenue (Impact 6.3-3): Widen Washington Street in the northeast direction to add an exclusive right-turn lane.

- **TRANS 6.3-4:** University Avenue & Sixth Avenue (Impact 6.3-4): Widen Sixth Avenue in the southbound direction to add a second left-turn lane.
- **TRANS 6.3-5:** Elm Street & Sixth Avenue (Impact 6.3-5): Widen Elm Street in the westbound direction to add a second right-turn lane. This improvement project is identified in the Uptown IFS.
- **TRANS 6.3-6:** Cedar Street & Second Avenue (Impact 6.3-6): Install a traffic signal at this intersection. This intersection is located outside the boundaries of the Uptown CPU area.

### **6.3.5.2 Segments**

While the following intersection mitigation measures would reduce potentially significant impacts, only TRANS 6.3-7d., TRANS 6.3-24a., and TRANS 6.3-27 are proposed as part of the proposed Uptown CPU and associated discretionary actions.

#### **TRANS 6.3-7:** First Avenue (Impact 6.3-7)

- a. Washington Street to University Avenue: Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- b. University Avenue to Robinson Avenue: Widen the roadway to a 4 lane collector with continuous left-turn lane.
- c. Robinson Avenue to Laurel Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- d. Laurel Street to Hawthorn Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. This improvement project is identified in the Uptown IFS.
- e. Hawthorn Street to Grape Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- **TRANS 6.3-8:** Fourth Avenue from Arbor Drive to Washington Street (Impact 6.3-8): Widen the roadway to a 4 lane collector with continuous left-turn lane.
- **TRANS 6.3-9:** Fourth Avenue from Walnut Avenue to Laurel Street (Impact 6.3-9): Restore the roadway to a 3 lane one-way collector for vehicles and remove the dedicated multimodal lane.
- **TRANS 6.3-10:** Fifth Avenue from Robinson Avenue to Walnut Avenue (Impact 6.3-10): Restore the roadway to a 3 lane one-way collector for vehicles and remove the dedicated multimodal lane.

#### **TRANS 6.3-11:** Sixth Avenue (Impact 6.3-11)

- a. Washington Street to University Avenue: Widen the roadway to a 6 lane prime arterial.
- b. University Avenue to Laurel Street: Widen the roadway to a 4 lane major arterial.
- c. Laurel Street to Elm Street: Widen the roadway to a 4 lane collector.
- **TRANS 6.3-12**: Ninth Avenue from Washington Street to University Avenue (Impact 6.3-12): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- **TRANS 6.3-13**: Campus Avenue/ Polk Avenue from Washington Street to Park Boulevard (Impact 6.3-13): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- **TRANS 6.3-14:** Cleveland Avenue from Tyler Street to Richmond Street (Impact 6.3-14): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- **TRANS 6.3-15:** Fort Stockton Drive from Sunset Boulevard to Goldfinch Street (impact 6.3-15): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- **TRANS 6.3-16**: Grape Street from First Avenue to Sixth Avenue (Impact 6.3-16): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- **TRANS 6.3-17**: Hawthorn Street from First Avenue to Sixth Avenue (Impact 6.3-17): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- **TRANS 6.3-18**: India Street from Washington Street to Winder Street (Impact 6.3-18): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- **TRANS 6.3-19:** India Street (Impact 6.3-19)
  - a. Glenwood Drive to Sassafrass Street: Widen the roadway to a 4 lane one-way collector.
  - b. Sassafrass Street to Redwood Street: Widen the roadway to a 3 lane one-way collector.
- **TRANS 6.3-20:** Laurel Street from Columbia Street to Sixth Avenue (Impact 6.3-20): Widen the roadway to a 4 lane collector.
- **TRANS 6.3-21:** Lincoln Avenue from Washington Street to Park Boulevard (Impact 6.3-21): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- **TRANS 6.3-22:** Park Boulevard from Mission Avenue to El Cajon Boulevard (Impact 6.3-22): Widen the roadway to a 4 lane one-way collector.
- **TRANS 6.3-23:** Park Boulevard from Robinson Avenue to Upas Street (Impact 6.3-23): Widen the roadway to a 4 lane one-way collector.

#### TRANS 6.3-24: Richmond Street (Impact 6.3-24)

- a. Cleveland Avenue to Robinson Avenue: Restripe the roadway to a 2 lane collector with continuous left-turn lane. This improvement project is identified in the Uptown IFS.
- b. Robinson Avenue to Upas Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane.

#### TRANS 6.3-25: Robinson Avenue (Impact 6.3-25)

- a. First Avenue to Third Avenue: Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- b. Third Avenue to Eighth Avenue: Widen the roadway to a 4 lane collector.
- **TRANS 6.3-26:** San Diego Avenue from Hortensia Street to Pringle Street (Impact 6.3-26): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- **TRANS 6.3-27:** State Street from Laurel Street to Juniper Street (Impact 6.3-26): Restripe the roadway to a 2 lane collector with continuous left-turn lane. This improvement project is identified in the Uptown IFS.
- **TRANS 6.3-28:** University Avenue from Ibis Street to Fifth Avenue (Impact 6.3-28): Widen the roadway to a 4 lane collector.
- **TRANS 6.3-29:** University Avenue from Sixth Avenue to Eighth Avenue (Impact 6.3-29): Widen the roadway to a 4 lane major arterial and install a raised median.
- **TRANS 6.3-30:** University Avenue from Normal Street to Park Boulevard (Impact 6.3-30): Widen the roadway to a 4 lane collector.
- **TRANS 6.3-31:** Washington Street from Fourth Avenue to Sixth Avenue (Impact 6.3-31): Widen the roadway to a 6 lane major arterial.
- **TRANS 6.3-32:** Washington Street from Richmond Street to Normal Street (Impact 6.3-32): Restripe the roadway to a 6 lane prime arterial and remove on-street parking.

## 6.3.5.3 Freeway Segments

Mitigation measures are identified for impacts to freeways; however, because freeway improvements are not within the authority of the City they are infeasible. The improvements identified in SANDAG's RTP would improve operations along the freeway segments and ramps; however, to what extent is still undetermined, as these are future improvements that must be defined more over time. Furthermore, implementation of freeway improvements in a timely manner is beyond the full control of the City since Caltrans has approval authority over freeway improvements. The following are the freeway mainline improvements identified in SANDAG's RTP:

- **TRANS 6.3-33**: I-5 northbound and southbound from Old Town Avenue to Imperial Avenue: SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-5 between Old Town Avenue and Imperial Avenue. This project is expected to be constructed by year 2050. This measure provides partial mitigation, since it improves freeway operation in the vicinity of the project. (Impact 6.3-33)
- **TRANS 6.3-3:** I-8 eastbound and westbound from Hotel Circle (W) to SR-15: SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-8 between Hotel Circle (W) and SR-15. This project is expected to be constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project. (Impact 6.3-34)
- **TRANS 6.3-35:** SR-15 northbound and southbound from I-805 to SR-94: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along SR-15 between I-805 and SR-94. This project is expected to be constructed by year 2035. This measure provides partial mitigation, since it reduces the traffic demand on the freeway general purpose lane. (Impact 6.3-35)
- **TRANS 6.3-36:** I-805 northbound and southbound from I-8 to SR-15: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along I-805 between I-8 and SR-15. This project is expected to be constructed by year 2030. This measure provides partial mitigation, since it reduces the traffic demand on the freeway general purpose lane. (Impact 6.3-36)
- **TRANS 6.3-37:** SR-94 eastbound and westbound from 25th Street to SR-15: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along SR-94 between 25th Street and SR-15. This project is expected to be constructed by year 2020. This measure provides partial mitigation, since it reduces the traffic demand on the freeway general purpose lanes. (Impact 6.3-37)
- **TRANS 6.3-38:** SR-163 northbound from I-8 to Robinson Avenue and SR-163 southbound from I-8 to I-5: No improvements are identified for this state route segment in SANDAG's 2050 RTP. (Impact 6.3-38)

## 6.3.5.3 Ramp Meters

**TRANS 6.3-39:** The City of San Diego shall coordinate with Caltrans to address ramp capacity at impacted on-ramp locations. Improvements could include additional lanes, interchange reconfiguration, etc.; however, specific capacity improvements are still undetermined, as these are future improvements that must be defined more over time. Furthermore, implementation of freeway improvements in a timely manner is beyond the full control of the City since Caltrans has approval authority over freeway improvements. (Impacts 6.3-39 – 6.3-41)

# 6.3.6 Significance of Impacts after Mitigation

While implementation of the mitigation measures identified above would reduce impacts to less than significant at many of the intersections and roadway segments, only mitigation measures TRANS 6.3-5, TRANS 6.3-7d., TRANS 6.3-24a., and TRANS 6.3-27 are included within the proposed Uptown CPU and IFS. There is no funding mechanism for the remaining measures not included within the IFS. Additionally, implementation of the roadway segment and intersection measures not included within the proposed IFS would be inconsistent with the mobility goals of the proposed Uptown CPU.

Due to the programmatic nature of the proposed Uptown CPU and associated discretionary actions, there is uncertainty as to the specific phasing of development including actual design and specific location of future projects, and thus, the timing of the proposed mitigation improvements. The design of these mitigation improvements are for the build-out of the CPU and the effectiveness at the project-level is not known at this time. Future development projects' transportation studies would be able to more accurately identify potential transportation impacts and provide the mechanism to address project-specific mitigation including, but not limited to, physical improvements, fair share contribution, or transportation demand management measures, or a combination of these measures. Impacts to intersections and roadway segments would remain significant and unavoidable.

Likewise, impacts to Caltrans facilities (freeway segments and ramps, Impacts 6.3-33 through 6.3-41) would remain significant and unavoidable because the City cannot ensure that the mitigation necessary to avoid or reduce the impacts to a level below significance will occur.

# 6.4 Air Quality

An Air Quality Analysis for the Uptown, North Park, and Golden Hill Community Plan Updates (CPUs) was prepared by RECON (May 16, 2016). This report addresses air quality impacts associated with the proposed Uptown CPU and associated discretionary actions. The report is included as Appendix D to this PEIR and forms the basis for the discussion in this section.

# 6.4.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

# **6.4.2** Significance Determination Thresholds

## 6.4.2.1 CEQA Guidelines

Thresholds used to evaluate potential impacts to air quality are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City of San Diego Significance Determination Thresholds (2011), and applicable air district standards described below. Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed Uptown CPU and associated discretionary actions. A significant impact could occur if implementation of a proposed CPU would:

- Conflicts or obstructs the implementation of the applicable air quality plan;
- 2) Result in a violation of any air quality standard or contributes substantially to an existing or projected air quality violation;
- Expose sensitive receptors to substantial pollutant concentrations, including toxins; or
- 4) Create objectionable odors affecting a substantial number of people.

## **6.4.2.2** San Diego Air Pollution Control District

## a. Air Quality Standards

Regarding question 2 above, the San Diego Air Pollution Control District (APCD) has established trigger levels that determine when a new or modified stationary source would require an air quality analysis. These trigger levels are utilized by the City of San Diego in their Significance Determination Thresholds (City of San Diego 2011) as one of the considerations when determining the potential

significance of air quality impacts for projects within the City. These thresholds would be applicable to future, individual development projects implemented within the proposed Uptown CPU area. The air quality impact screening levels applicable to future development within the proposed Uptown CPU area are shown in Table 6.4-1.

Table 6.4-1 Air Quality Impact Screening Levels									
	Emission Rate								
	Pounds/Hour	Pounds/Day	Tons/Year						
NO <sub>X</sub>	25	250	40						
$SO_X$	25	250	40						
CO	100	550	100						
PM <sub>10</sub>		100	15						
Lead		3.2	0.6						
VOC, ROG <sup>1</sup>		137 <sup>2</sup> 15							
PM <sub>2.5</sub>		100 <sup>3</sup>							

SOURCE: APCD, Rule 20.2 (12/17/1998); City of San Diego 2011.

The above thresholds are applicable to individual development projects and not a program level analysis such as the proposed Uptown CPU and associated discretionary actions. The project level thresholds are intended to ensure many individual projects would not obstruct the timely attainment of the national and state ambient air quality standards (AAQS). Generally, discretionary program-level planning activities, such as general plans, community plans, and specific plans, are evaluated for consistency with the local air quality plans as a measure of significance.

#### b. Toxic Air Emissions

Regarding toxic air emissions (Issue 3), for San Diego APCD permitted projects in general, the APCD does not identify a significant impact if the potential health risks from the proposed project would not exceed the health risk public notification thresholds specified by San Diego APCD Rule 1210. The public notification thresholds are:

- Maximum incremental cancer risks equal to or greater than ten in one million, or
- Cancer burden equal to or greater than 1.0, or
- Total acute non-cancer health hazard index equal to or greater than 1.0, or
- Total chronic non-cancer health hazard index equal to or greater than 1.0.

Therefore, for the purposes of evaluating the potential health risks associated with the air toxics addressed in this assessment, a significant impact would occur if the worst-case incremental cancer

The terms reactive organic gases (ROG) and volatile organic compounds (VOC) are essentially synonymous and are used interchangeably.

VOC threshold are based on levels per the South Coast Air Quality Management District (SCAQMD) and Monterey Bay Air Pollution Control District, which have similar federal and state attainment status as San Diego.

 $<sup>^3</sup>$  PM<sub>2.5</sub> threshold developed from the SCAQMD *Final Methodology to Calculate PM*<sub>2.5</sub> and PM<sub>2.5</sub> Significance Thresholds (SCAQMD 2006) and the PM<sub>10</sub> standard of the San Diego APCD.

risk is greater than or equal to ten in one million, or if the worst-case total acute or chronic health hazard index is greater than or equal to one.

# 6.4.3 Impact Analysis

# **Issue 1 Conflicts with Air Quality Plans**

Would the project conflict with or obstruct implementation of the applicable air quality plan?

As described in Chapter 5.0, the California Clean Air Act requires air basins that are designated nonattainment of state AAQS for criteria pollutants prepare and implement plans to attain the standards by the earliest practicable date. The two pollutants addressed in the San Diego Regional Air Quality Strategy (RAQS) are volatile organic compounds (VOC) and oxides of nitrogen (NOx), which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and industrial growth create challenges in controlling emissions to maintain and further improve air quality. The RAQS, in conjunction with the Transportation Control Measures, were most recently adopted in 2009 as the air quality plan for the San Diego Air Basin (SDAB).

The basis for the RAQS is the distribution of population in the region as projected by San Diego Association of Governments (SANDAG). The San Diego APCD refers to approved general plans to forecast, inventory, and allocate regional emissions from land use and development-related sources. These emissions budgets are used in statewide air quality attainment planning efforts. As such, projects that propose development at an intensity equal to or less than population growth projections and land use intensity are inherently consistent. Amending the adopted Community Plan to change development potential would not necessarily result in an inconsistency between the current air quality plans (that are based on the adopted Community Plan) and the proposed Uptown CPU and associated discretionary actions. The focus of the RAQS is on emissions from the sources, not the actual land use, projects that propose development that is greater than anticipated in the growth projections warrant further analysis to determine consistency with RAQS and the State Implementation Plan (SIP). The consistency with the RAQS is further evaluated by comparing emissions that would occur under build-out of the adopted Community Plan to the emissions that would occur under build-out of the proposed Uptown CPU and associated discretionary actions.

The proposed Uptown CPU and associated discretionary actions would change the planned land use mix as follows:

- Decrease the projected number of residential units by approximately six percent;
- Decrease the amount of land designated for commercial development by 0.2 percent, and
- Increase the amount of land designated for institutional development by nine percent.

As presented below, future operational emissions under the proposed Uptown CPU and associated discretionary actions would be less than future operational emissions under the adopted Community Plan. Thus, because the land use changes associated with the proposed Uptown CPU and associated discretionary actions would not result in an effective increase in operational emissions, the proposed Uptown CPU and associated discretionary actions would be consistent with assumptions contained in the RAQS, and impacts would be less than significant.

### **Issue 2 Air Quality Standards**

Would the project result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?

Air quality impacts can result from the construction and operation of a project. Construction impacts are short-term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. Operational impacts can occur on two levels: regional impacts resulting from development or local effects stemming from sensitive receivers being placed close to roadways or stationary sources. In the case of the proposed Uptown CPU and associated discretionary actions, operational impacts are primarily due to emissions from mobile sources associated with the vehicular travel along the roadways. Construction and operational impacts of the proposed Uptown CPU and associated discretionary actions are discussed below.

#### a. Construction

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related air emissions include:

- Fugitive dust from grading activities;
- Construction equipment exhaust;
- Construction-related trips by workers, delivery trucks, and material-hauling trucks; and
- Construction-related power consumption.

To illustrate the range of potential construction-related air quality impacts from projects that could occur, three hypothetical projects were evaluated. The size and scope of these hypothetical projects was selected to reflect typical projects in heavily developed areas such as the Uptown CPU area. Hypothetical projects include a 1.8-acre multi-family residential project, a 25,000-square-foot commercial project, and a 65,000-square-foot light industrial project. The 1.8-acre multi-family development is assumed to consist of the demolition of an existing 5,000-square-foot structure and the construction of a 29-unit multi-family structure. The commercial development is assumed to consist of the demolition of an existing 5,000-square-foot structure and the construction of 25,000 square feet of commercial use. The light industrial development is assumed to consist of the demolition of an existing 5,000-square-foot structure and the construction of 65,000 square feet of industrial use. Although there are no proposed industrial land use designations in the CPU area, the size and scope of these hypothetical projects was selected to reflect typical projects in heavily developed areas such as the Uptown area and represents a conservative analysis.

Air emissions were calculated using CalEEMod 2013.2.2 (CalEEMod). The CalEEMod program is a tool used to estimate air emissions resulting from land development projects based on California specific emission factors. The model estimates mass emissions from two basics sources: construction sources and operational sources (i.e., area and mobile sources). CalEEMod can estimate the required construction equipment when project specific information is unavailable. The estimates are based on surveys performed by the South Coast Air Quality Management District and the Sacramento Metropolitan Air Quality Management District of typical construction projects which provide a basis for scaling equipment needs and schedule with a project's size. Air emission

estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters.

CalEEMod estimates were used to develop construction scenarios based on typical construction that would occur with build-out of the proposed Uptown CPU area. The analysis assumed that standard dust and emission control during grading operations would be implemented to reduce potential nuisance impacts and to ensure compliance with SDAPCD Rule 55.0, Fugitive Dust Control. An architectural coating VOC limit of 150 grams per liter was used for all interior and exterior coatings to reflect the requirements of San Diego APCD, Rule 67.

A summary of the modeling results for these sample projects is shown in Table 6.4-2.

Table 6.4-2 Sample Daily Construction Emissions (pounds/day)								
	Residential	Commercial	Industrial	Project-level				
Pollutant	Project	Project	Project	Threshold				
ROG	55	70	91	137				
NO <sub>X</sub>	29	14	29	250				
СО	22	10	22	550				
SO <sub>2</sub>	0	0	0	250				
$PM_{10}$	4	1	4	100				
PM <sub>2.5</sub>	3	1	3	100				
NOTE: Due to ro	unding, the total PM	emissions indicat	ed in the CalEEMo	d output files				

Emissions summarized in Table 6.4-2 are the maximum emissions for each pollutant and that they may occur during different phases of construction. They would not necessarily occur simultaneously. These are, therefore, the worst-case emissions. For assessing the significance of the air quality emissions resulting during construction of the hypothetical projects, the construction emissions were compared to the thresholds shown in the far right column of Table 6.4-2. As shown, the hypothetical individual projects would not exceed the applicable thresholds. Potential cumulative construction emissions are addressed below.

Typical daily construction emissions are presented to illustrate the potential scope of air impacts for projects that could be constructed under the proposed Uptown CPU and associated discretionary actions. Based on this analysis, individual projects constructed as part of build-out of the proposed Uptown CPU area would not exceed air quality significance thresholds for construction. Additionally, the regulations at the federal, state, and local level provide a framework for developing project-level air quality protection measures for future discretionary projects. The City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA, as well as an analysis of those projects for consistency with the goals, policies and recommendations of the General Plan. Based on the hypothetical worst case construction emission analysis, emissions associated with build-out of the proposed Uptown CPU and associated discretionary actions at the project level would be less than significant. Ministerial projects would not require a formal environmental review. Generally, ministerial permits require a public official to

determine only that the project conforms to applicable zoning and building code requirements, and that applicable fees have been paid. These projects are generally smaller in size than those requiring discretionary review and would be smaller than the hypothetical projects evaluated in this analysis. As such, construction related air quality impacts associated with ministerial projects would be less than significant.

### b. Operation

Operation emissions are long-term and include mobile and area sources. Sources of operational emissions associated with future projects developed under the proposed Uptown CPU and associated discretionary actions include:

- Traffic generated by the project.
- Area source emissions from the use of natural gas, fireplaces, and consumer products.

Air pollutants generated by all land uses within the proposed Uptown CPU area were modeled based on average emissions from land use types. For the purposes of this analysis, it was assumed that the land use changes contained in the proposed Uptown CPU and associated discretionary actions would be fully constructed in 2035. Actual emissions would vary depending on future projects and regulations within the Uptown CPU area.

Program-level air emissions would exceed the City's project-level thresholds; however, project-level standards are not appropriate for a program-level analysis, as the thresholds are conservative and intended to ensure that multiple simultaneous individual projects would not obstruct the timely attainment of the national and state ambient air quality standards. Generally, discretionary, program-level planning activities, such as general plans, community plans, specific plans, etc., are evaluated for consistency with the local air quality plan. In contrast, project-level thresholds are applied to individual project-specific approvals, such as a proposed development project. Therefore, the analysis of the proposed Uptown CPU and associated discretionary actions is based on the future emissions estimates and related to attainment strategies derived from the adopted Community Plan.

At the program level, the analysis looks at the emissions of the proposed Uptown CPU and associated discretionary actions in relation to the adopted Community Plan to determine if the emissions would exceed the emissions estimates included in the RAQS to determine whether the proposed Uptown CPU would obstruct attainment or result in an exceedance of AAQS that would result in the temporary or permanent exposure of persons to unhealthy concentrations of pollutants. As such, the analysis evaluates the potential for future development within the Uptown CPU area to result in, or contribute to, a violation of any air quality standard based on the change in pollutant emissions that would result from build-out of the adopted Community Plan in the year 2035 compared to the emissions resulting from the proposed Uptown CPU and associated discretionary actions in the year 2035. Table 6.4-3, summarizes the estimated maximum emissions for the proposed Uptown CPU and associated discretionary actions by source. As shown in Table 6.4-3, operational emissions associated with the proposed Uptown CPU and associated discretionary actions would be lower for all pollutants when compared to the adopted Community Plan.

Table 6.4-3 Total Operational Emissions for the Uptown CPU Area									
		Pollutant (pounds per day)							
Condition	Source	ROG	$NO_X$	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>		
	Area	1,367.24	32.85	2,850.68	0.15	57.64	57.20		
Adopted Community	Energy	12.86	110.86	54.04	0.70	8.88	8.88		
Plan	Mobile	1,083.86	1,681.45	9,902.87	37.45	2,535.50	703.36		
	Total	2,463.96	1,825.16	12,807.59	38.30	2,602.02	769.44		
Droposed CDII and	Area	1,308.54	30.92	2,683.45	0.14	54.26	53.84		
Proposed CPU and	Energy	12.42	107.15	52.80	0.68	8.58	8.58		
Associated	Mobile	924.30	1,427.93	8,421.29	31.74	2,148.53	596.04		
Discretionary Actions	Total	2,245.25	1,566.00	11,157.54	32.56	2,211.36	658.47		
Change		-218.70	-259.15	-1,650.05	-5.74	-390.66	-110.98		

Further, while emissions associated with build-out of the entire CPU area would exceed the City's project-level thresholds, the Uptown CPU would emit fewer pollutants than would occur under the adopted Community Plan. Therefore, the air emissions from build-out of the proposed Uptown CPU and associated discretionary actions would not increase air pollutants in the region, would not further increase the frequency of existing violations of federal or state AAQS, or result in new exceedances. Air quality impacts associated with the adoption of the proposed Uptown CPU and associated discretionary actions would result in less than significant impacts.

## **Issue 3 Sensitive Receptors**

Would the project expose sensitive receptors to substantial pollutant concentrations, including toxins?

## a. Localized Carbon Monoxide Hot Spots Impacts

The traffic study concluded that six intersections in the proposed Uptown CPU area would operate at Level of Service (LOS) E or worse. Based on the CO Protocol, the three worst signalized intersections in the Uptown CPU area were selected for a detailed carbon monoxide (CO) hot spot analysis. These intersections are listed in Table 6.4-4. A computer air emission dispersion model, CALINE4, was used to calculate CO concentrations at receivers located at each intersection. These concentrations were derived from inputs including traffic volumes from the CPU traffic analysis and emission factors from EMFAC2014. The results of the modeling for these three intersections in the Uptown CPU area are summarized in Table 6.4-4.

Table 6.4-4 Maximum Build-out CO Concentrations in the Uptown CPU Area								
	1-Hour CO	1-Hour CO Standard CAAQS/	8-Hour	8-Hour CO Standard CAAQS/				
Roadway	ppm	NAAQS	CO ppm <sup>1</sup>	NAAQS				
Washington St & Eighth Ave/ SR-163 Off-Ramp	4.5		3.2					
Washington St/Normal St & Campus Ave/Polk Ave	3.8	9.0/9	2.7	20/35				
Elm St & Sixth Ave.	5.1		3.6					

<sup>&</sup>lt;sup>1</sup>8-hour concentrations developed based on a 0.7 persistence factor SR = State Route

As shown, the maximum 1-hour concentration would be 5.1 ppm. This concentration is below the federal and state 1-hour standards. In order to determine the 8-hour concentration, the 1-hour value was multiplied by a persistence factor of 0.7, as recommended in the CO Protocol. Based on this calculation, the maximum 8-hour concentration would be 3.6 ppm. Thus, increases of CO due to the Uptown CPU would be below the federal and state 8-hour standards. Therefore, there would be no harmful concentrations of CO within the Uptown CPU area, and localized air quality emissions would be less than significant.

#### b. Toxic Air Emissions

An assessment was completed to evaluate the potential effects associated with placing sensitive land uses in the vicinity of existing sources of air pollution. In the case of the proposed Uptown CPU and associated discretionary actions, this source of air pollution is vehicle traffic on freeways Therefore, this assessment discloses the maximum potential health risks (residential and worker) within the Uptown CPU area due to these existing external sources.

### **Stationary Sources**

The proposed Uptown CPU and associated discretionary actions include land uses which may generate air pollutants affecting adjacent sensitive land uses. In air quality terms, individual land uses that emit air pollutants in sufficient quantities are known as stationary sources. The primary concern with stationary sources is local; however, they also contribute to air pollution in the SDAB. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources are regulated by the local air pollution control or management district through the issuance of permits; in this case, the agency is the San Diego APCD.

The California Air Toxics Program establishes the process for the identification and control of toxic air contaminants and includes provisions to make the public aware of significant toxic exposures and for reducing risk. In accordance with Assembly Bill 2588, if adverse health impacts exceeding public notification levels are identified, the facility would provide public notice, and if the facility poses a potentially significant public health risk, the facility must submit a risk reduction audit and

plan to demonstrate how the facility would reduce health risks. Thus, with this regulatory framework, at the program level, impacts associated with stationary sources in the Uptown CPU area would be less than significant.

#### **Mobile Sources**

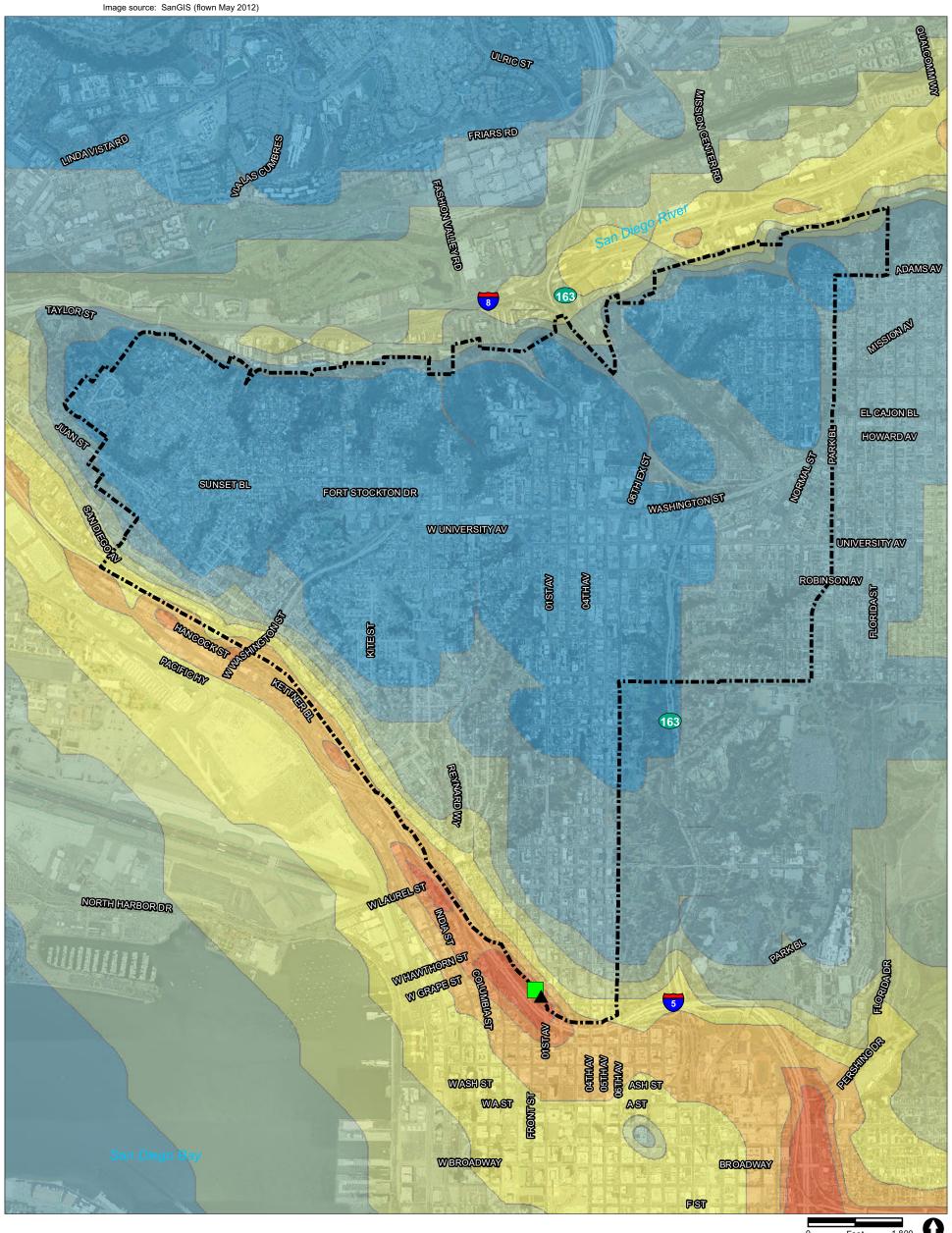
Unlike stationary sources, local agencies, such as the San Diego APCD, do not regulate roadways as emission sources. While the California Air Resources Board (CARB) regulates vehicle emissions and fuel formulations, the source of the majority of diesel particulate matter (DPM) is regulated nationwide by the U. S. Environmental Protection Agency. To determine the exposure of sensitive receptors to DPM within the Uptown CPU area, a single AERMOD run was created for all freeway sources in the Uptown CPU area. The results provide the total average annual DPM concentrations at each modeled grid receiver. The resulting total average annual DPM concentrations were then used to calculate the incremental cancer risk and chronic health hazard index at each receiver. The model, AERMOD, input and output data results are included and summarized below.

#### Carcinogenic Risk

There is no adopted standard for evaluating the DPM emission impacts due to vehicles traveling on local roadway and freeways. Therefore, the significance threshold of ten in one million was used in evaluating the potential impacts from the vehicular sources. DMP concentrations can be equated to carcinogenic risk to determine significance of an impact. Carcinogenic health risk is determined by calculating lifetime average daily exposure based on a variety of factors such as respiration rate, body weight and pollutant concentration. Specific methodology for determining carcinogenic risk is described in the Air Quality Analysis, Section 5.0 (Appendix D).

The average annual concentration of diesel particulates at each modeled receiver was calculated using air dispersion models as detailed in Section 5.3.2.2 of the Air Quality Analysis (Appendix D). Contours of the particulate matter less than 10 microns in diameter (PM10) annual maximum annual concentrations for the Uptown CPU are shown in Figure 6.4-1.

The results of the assessment indicate that the worst-case residential incremental increase in cancer risk due to DPM emissions associated with increased traffic on local freeways in the Uptown CPU area is 0.08 in one million and occurs in the southwestern portion of the CPU area, west of I-5 near the intersection of Grape Avenue and Front Street. The location of the Uptown maximum exposed individual resident and maximum exposed individual worker are shown in Figure 6.4-1. The maximum concentrations higher than the maximum exposed individual resident and maximum exposed individual worker locations occur within the Interstate 5 right-of-way. This high-end residential incremental cancer risk is less than the significance threshold of ten in one million. Exposure associated with the 65<sup>th</sup> percentile, 80<sup>th</sup> percentile, and worker incremental cancer risks at this location would be less than the 95<sup>th</sup> percentile value. Therefore, incremental increase in cancer risks to sensitive receivers would be less than significant.



Uptown Community Plan Boundary PM10 Annual Concentration Maximum Exposed Individual Worker **Maximum Level** Maximum Exposed Individual Resident 0.00002 0.00003 0.00004 0.000050.00007 0.00009

0.0001

0.0002

#### Chronic Risk

Chronic risk is a long-term, non-carcinogenic health risk. Characterization of these risks is performed by comparing the estimated annual air concentrations of the substance (pollutant) to a reference exposure level. A chronic hazard quotient is obtained by dividing the average annual concentration by the reference exposure level. The hazard index provides a measure of total potential chronic non-carcinogenic health effects and is calculated for each receiver by summing the hazard quotients for all individual substances that impact the same toxicological endpoint. The analysis conducted for the proposed Uptown CPU and associated discretionary actions considered inhalation diesel particulate matter. When an individual hazard quotient is less than or equal to one, no adverse chronic non-carcinogenic health effects are expected from that substance. Similarly, if the hazard index is greater than one, chronic non-carcinogenic effects resulting from exposure to the substances emitted may be possible.

An assessment of the potential chronic risk due to DPM was made at the same receivers throughout the Uptown CPU area as discussed above for the carcinogenic risk. The results of the analysis indicate that the worst-case chronic health hazard index due to DPM from the freeways would be approximately 0.1 or less in 2035. The 2035 chronic health hazard index would be less than one at all locations within the Uptown CPU area. Therefore, this represents a less than significant chronic health impact.

Based on the preceding analysis the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact related to exposure of sensitive receptors to carbon monoxide hot spots and toxic air emissions.

#### **Issue 4 Odors**

Would the project create objectionable odors affecting a substantial number of people?

A potential odor impact can occur from two different situations: 1) the proposed Uptown CPU and associated discretionary actions would introduce receptors in a location where they would be affected by an existing or future planned odor source, or 2) proposed uses within the proposed Uptown CPU and associated discretionary actions would generate odors that could adversely affect a substantial number of persons.

The proposed Uptown CPU and associated discretionary actions would allow for development of single-family residential, multi-family residential, commercial, institutional, hotel, and park and open space land uses within the Uptown CPU area. While specific future land uses within the Uptown CPU area are not known at this program level of analysis, planned land uses would not encourage or support uses that would be associated with significant odor generation. The proposed Uptown CPU applies land uses based on the developed nature of the Uptown CPU area that includes residential uses in close proximity to commercial areas. A typical use in the CPU area that would generate odors would be restaurants. Restaurants can create odors from cooking activities, but would not generally be considered adverse. Odors associated with restaurants or other commercial uses would be similar to existing residential and food service uses throughout the Uptown CPU area. Odor generation is generally confined to the immediate vicinity of the source. Thus, implementation

of the proposed Uptown CPU and associated discretionary actions would not create operational-related objectionable odors affecting a substantial number of people within the City.

## **Cumulative Impacts**

#### a. Air Quality Plans

For purposes of Issue 1, the cumulative study area would be considered the SDAB. Since the analysis provided under Issue 1 is a discussion of consistency with the air quality plan for the SDAB (i.e. the RAQS), the analysis provided a cumulative analysis by nature since it considers consistency of the project with a regional air quality plan that relies on the land use plans of jurisdictions within the basin. As discussed above, the proposed Uptown CPU and associated discretionary actions would generated less air emissions than the air emissions associated with build-out of the adopted Community Plan. Thus, the proposed Uptown CPU and associated discretionary actions would result in emissions less than what were anticipated when the RAQS were developed and the proposed Uptown CPU and associated discretionary actions would not conflict with implementation of the air quality plan. Thus, cumulative impacts related to conflicts with air quality plans would be less than significant.

#### b. Air Quality Standards

#### Construction

As shown in Table 6.4-2 above, the hypothetical worst case individual projects would not result in air emissions that would exceed the applicable thresholds. If several of these worst case hypothetical projects were to occur simultaneously, there is the potential to exceed significance thresholds. However, in order for exceedance of construction emissions thresholds to occur, more than one large scale project would have to be occurring within close proximity to one another with overlapping construction schedules. While unlikely to occur based on the fact that the Uptown CPU area is largely built out, future environmental review for these larger projects would allow for a site-specific analysis of construction level air quality emissions to ensure projects are appropriately phased and timed to avoid such cumulative construction emissions. Thus, with implementation of the existing regulatory framework, cumulative construction emissions would be less than significant.

#### **Operation**

Regarding operational emissions, for purposes of this program level analysis, consistency with the RAQS was considered the applicable threshold since the City's project specific air quality impact screening levels shown in Table 6.4-1 would not be applicable to a community wide plan update. As discussed, build-out of the Uptown CPU area would result in emissions below what was used in the assumptions used to develop the RAQS; thus, overall build-out of the Uptown CPU area would not result in operational emission impacts. Since the RAQS are established for the SDAB which is the cumulative study area for air quality emissions, build-out of the land uses within the Uptown CPU area would not have the potential to result in a significant cumulative impact. Thus, cumulative operational emissions associated with build-out of the proposed Uptown CPU and associated discretionary actions would be less than significant.

#### c. Sensitive Receptors

#### **CO Hot Spots**

The CO hot spot analysis evaluated three intersections in the Uptown CPU area. The hot spot analysis indicated that the increases of CO due to the implementation of the CPU would be below the federal and state 1-hour and 8-hour standards. Since CO hot spots are a localized phenomenon, development within other community plans would not contribute to a cumulative CO hot spot impact.

#### Toxic Air Emissions

As discussed under Issue 2 above, the San Diego APCD would require an emissions inventory and health risk assessment in accordance with Assembly Bill 2588 prior to issuance of any permits to construct or operate a stationary emission source. These requirements would extend to land uses within the Uptown CPU area in addition to land uses within the SDAB as a whole. Thus, existing laws are in place that require evaluation and reduction of risks for individual projects developed in accordance with applicable and use plans. Site specific evaluation of health risks associated with stationary sources cannot be conducted at this level of review, as the project does not include specific development proposals. Nevertheless, existing regulations would ensure that cumulative impacts associated with stationary sources of toxic air emissions would be less than significant as build-out of the plan occurs.

As discussed above under Issue 3, the carcinogenic risks associated with diesel-fueled vehicles operating on local freeways would be less than ten in a million within the Uptown CPU area and the non-carcinogenic risks from  $PM_{10}$  are measured to have a maximum chronic hazard index below the significance threshold of one. Development of cumulative projects within the SDAB would not exacerbate health effects since the evaluation is location specific considering exposure to contaminants at a specific location. Therefore, the cumulative carcinogenic and non-carcinogenic toxic air emissions from exposure of residents to diesel particulate matter emissions would be less than significant.

#### d. Odors

For purposes of odor impacts, build-out of the three proposed Community Plans including North Park, Golden Hill, and Uptown is considered within the cumulative analysis. Implementation of the CPUs would not result in a significant cumulative odor impact because the CPUs and associated discretionary actions would result in single-family residential, multi-family residential, commercial, and park and open space land uses. These uses are not associated with generation of substantial odors. Additionally, odors are typically confined to the immediate area surrounding their source and thus, individual odor sources would not combine to produce a cumulative impact. Thus, objectionable odors affecting a substantial number of people within the City would not result, and cumulative odor impacts would be less than significant.

# 6.4.4 Significance of Impacts

Future operational emissions from the build-out of the proposed Uptown CPU and associated discretionary actions would be less than anticipated for future operational emissions under the adopted Community Plan. Thus, emissions associated with the proposed Uptown CPU and associated discretionary actions are already accounted for in the RAQS, and adoption of the proposed Uptown CPU and associated discretionary actions would not conflict with the RAQS. Thus regarding Issue 1, impacts related to conflicts with applicable air quality plans would be less than significant.

Regarding construction emissions under Issue 2, based on the hypothetical worst case construction emission analysis discussed previously, air emissions associated with build-out of individual projects under the proposed Uptown CPU and associated discretionary actions would be less than significant. Additionally, based on the types and scale of projects that are ministerial, air emissions associated with ministerial projects would not be of a size that would have the possibility of exceeding project level thresholds for air quality. Thus, construction emissions would be less than significant.

Regarding operational emissions under Issue 2, build-out of the CPU area would exceed the City's project-level thresholds for the proposed Uptown CPU; however the proposed Uptown CPU and associated discretionary actions would emit fewer pollutants than would occur under the adopted Community Plan. Therefore, the air emissions from build-out of the proposed Uptown CPU and associated discretionary actions would not increase air pollutants in the region, would not further increase the frequency of existing violations of federal or state AAQS, or would not result in new exceedances. Therefore, operational air quality impacts associated with the adoption of the proposed Uptown CPU and associated discretionary actions would be less than significant.

Regarding impacts to sensitive receptors (Issue 3), implementation of the proposed Uptown CPU and associated discretionary actions would not result in any CO hotspots. Additionally, carcinogenic risks associated with diesel-fueled vehicles operating on local freeways would be less than the applicable threshold, and non-carcinogenic risks from diesel particulate matter would be below the maximum chronic hazard index. Thus, air quality impacts to sensitive receptors would be less than significant and no mitigation is required

Regarding Issue 4, odor impacts would be less than significant, as the proposed Uptown CPU and associated discretionary actions do not propose land uses associated with generation of adverse odors. No mitigation is required.

# 6.5 Greenhouse Gas Emissions

A Greenhouse Gas Analysis for the Uptown, North Park, and Golden Hill Community Plan Updates (CPUs) was prepared by RECON (September 18, 2015). A Supplemental Analysis to the Greenhouse Gas Analysis for Uptown, North Park, and Golden Hill Community Plan Updates was prepared by RECON dated May 16, 2016. These reports address greenhouse gas (GHG) emissions and impacts associated with the proposed Uptown CPU and associated discretionary actions. The reports are included as Appendix E-1 and E-2, respectively, to this Program Environmental Impact Report (PEIR) and form the basis for the discussion in this section.

# 6.5.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

# 6.5.1.1 Methodology and Assumptions

Annual GHG emissions due to the operation of build-out of the Uptown Community Plan area under the adopted and proposed plans were calculated using California Emissions Estimator Model (CalEEMod; CAPCOA 2013). The emissions sources include construction (off-road vehicles), mobile (on-road vehicles), area (fireplaces, consumer products [cleansers, aerosols, and solvents], landscape maintenance equipment, and architectural coatings), water and wastewater, and solid waste sources. Where project-specific data were not available, model inputs were based on information provided in the CalEEMod User's Guide (CAPCOA 2013).

GHG emissions are estimated in terms of metric tons of carbon dioxide equivalent (MT  $CO_2E$ ).  $CO_2E$  emissions are the preferred way to assess combined GHG emissions because they give weight to the global-warming potential (GWP) of different gases. The GWP is the potential of a gas to warm the global climate in the same amount as an equivalent amount of emissions of carbon dioxide ( $CO_2$ ). As example,  $CO_2$  has a GWP of 1, methane ( $CH_4$ ) has a GWP of 21, and nitrous oxide ( $N_2O$ ) has a GWP of 310, which means  $CH_4$  and  $CO_2$ 0 have 21 and 310 times greater global warming effect than  $CO_2$ 0, respectively.

# a. Estimating Construction Emissions

At a program level, it would be speculative to estimate the schedule and construction requirements of individual projects that could occur in the Uptown CPU area. Thus, this analysis relies on the methodology used in the San Diego County Updated Greenhouse Gas Inventory (San Diego County 2013), which forecasts that between 2015 and 2035 construction emissions would comprise roughly

2.1 percent of total GHG emissions within the county. Therefore, construction emissions are estimated at 2.1 percent of the total operational GHG emissions associated with the planning area.

#### b. Estimating Vehicle Emissions

Vehicle emissions are calculated based on the vehicle type, the trip rate, and trip length for each land use. The vehicle emission factors and fleet mix used in CalEEMod are derived from California Air Resources Board's (CARB) Emission Factors 2011 model, which includes GHG reducing effects from the implementation of Pavley I (Clean Car Standards) and the Low Carbon Fuel Standard, and are thus considered in the calculation of emissions. Emission factors that include the effects of the Tire Pressure Program and the Low Emission Vehicles III regulations are not available. Therefore, to account for the effects of the Tire Pressure Program (0.6 percent) and the Low Emission Vehicles III (2.4 percent), a total 3 percent reduction was applied to the vehicle emissions calculated in CalEEMod (CARB 2011a).

The proposed Uptown CPU encourages increased development diversity by increasing commercial land uses in certain areas and decreasing the planned number of single-family and multi-family residences. Locating different land use types near one another can decrease vehicle miles traveled (VMT), as trips between land use types are shorter and may be accommodated by alternative modes of transportation (CAPCOA 2010). This reduction was calculated using methodology from California Air Pollution Control Officers Association's (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures (CAPCOA 2010). By increasing residential density within proximity of transit and commercial services, people's travel distances are affected and greater options for the mode of travel are provided. This can result in a substantial reduction in VMT depending on the change in density compared to a typical urban residential density (CAPCOA 2010). By increasing transit accessibility (e.g., by locating a high-density project near transit), a shift in travel mode is facilitated along with reduced VMT. The effectiveness of these land-use strategies ranges from less than 1 percent up to a maximum 30 percent reduction in communitywide VMT and are not additive (CAPCOA 2010). For example, where high-density mixed use development is located within a 5- to 10-minute walk from a transit station with high-frequency transit or bus service and is combined with walkable and bicyclefriendly neighborhood design, a total VMT reduction up to 24 percent can be achieved (CAPCOA 2010). The proposed Uptown CPU's focus on community walkability and bikeability, diversity of land uses, and development of higher densities near job centers (downtown San Diego) was included in the CPU emission calculations. Based on a review of mapping, the average distance from areas with increased residential density to the nearest major job center, downtown San Diego, is approximately 1.9 miles for the Uptown CPU area. The proposed Uptown CPU and associated discretionary actions propose an increase in multi-family residences in close proximity to transit and existing commercial uses. The VMT from residents of these new developments would be less due to the reduced trip lengths. Although this reduction was only counted for new development under the proposed Uptown CPU, this would reduce overall mobile emissions by 5.9 percent in the Uptown CPU area.

# c. Estimating Energy Use Emissions

CalEEMod estimates GHG emissions from energy use by multiplying average rates of residential and non-residential energy consumption by the quantities of residential units and non-residential square footage entered in the land use module to obtain total projected energy use. This value is then

multiplied by electricity and natural gas GHG emission factors applicable to the project location and utility provider.

Building energy use is typically divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as plug-in appliances. In California, Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in energy use," can be further subdivided by specific end-use (refrigeration, cooking, office equipment, etc.).

Energy consumption values are based on the California Energy Commission (CEC) sponsored *California Commercial End Use Survey and Residential Appliance Saturation Survey* studies, which identify energy use by building type and climate zone. Because these studies are based on older buildings, adjustments have been made in CalEEMod to account for changes to Title 24 Building Codes. CalEEMod is based on the 2008 Title 24 energy code (Part 6 of the Building Code).

As identified by the CEC, the Energy Code requires various improvements in the built environment that would achieve a 21.8 percent increase in electricity efficiency and a 16.8 percent increase in natural gas efficiency in non-residential buildings, a 36.4 percent increase in electricity efficiency and a 6.5 percent increase in natural gas efficiency in single-family uses, and a 23.3 percent increase in electricity efficiency and a 3.8 percent increase in natural gas efficiency in multi-family uses (CEC 2013).

The Uptown CPU area would be served by San Diego Gas & Electric (SDG&E). Therefore, SDG&E's specific energy intensity factors (i.e., the amount of  $CO_2$ ,  $CH_4$ , and  $N_2O$  per kilowatt-hour) are used in the calculations of GHG emissions. The state mandate for renewable energy is 33 percent by 2020 and 50 percent by 2030 (RECON 2015). However, the energy intensity factors included in CalEEMod by default only represent a 10.2 percent procurement of renewable energy (SDG&E 2011). SDG&E currently has procured 36.4 percent and would achieve 50 percent by 2030. To account for the continuing effects of Renewables Portfolio Standard (RPS) through 2020, the energy intensity factors included in CalEEMod were reduced based on the percentage of renewables reported by SDG&E. SDG&E energy intensity factors that include this reduction are shown in Table 6.5-1.

Table 6.5-1 San Diego Gas & Electric Intensity Factors							
CUC	2009	2016	2020	2035			
GHG	(lbs/MWh)	(lbs/MWh)	(lbs/MWh)	(lbs/MWh)			
Carbon dioxide (CO <sub>2</sub> )	720.49	531.72	531.72	433.73			
Methane (CH <sub>4</sub> )	0.029	0.021	0.021	0.017			
Nitrous oxide (N <sub>2</sub> O)	0.006	0.004	0.004	0.004			
SOURCE: SDG&E 2011.							
lbs = pounds							
MWh = megawatt hour							

#### d. Estimating Area Source Emissions

Area sources include GHG emissions that would occur from the use of landscaping equipment. The use of landscape equipment emits GHGs associated with the equipment's fuel combustion. The landscaping equipment emission values were derived from the 2011 In-Use Off-Road Equipment Inventory Model (CARB 2011b).

#### e. Estimating Water and Wastewater Emissions

The amount of water used and wastewater generated by a project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply, distribute, and treat the water and wastewater. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both  $CH_4$  and  $N_2O$ .

The indoor and outdoor water use consumption data for each land use subtype comes from the Pacific Institute's *Waste Not, Want Not: The Potential for Urban Water Conservation in California* 2003 (as cited in CAPCOA 2013). Based on that report, a percentage of total water consumption was dedicated to landscape irrigation, which is used to determine outdoor water use. Wastewater generation was similarly based on a reported percentage of total indoor water use (CAPCOA 2013).

Development would be subject to California Green Building Standards Code (CalGreen), which requires a 20 percent increase in indoor water use efficiency. Thus, in order to demonstrate compliance with CalGreen, a 20 percent reduction in indoor water use was included in the water consumption calculations.

In addition to water reductions under CalGreen, the GHG emissions from the energy used to transport the water are affected by RPS. As discussed previously, to account for the effects of RPS through 2020 and 2030, the energy intensity factors included in CalEEMod were reduced by the values shown in Table 6.5-1.

# f. Estimating Solid Waste Emissions

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. To calculate the GHG emissions generated by disposing of solid waste for the project, the total volume of solid waste was calculated using waste disposal rates identified by California Department of Resources Recycling and Recovery. The methods for quantifying GHG emissions from solid waste are based on the Intergovernmental Panel on Climate Change (IPCC) method using the degradable organic content of waste. GHG emissions associated with the project's waste disposal were calculated using these parameters. No solid waste reductions were modeled.

# **6.5.2 Significance Determination Thresholds**

Thresholds used to evaluate potential impacts related to GHG emissions are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G. A significant impact could occur if implementation of a proposed CPU would:

- 1) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- 2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs.

As stated in the Guidelines, these questions are "intended to encourage thoughtful assessment of impacts and do not necessarily represent thresholds of significance" (Title 14, Division 6, Chapter 3 Guidelines for Implementation of the CEQA, Appendix G, VII Greenhouse Gas Emissions). The CEQA Guidelines require lead agencies to adopt GHG thresholds of significance. When adopting these thresholds, the Guidelines allow lead agencies to develop their own significance threshold and/or to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence.

Section 15064.4 of the CEQA Guidelines includes the following requirements for determining the significance of impacts from GHG emissions:

- (a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:
  - (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or
  - (2) Rely on a qualitative analysis or performance-based standards.

While calculation of a project's contribution to greenhouse gas emissions is required, the CEQA Guidelines do not establish a standard by which to judge a significant effect or a means to establish such a standard. In order to determine significance of the impacts associated with implementation of the proposed Uptown CPU and associated discretionary actions, an inventory was developed based on the land use designations associated with the adopted Community Plan. Emissions from the proposed Uptown CPU and associated discretionary actions were then compared to the existing GHG emissions inventory and the GHG emissions inventory for the adopted Community Plan. If emissions from build-out of the Uptown CPU and associated discretionary actions are less than those that would be generated by build-out of the adopted Community Plan, impacts related to GHG emissions would be less than significant provided the proposed Uptown CPU and associated discretionary actions implement the land use-related strategies identified in the Climate Action Plan (CAP). If emissions from build-out of the proposed Uptown CPU and associated discretionary actions are greater than those of the adopted Community Plan, impacts related to GHG emissions could still be less than significant if the increase in GHG emissions is a direct result of implementing CAP strategies and the General Plan's City of Villages Strategy.

As discussed in Section 5.5 of this PEIR, implementation of the City's CAP would result in Citywide GHG reductions consistent with its proportionate share of Statewide GHG emissions targets. The CAP assumes future population and economic growth based on the community plans that were in effect at the time the CAP was being developed. Therefore, community plan updates that would result in a reduction in GHG at build-out compared to GHG emissions at build-out under the adopted Community Plan would result in further GHG reductions. However, the CAP is a Citywide program and the General Plan City of Villages Strategy calls for redevelopment, infill, and new growth to be targeted into compact, mixed-use, and walkable villages that are connected to the regional transit system. Concentrating new growth in an area can result in greater GHG emissions than allowing the less intensive land uses to remain. Thus, consistency with the City of Villages Strategy can result in specific areas having an increase in GHG emissions, while Citywide a decrease of GHG emissions may occur. To address this phenomenon, this section takes a two-tiered approach in discussing GHG emissions: 1) a quantitative analysis of the existing conditions, build-out of the adopted Community Plan, and build-out of the proposed North Uptown CPU and implementation of the associated discretionary actions; and 2) a discussion of whether or not the Uptown CPU and associated discretionary actions are consistent with the CAP.

# 6.5.3 Impact Analysis

#### **Issue 1 Greenhouse Gas Emissions**

Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

As compared to the existing land uses, the proposed Uptown CPU and associated discretionary actions would reduce industrial, institutional, hotel, and single-family residential land uses while increasing the development of commercial uses and multi-family dwelling units. This change represents an increase in land use types and density in the Community Plan area. Table 6.5-2 summarizes the land use distribution for the Uptown Community Plan area for existing conditions, the adopted Community Plan, and the proposed Uptown CPU and associated discretionary actions.

Table 6.5-2 Land Use Distribution						
		Adopted Community	Proposed Community			
Land Use	Existing Land Use	Plan	Plan			
Residential (dwelling units)						
Single-Family	7,540	5,540	5,500			
Multi-Family <sup>1</sup>	15,620	29,060	27,180			
Subtotal <sup>2</sup>	23,160	34,600	32,680			
Non-Residential (squa	re feet)					
Commercial	4,184,170	4,783,000	4,785,200			
Industrial	19,710	-	-			
Institutional	2,627,550	2,314,900	2,485,700			
Hotels	366,460	174,000	174,000			
Recreation	31,110	31,100	31,100			
Subtotal <sup>2</sup>	7,229,000	7,303,000	7,476,000			

<sup>&</sup>lt;sup>1</sup>All dwelling units that are not single-family were counted as multi-family. This includes dwelling units on other land uses such as commercial and institutional.

Based on the methodology summarized above, GHG emissions were calculated for the existing (on the ground) land uses, the land uses at build-out of the adopted Community Plan (in 2035, and the land uses at build-out of the proposed Uptown CPU and associated discretionary actions (in 2035). Table 6.5-3 summarizes the GHG emissions under each scenario.

Table 6.5-3 GHG Emissions for the Uptown Community Plan Area (MT CO <sub>2</sub> E per Year)								
	Difference							
		Adopted		(Proposed –				
Emission Source	Existing	Community Plan	Proposed CPU	Adopted)				
Vehicles	382,422	380,530	372,922	-7,608				
Energy Use	80,430	85,603	83,533	-2,070				
Area Sources	16,805	25,105	23,712	-1,393				
Solid Waste Disposal	16,411	17,459	17,488	29				
Water Use	14,339	15,969	15,494	-475				
Construction	n/a	11,018	10,776	-242				
TOTAL	510,407	535,684	523,925	-11,759				

For the purposes of determining significance, GHG emissions attributable to the proposed Uptown CPU and associated discretionary actions at full build-out were compared to the adopted Community Plan GHG emissions. The reason this comparison is appropriate is because the GHG emissions from the adopted Community Plan were used when developing the City's CAP GHG Inventory. Thus, if calculated future emissions of the proposed Uptown CPU would be consistent with, or less than, the emissions assumed in developing the CAP inventory, build-out of future land uses under the proposed Uptown CPU and associated discretionary actions would be consistent with the City's CAP emissions inventory and would not represent a significant impact related to GHG emissions. As illustrated in Table 6.5-3 the total GHG emissions attributable to build-out of land uses

<sup>&</sup>lt;sup>2</sup>Total area may not match the sum of listed areas due to rounding.

under the adopted Community Plan equals 535,684 MT  $CO_2E$  per year. The total GHG emissions attributable to build-out of the land uses under the proposed Uptown CPU and associated discretionary actions equals 523,925 MT  $CO_2E$  per year. As shown in the above table, implementation of the proposed Uptown CPU and associated discretionary actions would result in a decrease in GHG emissions of 11,759 MT  $CO_2E$  when compared to the emissions that would occur under build-out of the adopted Community Plan. Because the proposed Uptown CPU and associated discretionary actions would result in a reduction of GHG emissions when compared with land used currently approved, impacts would be less than significant.

#### Issue 2 Conflicts with Plans or Policies

Would the proposed project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?

The regulatory plans and policies discussed in Section 5.5 of this PEIR aim to reduce national, state, and local GHG emissions by primarily targeting the largest emitters of GHGs: the transportation and energy sectors. Plan goals and regulatory standards are, thus, largely focused on the automobile industry and public utilities. For the transportation sector, the reduction strategy is generally three-pronged: to reduce GHG emissions from vehicles by improving engine design; to reduce the carbon content of transportation fuels through research, funding and incentives to fuel suppliers; and to reduce the miles these vehicles travel through land use change and infrastructure investments.

For the energy sector, the reduction strategies aim to: reduce energy demand; impose emission caps on energy providers; establish minimum building energy and green building standards; transition to renewable non-fossil fuels; incentivize homeowners and builders; fully recover landfill gas for energy; and expand research and development.

# a. Consistency with State Plans

As discussed earlier, Executive Order S-3-05 establishes GHG emission reduction targets for the state, and Assembly Bill (AB) 32 launched the Climate Change Scoping Plan that outlines the reduction measures needed to reach these targets. Out of the Recommended Actions contained in CARB's Scoping Plan, the actions that are most applicable to the proposed Uptown CPU and associated discretionary actions would be Actions E-1 and GB-1. CARB Scoping Plan Action E-1, together with Action GB-1 (Green Building), aim to reduce electricity demand by increasing the efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards. The new construction associated with the proposed Uptown CPU and associated discretionary actions would be required to include all mandatory green building measures under the CalGreen Code. Therefore, the proposed Uptown CPU and associated discretionary actions would be consistent with the Scoping Plan measures through incorporation of stricter building and appliance standards.

## b. Consistency with Regional Plans

# San Diego Association of Government's (SANDAG's) San Diego Forward: The Regional Plan

The proposed Uptown CPU and associated discretionary actions would be consistent with the goals of the Regional Plan to develop compact, walkable and bicycle-friendly communities close to transit connections and consistent with smart growth principles. The proposed Uptown CPU and associated discretionary actions would reinforce transit corridors, bicycle lanes, and establish five pedestrian-oriented, urban, and mixed-use Villages that would reduce reliance on the automobile, and promote walking and biking and the use of alternative transportation. Policies contained within the proposed Uptown CPU Land Use and Mobility elements would serve to promote bus transit use as well as other forms of mobility, including walking and bicycling. These measures would be consistent with the Regional Plan's Sustainable Communities Strategy. Thus, no significant adverse environmental effects would result from the adoption of the proposed Uptown CPU and associated discretionary actions in terms of consistency or conflicts with the Regional Plan.

#### c. Consistency with Local Plans

#### City of San Diego General Plan

Compared to the existing land uses, the proposed Uptown CPU envisions reducing industrial, institutional, hotel, and single-family residential land uses and increasing commercial space and multi-family dwelling units. This would increase the diversity of land uses within the CPU area by encouraging "village-like" development consistent with the San Diego General Plan. The proposed Uptown CPU and associated discretionary actions also support General Plan concepts including increased walkability, a higher level of alternative transportation use, and sustainable development and green building practices.

Policies within the Land Use Element of the proposed Uptown CPU promote mixed-use development along major transportation corridors, specifically calling out Washington Street, University Avenue, 5<sup>th</sup> Avenue, 6<sup>th</sup> Avenue, Laurel Street, and Park Boulevard for a diversity of uses. Policies within the Mobility Element of the proposed Uptown CPU promote multi-modal development, enhanced pedestrian and bicycle facilities, and active storefronts to increase pedestrian engagement. Policies within the Conservation Element of the proposed Uptown CPU promote solar panels and the preservation and planting of street trees. All of these policies correspond with policies set out by the General Plan. Thus, the proposed Uptown CPU and associated discretionary actions would be consistent with the San Diego General Plan.

#### City of San Diego Climate Action Plan

New land use designations and policies within the proposed Uptown CPU have been designed to reflect and implement the CAP and the GHG reduction recommendations of the General Plan. Specifically, the proposed Uptown CPU includes updated Land Use, Mobility, and Conservation elements that include multiple policies aimed at reducing GHG emissions from target emission sources and adapting to climate change. The proposed policies refine existing General Plan policies

with site-specific recommendations applicable to the individual community. In several cases, these policies are also consistent with state key GHG reduction plans, regulations, and recommended mitigation measures.

The CAP establishes five primary strategies for achieving the goals of the plan. Strategy 1 (Energy & Water Efficient Buildings) includes goals, actions, and targets with the aim of reducing building energy consumption. Energy reduction can be achieved through the continued use or adaptive reuse of the existing building stock along with any needed energy efficiency upgrades. The proposed Uptown CPU includes narrative and policies in the Conservation Element for creation of energy buildings, and more specifically, the retrofitting of public right-of-way lighting with energy efficient lighting to meet the City's energy efficiency goals outlined in the CAP. Another goal in Strategy 1 is to reduce daily per capita water consumption. The proposed Uptown CPU includes discussion and policies to address water usage within the Urban Design Element and Conservation Element, and encourages sustainable building design and incorporation of building features that would reduce water consumption. This is coupled with reducing the dependency on non-renewable energy sources and the maximization of daylight, the minimization of solar heat gain and natural ventilation, and the reduction of emissions. The Conservation Element also includes policies for use of recycled or graywater landscape irrigation systems and the retrofitting of public spaces with lowwater vegetation, which would, in turn, reduce water usage.

Regarding CAP Strategy 2 (Clean & Renewable Energy), the Urban Design Element of the proposed Uptown CPU includes a policy to encourage development that incorporates renewable energy, such as small low-impact wind turbines or photo-voltaic panels on roof tops. The Conservation Element of the proposed Uptown CPU also contains an overarching goal to reduce dependence on non-renewable energy sources, and policies that include the use of sustainable building techniques for construction and operation of buildings that could include solar energy installations, electric vehicle charging stations, and solar water heating.

Strategy 3 (Bicycling, Walking, Transit & Land Use) of the CAP has a number of goals that relate to land use and planning. As discussed in Section 6.1.3 of this PEIR, the proposed Uptown CPU is consistent with the General Plan's Mobility Element and the City of Villages Strategy and is thus consistent with Action 3.1 of the CAP. Consistent with Action 3.2 of the CAP, the proposed Uptown CPU would mixed-use development and would promote pedestrian improvements in Transit Priority Areas to increase commuter walking opportunities. Consistent with Action 3.6 of the CAP, the proposed Uptown CPU would implement transit-oriented development, particularly within and around the two Community Villages and three Neighborhood Villages.

The primary goal of CAP Strategy 4 (Zero Waste – Gas & Waste Management) is to divert solid waste and capture landfill methane gas emissions. This strategy is Citywide in nature; however, the proposed Uptown CPU furthers this strategy by including policies in the Urban Design Element that support the use of recycled materials in public improvements, encourages recycled or rapidly renewable source materials, and recycling of building materials for both public and private new development. The Urban Design Element includes a policy that supports the incorporation of recycling containers into streetscapes as well as public trails, and ensures that the locations are protected from weather and are secure so the containers cannot be removed and do not spill.

Strategy 5 (Climate Resiliency) of the CAP calls for further analysis of the resiliency issues that face the various areas of the City. Resiliency is addressed throughout the proposed Uptown CPU as it pertains to water usage, energy efficiency, and sustainable development practices as noted above. Also included within the proposed Uptown CPU are policies supporting and encouraging an increase in the tree canopy within the community to reduce summer heat temperatures and contribute to more inviting business districts for pedestrians. The selection, siting, and management of the planting of street trees within the Uptown CPU area are outlined within the proposed CPU to ensure successful establishment of trees to meet the CAP goals.

As mentioned in Section 5.5 of this PEIR, the CAP's Monitoring and Reporting Program Measure 1.4 calls for City Staff to annually evaluate City policies, plans (including the CAP), and codes as needed to ensure the CAP reduction targets are met. Through monitoring the effectiveness of CAP actions at reducing GHG emissions, the City would be able to make adjustments to the CAP, which could include amending land use plans to reflect more aggressive strategies for GHG reduction. Therefore, the proposed Uptown CPU and associated discretionary actions would be consistent with and would implement the CAP.

#### **Cumulative Impacts**

The impact analysis discussed under Issue 1 above is a cumulative analysis by its nature because GHG emissions are a cumulative issue caused by the global greenhouse gas emissions and not an individual project. Cumulatively, there exists a significant impact related to greenhouse gas emissions at the global level. However, as discussed under Issue 1 above, the project's contribution to the cumulative impact from GHG emissions would be less than cumulatively considerable because implementation of the proposed Uptown CPU and associated discretionary actions would result in a reduction in the future GHG emissions compared to the current land use plan. As discussed under Issue 2, City policies, plans, and codes will be evaluated as needed to ensure that CAP GHG emissions reduction targets are met. If implementation of the proposed Uptown CPU and associated discretionary actions cumulatively with other CPUs would be inconsistent with the CAP or other plans/policies for the reduction of GHG, the City could amend land use plans to reflect more aggressive strategies for GHG reduction and to ensure consistency with the adopted CAP. Thus, the contribution of the proposed Uptown CPU and associated discretionary actions to the existing cumulative impact would be less than cumulatively considerable.

# 6.5.4 Significance of Impacts

Potential impacts related to GHG emissions from implementation of the proposed Uptown CPU and associated discretionary actions would be less than significant, as the GHG emissions from the Uptown CPU would be less than those assumed for the Uptown CPU area in the CAP GHG Inventory. Thus, the proposed Uptown CPU and associated discretionary actions would be consistent with the CAP and would result in a less than significant impact related to GHG emissions.

The proposed Uptown CPU would implement the General Plan's City of Villages Strategy and include policies for the promotion of walkability and bicycle use, polices promoting transit-supportive development, and is thus consistent with the CAP and the General Plan. Impacts related to conflicts

with applicable plans and policies addressing GHG emissions would be less than significant and no mitigation is required.

# 6.5.5 Mitigation Framework

All impacts related to greenhouse gas emissions would be less than significant. Thus, no mitigation is required.

# 6.6 Noise

This section addresses the potential noise impacts that would result from implementation of the proposed Uptown Community Plan Update (CPU) and associated discretionary actions. It also discusses the regulations applicable to subsequent projects contemplated by the proposed Uptown CPU and associated discretionary actions and the existing noise setting within the study area. This section is based on the Noise Analysis for the Uptown, North Park, and Golden Hill Community Plan Updates (Noise Report) prepared by RECON (2016) for the project (Appendix F).

# 6.6.1 Existing Conditions

The existing regional environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively. The specific noise conditions for the Uptown CPU area are discussed in the following sections.

Existing noise sources in the Uptown CPU area are transportation and stationary sources. Transportation noise sources include vehicle traffic, and overflight of aircraft approaching and departing the San Diego International Airport (SDIA). Stationary noise sources include industrial and commercial operations. Noise from these sources conflicts with existing noise sensitive receptors throughout the communities.

#### 6.6.1.1 Noise Measurements

As part of the noise assessment, ambient noise levels were measured in the planning area to provide a characterization of the variability of noise throughout the Uptown CPU area and to assist in determining constraints and opportunities for future development. Ambient noise levels were measured to characterize the variability of noise and to assist in determining constraints and opportunities to avoid noise conflicts. Six 15-minute, daytime noise level measurements were conducted throughout the study area. Noise measurements were taken with two Larson-Davis LxT Type 1 Integrating Sound Level Meters, serial numbers 3827 and 3828. Each measurement location is shown in Figure 6.6-1. A summary of the measurements is provided in Table 6.6-1.

Based on the measurement data shown in Table 6.6-1, daytime noise levels in the Uptown CPU area are typical of an urban environment. Each measurement location and noise source observed during the measurements is discussed below.

Table 6.6-1 Noise Measurements – Uptown						
ID*	Location	Date	Time	L <sub>eq</sub>		
U-1	Columbia Street	3/03/2015	10:12 а.м. – 10:27 а.м.	77.6		
U-2	San Diego Avenue	3/03/2015	9:25 а.м. – 9:40 а.м.	69.1		
U-3	Washington Street	3/03/2015	10:51 а.м. – 11:06 а.м.	64.5		
U-4	Reynard Way	3/03/2015	1:30 р.м. – 1:45 р.м.	57.7		
U-5	Sixth Avenue	3/03/2015	12:27 р.м. – 12:42 р.м.	63.5		
U-6	Normal Street	3/03/2015	11:46 A.M. – 12:01 P.M.	64.4		

<sup>\*</sup>Measurement locations are shown in Figure 6.6-1 and are represented by the ID provided above.  $L_{eq}$  = average noise level.

Measurement U-1 was taken on Columbia Street adjacent to Interstate 5 (I-5). The main sources of noise at the measurement location were vehicle traffic on I-5 and aircraft arriving at and departing from the SDIA. The average measured noise level was 77.6 A-weighted decibels [dB(A)  $L_{eq}$ ].

Measurement U-2 was taken adjacent to San Diego Avenue. The measured speed on this portion of San Diego Avenue was 35 miles per hour (mph). The main source of noise at the measurement location was vehicle traffic on I-5, San Diego Avenue, and India Street. The average measured noise level was  $69.1 \, dB(A) \, L_{eo}$ .

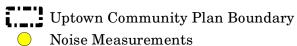
Measurement U-3 was taken adjacent to Keating Street on top of a slope overlooking Washington Street. The main source of noise at the measurement location was vehicle traffic on Washington Street. The measured speed on this portion of Washington Street was 50 mph. The average measured noise level was  $64.5 \, \text{dB}(A) \, L_{eq}$ .

Measurement U-4 was taken adjacent to Reynard Way. The main source of noise at the measurement location was vehicle traffic on Reynard Way. The measured speed on this portion of Reynard Way was 30 mph. The average measured noise level was  $57.7 \, dB(A) \, L_{eq}$ .

Measurement U-5 was taken adjacent to Sixth Avenue. The main source of noise at the measurement location was vehicle traffic on Sixth Avenue. The measured speed on this portion of Sixth Avenue was 30 mph. The average measured noise level was 63.5 dB(A)  $L_{\rm eq}$ .

Measurement U-6 was taken adjacent to Normal Street. The main source of noise at the measurement location was vehicle traffic on Normal Street and Polk Avenue. The measured speed on this portion of Normal Street was 30 mph. The average measured noise level was 64.4 dB(A) L<sub>eq</sub>.





#### 6.6.1.2 Existing Vehicle Traffic Noise

The dominant noise source is vehicle traffic on roadways. Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. Vehicles traveling on I-5, I-8, State Route 163 (SR-163) are the dominant vehicle noise sources affecting the Uptown CPU area. The streets generating the greatest noise level in the Uptown CPU area are Sixth Avenue, India Street, Park Boulevard, Robinson Avenue, University Avenue, and Washington Street. The noise contour distances represent the predicted noise level for each roadway without the attenuating effects of noise barriers, structures, topography, or dense vegetation. As intervening structures, topography, and dense vegetation would affect noise exposure at a particular location, the noise contours should not be considered site-specific but are rather guides to determine when detailed acoustic analysis should be undertaken.

Figure 6.6-2 shows the existing vehicle traffic noise contours for the Uptown CPU area. As shown, existing noise levels in the community exceed 60 dB(A) community noise equivalent level (CNEL). The freeways are the dominant noise sources affecting the Uptown CPU area and encompass the noise contours from streets in the CPU area.

# 6.6.1.3 Existing Rail Traffic Noise

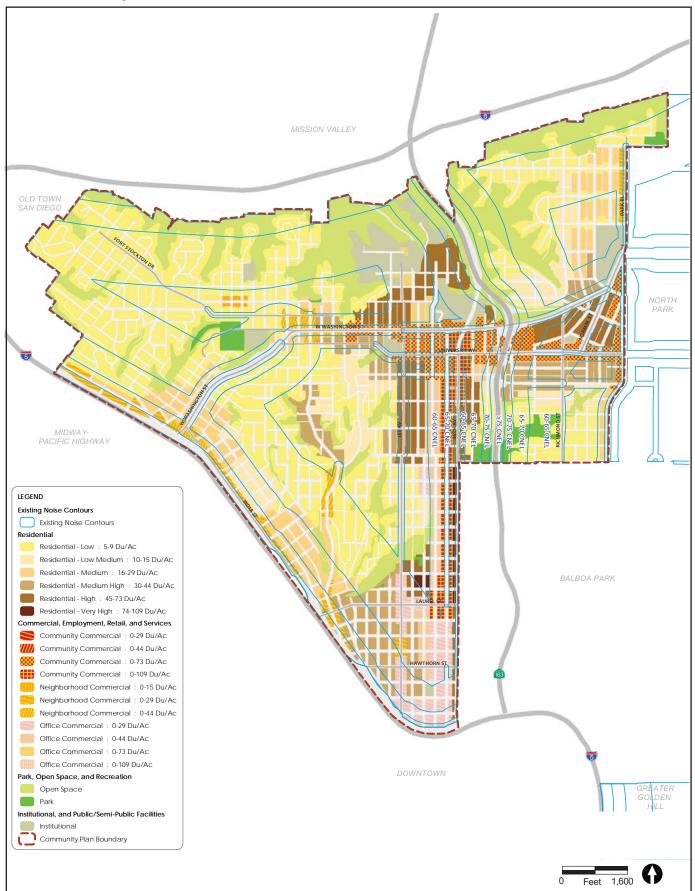
Railway noise results from trolley travel, horns, emergency signaling devices, and stationary bells at grade crossings. The rail corridor generally parallels I-5 at the western boundary of the Uptown planning area in the Midway Pacific Highway Community Plan Area. The San Diego Metropolitan Transit System provides trolley service along the rail corridor. Amtrak operates passenger trains and the Coaster operates commuter trains along the rail corridor daily. The Burlington Northern Santa Fe Railway Company also operates freight trains along the corridor daily. The rail traffic noise is less than 60 dB CNEL within the Uptown CPU area.

# 6.6.1.4 Existing Aircraft Noise

The SDIA is located west of the Uptown CPU area. A majority of aircraft flying over the CPU area are approaching SDIA. Occasionally, aircraft flying over the CPU area are departing SDIA. Aircraft noise is evaluated based on the noise contours developed by the San Diego County Regional Airport Authority and provided in the Airport Land Use Compatibility Plan for San Diego International Airport (2014). The aircraft noise contours are based on year 2030 forecast noise exposure.

# 6.6.1.5 Existing Stationary Noise

Stationary sources of noise within the Uptown CPU area are due to the normal activities associated with a given land use. For example, within residential areas noise sources include dogs, landscaping activities, and parties. Commercial uses include car washes, fast food restaurants, and auto repair facilities. Sources of noise from commercial uses include machinery and truck loading/unloading. Noises from these types of activities would be considered normal environmental noises that would be expected to occur within these types of land uses and are not typically considered significant sources of noise. The Municipal Code regulates excessive noises resulting from these types of activities.



 $\label{eq:FIGURE 6.6-2} FIGURE~6.6-2$  Existing Traffic Noise Contours for the Uptown CPU Area

# 6.6.2 Significance Determination Thresholds

Thresholds used to evaluate potential impacts to air quality are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City of San Diego CEQA Significance Determination Thresholds (2011). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed Uptown CPU. A significant impact related to noise would occur if the proposed Uptown CPU and associated discretionary actions would:

- 1) Result in or create a significant increase in the existing ambient noise levels;
- 2) Result in an exposure of people to current or future transportation noise levels which exceed guidelines established in the Noise Element of the General Plan;
- 3) Result in land uses which are not compatible with aircraft noise levels as defined by an adopted Airport Land Use Compatibility Plan (ALUCP);
- 4) Result in the exposure of people to noise levels which exceed property line limits established in the Noise Abatement and Control Ordinance of the Municipal Code; or
- 5) Result in the exposure of people to significant temporary construction noise.

#### 6.6.2.1 Noise

Thresholds used to determine the significance of noise impacts are based on standards in the City General Plan Noise Element and the Noise Abatement and Control Ordinance (Section 59.5.0101 et seq. of Municipal Code) as described in the Regulatory Framework chapter, sections 5.6.2.1 and 5.6.2.2, respectively.

#### 6.6.2.2 Vibration

While the City has not established specific groundborne noise and vibration standards, publications of the Federal Transit Administration (FTA) and California Department of Transportation (Caltrans) provide guidance for the analysis of environmental impacts due to groundborne noise and vibration relating to transportation and construction projects. Based on Caltrans recommended standards, a significant vibration impact would occur where residences would be exposed to an exceedance of 0.2 inch per second peak particle velocity.

# 6.6.3 Methodology

#### 6.6.3.1 Vehicle Traffic Noise

Existing freeway volumes and traffic mixes were obtained from Caltrans and the San Diego Association of Governments (SANDAG) traffic and truck counts for the I-5, SR-163, and I-8. These

traffic mixes, further detailed in the Noise Analysis (see Appendix F), were used for modeling existing and future freeway noise. For all freeways, Caltrans existing truck counts indicate an approximate traffic mix of 96 percent cars, 3 percent medium trucks, and 1 percent heavy trucks. These traffic mixes were used for modeling existing and future freeway noise. This is consistent with traffic counts taken during the existing noise measurements, and the same as Caltrans truck counts for most area freeways.

The Federal Highway Administration (FHWA) Traffic Noise Model was used to calculate distances to noise contours for freeways and streets. The FHWA model takes into account traffic mix, speed, and volume; roadway gradient; relative distances between sources, barriers, and sensitive receptors; and shielding provided by intervening terrain or structures. The analysis of the noise environment considered that the topography was flat with no intervening terrain between sensitive land uses and roadways. Because no obstructions were assumed in the noise modeling, predicted noise levels used in the analysis are higher than would actually occur. In the actual environment, buildings and other obstructions along the roadways would shield distant receivers from the traffic noise. For example, I-8 and SR-163 and portions of I-5 are at lower elevations than the streets and buildings in the Uptown CPU area and it is likely that the slopes adjacent to the freeways reduce the actual noise levels.

# 6.6.4 Impact Analysis

#### **Issue 1 Ambient Noise**

Would the proposed project result in or create a significant increase in the existing ambient noise level?

As discussed in Section 6.6.1.1, Noise Measurements, existing noise levels were measured in the planning area to identify ambient noise conditions (refer to Table 6.6-1).

The freeways generating the greatest noise levels affecting the Uptown CPU area are I-5, I-8, and SR-163. The streets generating the greatest noise levels within the CPU area are Sixth Avenue, India Street, Park Boulevard, Robinson Avenue, University Avenue, and Washington Street. Increases in traffic noise gradually degrade the ambient noise environment, especially with respect to sensitive receptors. Vehicular traffic on streets in the CPU area would increase due to build-out of the proposed Uptown CPU and associated discretionary actions. Table 6.6-2 summarizes the existing and build-out traffic noise levels along various roadway segments in the Uptown CPU area. Roadway noise is measured in dB(A) CNEL at 50 feet from the roadway centerline.

		Table 6.6-2			
	Increases in Ambi	ent Noise for the Uptow	n CPU Area		
		·	Existing	2035	Change
Roadway	From	То	Noise Level	Noise Level	in dB
First Avenue	Arbor Drive	Washington Street	62.1	63.7	1.6
	Washington Street	University Avenue	63.6	64.5	0.9
	University Avenue	Robinson Avenue	65.0	67.1	2.1
	Robinson Avenue	Pennsylvania Avenue	63.7	65.6	1.9
	Pennsylvania Avenue	Walnut Avenue	63.6	66.0	2.4
	Walnut Avenue	Laurel Street	61.7	65.7	4.0
	Laurel Street	Hawthorn Street	63.6	64.2	0.6
	Hawthorn Street	Grape Street	63.6	63.3	-0.3
	Grape Street	Elm Street	60.1	61.5	1.4
Fourth Avenue	Arbor Drive	Washington Street	65.9	66.7	0.8
	Washington Street	University Avenue	65.1	64.9	-0.2
	University Avenue	Robinson Avenue	65.7	66.1	0.4
	Robinson Avenue	Walnut Avenue	63.4	65.5	2.1
	Walnut Avenue	Laurel Street	64.2	66.7	2.5
	Laurel Street	Grape Street	63.9	66.3	2.4
	Grape Street	Elm Street	63.7	64.8	1.1
Fifth Avenue	Washington Street	University Avenue	65.6	65.7	0.1
THE TAX CHAC	University Avenue	Robinson Avenue	65.1	66.4	1.3
	Robinson Avenue	Walnut Avenue	65.8	66.9	1.1
	Walnut Avenue	Laurel Street	65.5	66.6	1.1
	Laurel Street	Hawthorn Street	64.6	66.5	1.9
	Hawthorn Street	Grape Street	65.0	66.5	1.5
	Grape Street	Elm Street	64.6	65.0	0.4
Sixth Avenue	Washington Street	University Avenue	67.2	71.5	4.3
Sixtii Avenue	University Avenue	Robinson Avenue	68.9	70.1	1.2
	Robinson Avenue	Upas Street	66.7	69.7	3.0
	Upas Street	Laurel Street	66.7	69.1	2.4
	Laurel Street	Juniper Street	65.0	67.1	2.1
	Juniper Street	Grape Street	65.3	67.7	2.4
	Grape Street	Elm Street	65.2	68.0	2.4
Ninth Avenue	Washington Street	University Avenue	60.6	62.4	1.8
	Madison Avenue	Washington Avenue	58.4	61.0	2.6
Campus Avenue		Polk Avenue	60.9	62.1	
Claveland Avenue	Washington Avenue		60.3		1.2
Cleveland Avenue	Tyler Street Lincoln Street	Lincoln Street		62.0 63.2	1.7
Curlant Chroat		Richmond Street	62.3		0.9
Curlew Street	Robinson Avenue	Reynard Way	55.7	60.0	4.3
Elm Street	Second Avenue	Third Avenue	62.4	62.7	0.3
	Third Avenue	Fifth Avenue	62.5	63.0	0.5
F . C. 1. D.	Fifth Avenue	Sixth Avenue	62.5	62.5	0.0
Fort Stockton Drive	Arista Street	Sunset Boulevard	58.6	60.3	1.7
	Sunset Boulevard	Hawk Street	61.2	62.4	1.2
	Hawk Street	Goldfinch Street	62.7	62.9	0.2
	Goldfinch Street	Falcon Street	58.0	58.6	0.6
Front Street	Dickinson Street	Arbor Drive	59.2	60.0	0.8
	Arbor Drive	Washington Street	60.8	62.4	1.6
Grape Street	Albatross Street	First Avenue	56.6	62.0	5.4
	First Avenue	Third Avenue	59.7	62.0	2.3
	Third Avenue	Sixth Avenue	56.6	62.9	6.3

		Table 6.6-2			
	Increases in Amb	ient Noise for the Uptow	n CPU Area		
			Existing	2035	Change
Roadway	From	То	Noise Level	Noise Level	in dB
Hawthorn Street	Brant Street	First Avenue	65.6	66.7	1.1
	First Avenue	Third Avenue	60.5	63.6	3.1
	Third Avenue	Sixth Avenue	60.5	64.3	3.8
India Street	Washington Street	Winder Street	69.7	66.4	-3.3
	Winder Street	Glenwood Drive	69.7	66.3	-3.4
	Glenwood Drive	Sassafras Street	70.2	70.8	0.6
	Sassafras Street	Redwood Street	68.7	69.3	0.6
	Redwood Street	Palm Street	68.2	69.1	0.9
Juan Street	Harney Street	Witherby Street	58.6	61.6	3.0
Laurel Street	Columbia Street	Union Street	64.8	66.6	1.8
	Union Street	First Avenue	63.9	65.9	2.0
	First Avenue	Third Avenue	63.9	65.5	1.6
	Third Avenue	Sixth Avenue	64.0	66.4	2.4
Lewis Street	Fort Stockton Drive	Goldfinch Street	59.1	59.5	0.4
Lincoln Avenue	Washington Street	Park Boulevard	62.5	63.8	1.3
Madison Avenue	Cleveland Avenue	Park Boulevard	59.1	61.2	2.1
Meade Avenue	Cleveland Avenue	Park Boulevard	58.6	58.8	0.2
Normal Street	Park Boulevard	Washington Street	68.4	69.5	1.1
	Washington Street	University Avenue	61.9	61.8	-0.1
Park Boulevard	Adams Avenue	Mission Avenue	66.7	65.1	-1.6
	Mission Avenue	El Cajon Boulevard	65.7	67.1	1.4
	El Cajon Boulevard	Polk Avenue	65.6	67.6	2.0
	Polk Avenue	University Avenue	67.4	69.5	2.1
	University Avenue	Robinson Avenue	67.6	69.0	1.4
	Robinson Avenue	Upas Street	67.0	68.4	1.4
	Upas Street	Zoo Place	67.4	68.5	1.1
Reynard Way	Torrance Street	Curlew Street	57.9	62.2	4.3
	Curlew Street	Laurel Street	63.5	64.3	0.8
Richmond Street	Cleveland Avenue	University Avenue	61.9	62.9	1.0
	University Avenue	Robinson Avenue	60.7	61.7	1.0
	Robinson Avenue	Upas Street	60.4	62.5	2.1
Robinson Avenue	Brant Street	First Avenue	56.4	60.0	3.6
	First Avenue	Third Avenue	61.0	64.0	3.0
	Third Avenue	Eighth Avenue	63.8	65.0	1.2
	Eighth Avenue	Tenth Avenue	66.7	64.3	-2.4
	Tenth Avenue	Richmond Street	68.2	65.8	-2.4
	Richmond Street	Park Boulevard	63.6	64.6	1.0
San Diego Avenue	Hortensia Street	McKee Street	63.7	66.2	2.5
	McKee Street	Washington Street	67.4	68.6	1.2
	Washington Street	India Street	62.9	64.5	1.6
State Street	Laurel Street	Juniper Street	59.6	62.5	2.9
Sunset Boulevard	Witherby Street	Fort Stockton Drive	57.5	60.0	2.5

	Table 6.6-2						
	Increases in Ambi	ent Noise for the Uptow					
			Existing	2035	Change		
Roadway	From	То	Noise Level	Noise Level	in dB		
University Avenue	Ibis Street	Albatross Street	63.6	65.1	1.5		
	Albatross Street	First Avenue	65.7	66.6	0.9		
	First Avenue	Fourth Avenue	66.5	64.9	-1.6		
	Fourth Avenue	Fifth Avenue	66.5	66.7	0.2		
	Fifth Avenue	Sixth Avenue	66.7	67.4	0.7		
	Sixth Avenue	Eighth Avenue	67.3	68.1	0.8		
	Eighth Avenue	Vermont Street	67.3	67.5	0.2		
	Vermont Street	Richmond Street	67.2	67.5	0.3		
	Richmond Street	Park Boulevard	65.5	66.7	1.2		
Upas Street	Third Avenue	Sixth Avenue	59.9	62.7	2.8		
Washington Street	India Street	University Avenue	73.0	74.0	1.0		
	University Avenue	First Avenue	69.1	70.1	1.0		
	First Avenue	Fourth Avenue	71.1	69.9	-1.2		
	Fourth Avenue	Fifth Avenue	70.9	71.7	0.8		
	Fifth Avenue	Sixth Avenue	71.8	72.1	0.3		
	Sixth Avenue	Richmond Street	72.2	72.1	-0.1		
	Richmond Street	Normal Street	71.9	72.7	8.0		
Freeways					1		
I-5	Old Town Avenue	Washington Street	85.3	87.0	1.7		
	Washington Street	Sassafras Street	84.0	85.8	1.8		
	Sassafras Street	Pacific Highway	84.2	85.9	1.7		
	Pacific Highway	India Street	85.2	87.0	1.8		
	India Street	Hawthorn Street	85.4	87.1	1.7		
	Hawthorn Street	First Avenue	84.6	86.4	1.8		
	First Avenue	Sixth Avenue	85.6	87.4	1.8		
	Sixth Avenue	SR-163	85.8	88.1	2.3		
	SR-163	Pershing Drive	85.4	87.7	2.3		
	Pershing Drive	SR-94	85.8	87.6	1.8		
	SR-94	Imperial Avenue	84.7	86.5	1.8		
I-8	Hotel Circle (W)	Hotel Circle (E)	85.3	86.2	0.9		
	Hotel Circle (E)	SR-163	85.5	86.1	0.6		
	SR-163	Mission Center Road	85.6	86.1	0.5		
	Mission Center Road	Qualcomm Way	85.9	86.9	1.0		
	Qualcomm Way	I-805	85.4	86.2	0.8		
	I-805	I-15	86.2	86.8	0.6		
SR-163	I-8	Sixth Avenue	84.6	85.6	1.0		
	Sixth Avenue	Washington Street	83.6	84.7	1.1		
	Washington Street	Robinson Avenue	82.4	83.0	0.6		
	Robinson Avenue	Richmond Street	82.8	83.3	0.5		
	Richmond Street	Quince Street	82.9	83.4	0.5		
	Quince Street	I-5	83.0	83.5	0.5		

**Bold** = 2035 noise level would exceed the established exterior compatibility level for the surrounding land use and noise levels would increase by 3 dB or more or future noise levels would be below 65 dB(A) CNEL but ambient noise levels would increase by more than 5 dB(A) over existing ambient noise levels. SOURCE: RECON 2016 (see Appendix F).

As shown in Table 6.6-2, the following roadway segment currently generates noise levels greater than 65 dB(A) CNEL, and future noise levels would increase by more than 3 dB(A):

Sixth Avenue from Washington Street to University Avenue

The following street segments in the Uptown CPU currently generate noise levels lower than 65 dB(A) CNEL and would generate future noise levels lower than 65 dB(A) CNEL, but future noise levels would increase by more than 5 dB(A) over existing ambient noise levels:

- Grape Street from Albatross Street to First Avenue
- Grape Street from Third Avenue to Sixth Avenue

#### a. Existing Noise Sensitive Land Uses

There are existing noise sensitive uses located adjacent to these streets segments and there could be additional future sensitive uses located adjacent to the street segments under the proposed Uptown CPU. The increase in ambient noise levels adjacent to these segments of Sixth Street and Grape Street would result in the exposure of existing sensitive receptors to a significant increase in ambient noise levels, and impacts would be significant. Possible noise-reduction measures would include retrofitting older residential structures with new window and door components with higher Sound Transmission Class (STC) ratings, which is a measure of how well a building wall, windows, and door components attenuate exterior noise.

The Quieter Home Program administered by the San Diego County Regional Airport Authority is intended to attenuate interior noise levels of existing buildings from aircraft noise. Attenuation would also reduce interior noise levels from exterior motor vehicle noise. Some of the existing residences in the Uptown CPU area have already participated in this program and have undergone retrofits to reduce interior noise levels to 45 dB(A) CNEL. However, for existing structures that have not participated in or are not eligible for the Quieter Home Program, it cannot be determined at the program-level whether the existing structures contain adequate attenuation to reduce interior noise to the 45 dB(A) CNEL standard nor what measures would be required to retrofit these structures. Because the significant noise impacts would occur to existing residential structures in an already urbanized area, there is no feasible mitigation at the program-level. Thus, ambient noise increases affecting existing residential structures or other structures with sensitive land uses would be significant and unavoidable.

# Impact 6.6-1 The increase in ambient noise levels as a result of build-out of the proposed Uptown CPU and associated discretionary actions along the road segments listed below would result in the exposure of existing sensitive receptors to a significant increase in future noise levels, resulting in a significant impact:

- Sixth Avenue from Washington Street to University Avenue
- Grape Street from Albatross Street to First Avenue
- Grape Street from Third Avenue to Sixth Avenue

#### b. Future Noise Sensitive Land Uses

A mitigation framework exists for new development in areas exposed to high levels of ambient noise. Policies in the proposed Uptown CPU and General Plan, procedures in the Municipal Code, and regulations (Title 24) would reduce traffic noise exposure, because they set standards for the siting of sensitive land uses. Site-specific noise analyses that demonstrate that the project would not place sensitive receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility guidelines of the City's General Plan would be required as part of the review process for discretionary projects. With this framework, noise impacts to new discretionary projects would be less than significant. However, in the case of ministerial projects, there is no procedure to ensure that exterior noise is adequately attenuated. Therefore, exterior noise impacts for ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant and unavoidable. Interior noise impacts for all projects including ministerial projects would be less than significant because applicants must demonstrate compliance with the current interior noise standards (45 dB(A) CNEL) through submission and approval of a Title 24 Compliance Report.

The proposed Uptown CPU and associated discretionary actions would result in future noise levels greater than 65 dB(A) CNEL along Sixth Avenue from Washington Street to University Avenue and future noise levels would increase by more than 5 dB(A) over existing ambient noise levels on segments of Grape Street. While future discretionary projects have a framework in place that would ensure exterior noise levels are appropriately attenuated to meet the General Plan Compatibility Standards, there is no similar mechanism in place for ministerial projects, resulting in a significant impact.

- Impact 6.6-2 The increase in ambient noise levels as a result of build-out of the proposed Uptown CPU and associated discretionary actions along the road segments listed below would result in the exposure of projects that only require approval of a ministerial permit to a significant increase in future noise levels, resulting in a significant impact:
  - Sixth Avenue from Washington Street to University Avenue
  - Grape Street from Albatross Street to First Avenue
  - Grape Street from Third Avenue to Sixth Avenue

For all other street segments in the Uptown CPU area, the increase in ambient noise would be less than significant.

#### **Issue 2 Vehicular Noise**

Would the proposed project cause exposure of people to current or future transportation noise levels which exceed standards established in the Noise Element of the General Plan?

#### a. Freeway and Roadway Noise

A significant impact would occur if implementation of the proposed Uptown CPU and associated discretionary actions would result in an exposure of people to current or future motor vehicle traffic noise levels that exceed standards established in the Noise Element of the General Plan. The General Plan noise and land use compatibility guidelines are presented in Chapter 5.0, Regulatory Framework, Table 5-3. The proposed Uptown CPU and associated discretionary actions propose single-family residential, multi-family residential, commercial, institutional, visitor accommodations, and park and open space land uses, which are compatible with the following noise levels.

- Single-family residential is compatible up to 60 dB(A) CNEL and conditionally compatible up to 65 dB(A) CNEL.
- Multi-family residential and mixed uses are compatible up to 60 CNEL and conditionally compatible up to 70 CNEL.
- Additionally, as stated in Section B of the City's Noise Element, although not generally considered compatible, the City conditionally allows multi-family and mixed-use residential uses up to 75 dB(A) CNEL in areas affected by motor vehicle traffic noise with existing residential uses. Any future residential use exposed to noise levels up to 75 dB(A) CNEL must include attenuation measures to ensure an interior noise level of 45 dB(A) CNEL and be located in an area where a community plan allows multi-family and mixed-use residential uses.
- Sales, commercial services, and office uses are compatible up to 65 dB(A) CNEL and conditionally compatible up to 75 dB(A) CNEL.
- Institutional uses are compatible up to 60 dB(A) CNEL and conditionally compatible up to 65 dB(A) CNEL
- Visitor accommodations (hotel) uses are compatible up to 60 dB(A) CNEL and conditionally compatible up to 75 dB(A) CNEL.
- Neighborhood parks are compatible up to 70 dB(A) CNEL and conditionally compatible up to 75 dB(A) CNEL.

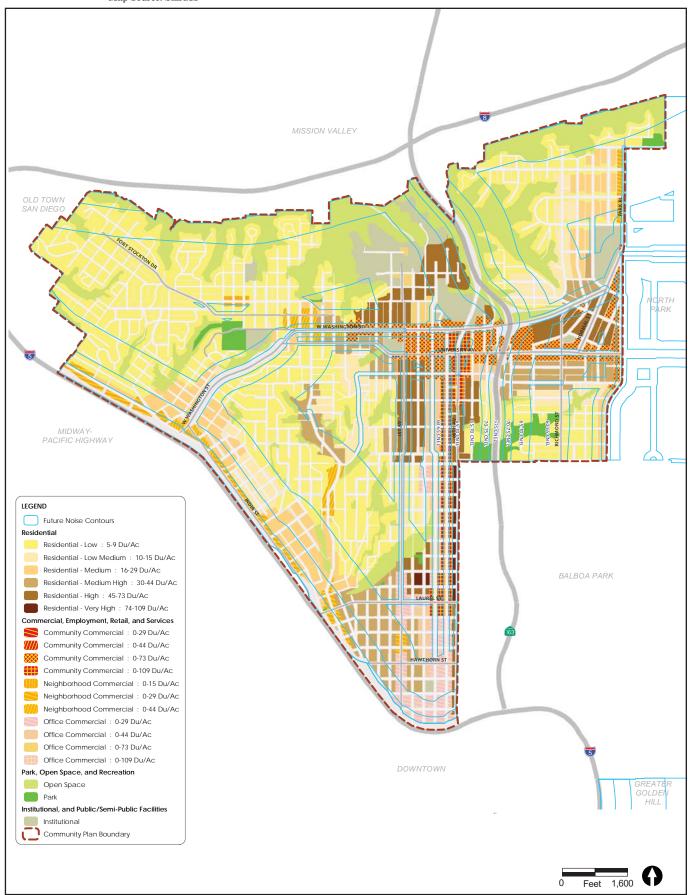
The vehicle traffic from adjacent freeways are the dominant vehicle noise sources affecting the Uptown CPU area. The freeways and streets generating the greatest noise level in the Uptown CPU are I-5, I-8, SR-163, Sixth Avenue, India Street, Park Boulevard, Robinson Avenue, University Avenue, and Washington Street. The distances to the 60 dB, 65 dB, 70 dB, and 75 dB CNEL noise contours in the build-out condition for freeways and major roadways in the Uptown planning area are shown in Table 6.6-3. Distances to the roadway noise contours are based on a hard, flat site with no

intervening barriers or obstructions (worst-case analysis). Future horizon year noise contours for the proposed Uptown CPU area are shown in Figure 6.6-3.

		Table 6.6-3				
	Future Vehicle Traffic	Contour Distances for t	he Uptown C			C ()
			75		tance To (	1
D = = -l	F	т-	75 CNE	70 CNI51	65 CNE	60 CNI51
Roadway	From	То	CNEL	CNEL	CNEL	CNEL
Uptown Planning Ar	Arbor Drive	Manalainantana Charant	4	12	27	117
First Avenue		Washington Street	4	12 14	37 45	117
	Washington Street	University Avenue Robinson Avenue			45 81	141
	University Avenue Robinson Avenue	Pennsylvania Avenue	8	26 18	57	256 182
	Pennsylvania Avenue	Walnut Avenue	6	20	63	199
	Walnut Avenue	Laurel Street	6	19	59	186
	Laurel Street	Hawthorn Street	4	13	42	132
	Hawthorn Street	Grape Street	3	11	34	107
	Grape Street	Elm Street	2	7	22	71
Fourth Avenue	Arbor Drive	Washington Street	7	23	74	234
roultii Aveilue	Washington Street	University Avenue	5	15	7 <del>4</del> 49	155
	University Avenue	Robinson Avenue	6	20	64	204
	Robinson Avenue	Walnut Avenue	6	18	56	177
	Walnut Avenue	Laurel Street	7	23	74	234
	Laurel Street	Grape Street	7	21	67	213
	Grape Street	Elm Street	5	15	48	151
Fifth Avenue	Washington Street	University Avenue	6	19	59	186
Filtil Avenue	University Avenue	Robinson Avenue	7	22	69	218
	Robinson Avenue	Walnut Avenue	8	24	77	245
	Walnut Avenue	Laurel Street	7	23	72	229
	Laurel Street	Hawthorn Street	7	22	71	223
	Hawthorn Street	Grape Street	7	22	71	223
	Grape Street	Elm Street	5	16	50	158
Sixth Avenue	Washington Street	University Avenue	22	71	223	706
	University Avenue	Robinson Avenue	16	51	162	512
	Robinson Avenue	Upas Street	15	47	148	467
	Upas Street	Laurel Street	13	41	129	406
	Laurel Street	Juniper Street	8	26	81	256
	Juniper Street	Grape Street	9	29	93	294
	Grape Street	Elm Street	10	32	100	315
Ninth Avenue	Washington Street	University Avenue	3	9	27	87
Campus Avenue	Madison Avenue	Washington Avenue	2	6	20	63
•	Washington Avenue	Polk Avenue	3	8	26	81
Cleveland Avenue	Tyler Street	Lincoln Street	3	8	25	79
	Lincoln Street	Richmond Street	3	10	33	104
Curlew Street	Robinson Avenue	Reynard Way	2	5	16	50
Elm Street	Second Avenue	Third Avenue	3	9	29	93
	Third Avenue	Fifth Avenue	3	10	32	100
	Fifth Avenue	Sixth Avenue	3	9	28	89
Fort Stockton Drive	Arista Street	Sunset Boulevard	2	5	17	54
	Sunset Boulevard	Hawk Street	3	9	27	87
	Hawk Street	Goldfinch Street	3	10	31	97
	Goldfinch Street	Falcon Street	1	4	11	36

	Future Vakiala Tueffia	Table 6.6-3	ha Hataume	DII Avec		
	Future Vehicle Traffic	Contour Distances for t	the Uptown C		stance To (	feet)
			75	70	65	60
Roadway	From	То	CNEL	CNEL	CNEL	CNEL
Front Street	Dickinson Street	Arbor Drive	2	5	16	50
Trone Street	Arbor Drive	Washington Street	3	9	27	87
Grape Street	Albatross Street	First Avenue	3	8	25	79
G. G. P. G.	First Avenue	Third Avenue	3	8	25	79
	Third Avenue	Sixth Avenue	3	10	31	97
Hawthorn Street	Brant Street	First Avenue	7	23	74	234
	First Avenue	Third Avenue	4	11	36	115
	Third Avenue	Sixth Avenue	4	13	43	135
India Street	Washington Street	Winder Street	7	22	69	218
	Winder Street	Glenwood Drive	7	21	67	213
	Glenwood Drive	Sassafras Street	19	60	190	601
	Sassafras Street	Redwood Street	13	43	135	426
	Redwood Street	Palm Street	13	41	129	406
Juan Street	Harney Street	Witherby Street	2	7	23	72
Laurel Street	Columbia Street	Union Street	7	23	72	229
Eddi Ci Sti CCC	Union Street	First Avenue	6	19	62	195
	First Avenue	Third Avenue	6	18	56	177
	Third Avenue	Sixth Avenue	7	22	69	218
Lewis Street	Fort Stockton Drive	Goldfinch Street	1	4	14	45
Lincoln Avenue	Washington Street	Park Boulevard	4	12	38	120
Madison Avenue	Cleveland Avenue	Park Boulevard	2	7	21	66
Meade Avenue	Cleveland Avenue	Park Boulevard	1	4	12	38
Normal Street	Park Boulevard	Washington Street	14	45	141	446
Normal Street	Washington Street	University Avenue	2	8	24	76
Park Boulevard	Adams Avenue	Mission Avenue	5	16	51	162
Tark Boalevara	Mission Avenue	El Cajon Boulevard	8	26	81	256
	El Cajon Boulevard	Polk Avenue	9	29	91	288
	Polk Avenue	University Avenue	14	45	141	446
	University Avenue	Robinson Avenue	13	40	126	397
	Robinson Avenue	Upas Street	11	35	109	346
	Upas Street	Zoo Place	11	35	112	354
Reynard Way	Torrance Street	Curlew Street	3	8	26	83
Reynara Way	Curlew Street	Laurel Street	4	13	43	135
Richmond Street	Cleveland Avenue	University Avenue	3	10	31	97
Memmona Salect	University Avenue	Robinson Avenue	2	7	23	74
	Robinson Avenue	Upas Street	3	9	28	89
Robinson Avenue	Brant Street	First Avenue	2	5	16	50
RODINSON AVENUE	First Avenue	Third Avenue	4	13	40	126
	Third Avenue	Eighth Avenue	5	16	50	158
	Eighth Avenue	Tenth Avenue	4	13	43	135
	Tenth Avenue	Richmond Street	6	19	60	190
	Richmond Street	Park Boulevard	5	14	46	144
San Diego Avenue	Hortensia Street	McKee Street	7	21	66	208
Jan Diego Avende	McKee Street	Washington Street	11	36	115	362
		India Street	4	14	45	141
State Street	Washington Street Laurel Street		3	9	28	89
		Juniper Street				1
Sunset Boulevard	Witherby Street	Fort Stockton Drive	2	5	16	50

		Table 6.6-3				
	Future Vehicle Traffic	Contour Distances for t	the Uptown C	PU Area		
				Dis	stance To (	feet)
			75	70	65	60
Roadway	From	То	CNEL	CNEL	CNEL	CNEL
University Avenue	Ibis Street	Albatross Street	5	16	51	162
	Albatross Street	First Avenue	7	23	72	229
	First Avenue	Fourth Avenue	5	15	49	155
	Fourth Avenue	Fifth Avenue	7	23	74	234
	Fifth Avenue	Sixth Avenue	9	27	87	275
	Sixth Avenue	Eighth Avenue	10	32	102	323
	Eighth Avenue	Vermont Street	9	28	89	281
	Vermont Street	Richmond Street	9	28	89	281
	Richmond Street	Park Boulevard	7	23	74	234
Upas Street	Third Avenue	Sixth Avenue	3	9	29	93
Washington Street	India Street	University Avenue	40	126	397	1,256
	University Avenue	First Avenue	16	51	162	512
	First Avenue	Fourth Avenue	15	49	155	489
	Fourth Avenue	Fifth Avenue	23	74	234	740
	Fifth Avenue	Sixth Avenue	26	81	256	811
	Sixth Avenue	Richmond Street	26	81	256	811
	Richmond Street	Normal Street	29	93	294	931
Freeways						
I-5	Old Town Avenue	Washington Street	315	680	1,464	3,155
	Washington Street	Sassafras Street	262	565	1,218	2,624
	Sassafras Street	Pacific Highway	266	574	1,237	2,665
	Pacific Highway	India Street	315	680	1,464	3,155
	India Street	Hawthorn Street	320	690	1,487	3,204
	Hawthorn Street	First Avenue	288	620	1,335	2,877
	First Avenue	Sixth Avenue	335	723	1,557	3,355
	Sixth Avenue	SR-163	374	805	1,734	3,735
	SR-163	Pershing Drive	351	757	1,630	3,513
	Pershing Drive	SR-94	346	745	1,606	3,459
	SR-94	Imperial Avenue	292	629	1,356	2,922
I-8	Hotel Circle (W)	Hotel Circle (E)	279	601	1,295	2,790
	Hotel Circle (E)	SR-163	275	592	1,275	2,748
	SR-163	Mission Center Road	275	592	1,275	2,748
	Mission Center Road	Qualcomm Way	311	669	1,442	3,107
	Qualcomm Way	I-805	279	601	1,295	2,790
	I-805	I-15	306	659	1,420	3,059
SR-163	I-8	Sixth Avenue	254	548	1,181	2,545
2.1.103	Sixth Avenue	Washington Street	222	477	1,029	2,216
	Washington Street	Robinson Avenue	171	368	792	1,707
	Robinson Avenue	Richmond Street	179	385	830	1,788
	Richmond Street	Quince Street	182	391	843	1,815
	Quince Street	I-5	184	397	856	1,843
	Quilice Street	1 5	104	331	0.50	1,040



 $\label{eq:FIGURE 6.6-3} Future~(2035)~Traffic~Noise~Contours~for~the~Uptown~CPU~Area$ 

At any specific location the actual existing noise would depend upon not only the source noise level, but also the nature of the path from the source to the sensitive receptor. Buildings, walls, dense vegetation, and other barriers would block the direct line of sight and reduce noise levels at the receptor. As an example, a first row of buildings would reduce traffic noise levels at receptors by 3 to 5 dB(A) behind those structures depending on the building-to-gap ratio. Large continuous structures can provide substantially greater attenuation of traffic noise.

While the General Plan Noise Element has a compatibility level of 60 dB(A) CNEL or less for residential uses, noise levels up to 65 dB(A) CNEL for single-family residential and up to 70 dB(A) CNEL for multi-family residential are considered conditionally compatible, since interior noise levels can be reduced to 45 dB(A) CNEL through simple means, such as closing/sealing windows and providing mechanical ventilation. Additionally, as stated in Section B of the General Plan Noise Element, although not generally considered compatible, the General Plan conditionally allows multifamily and mixed-use residential uses up to 75 dB(A) CNEL in areas affected by motor vehicle traffic noise with existing residential uses. Any future residential use exposed to noise levels up to 75 dB(A) CNEL must include attenuation measures to ensure an interior noise level of 45 dB(A) CNEL and be located in an area where a community plan allows multi-family and mixed-use residential uses. Passive mitigation such as noise walls adjacent to freeways and roadways can usually reduce exterior noise levels to comply with General Plan Noise Element guidelines. The majority of CPU residential land uses planned for the Uptown community would be located within the conditionally compatible noise level range. Multi-family residential uses located where exterior noise levels range from 65 to 70 dB(A) CNEL are considered conditionally compatible and can generally provide the required structural attenuation to reduce noise levels at interior locations. Multi-family and mixeduse residential uses that meet the requirements of Section B of the General Plan Noise Element would be conditionally compatible up to 75 dB(A) CNEL and would also be required to provide structural attenuation to reduce noise levels at interior locations.

Additionally, due to the provision of common exterior use areas, multi-family residential land uses can generally provide greater shielding to these areas, thus providing exterior use areas that comply with the General Plan Noise Element guidelines. Likewise, backyards of single-family residential uses can be shielded from roadway noise by the residential structure, providing exterior use areas that are compatible with the General Plan Noise Element guidelines.

As shown in Figure 6.6-3, future traffic noise levels with build-out of the proposed Uptown CPU at existing and proposed residential use areas closest to the freeways and heavily traveled roadways would exceed the General Plan Noise Element conditionally compatible thresholds for residential land uses (65 dB(A) CNEL for single-family and conditionally up to 75 dB(A) CNEL for multi-family and mixed-use developments that meet the requirements of Section B of the Noise Element). Noise levels greater than 75 dB(A) CNEL are considered incompatible for all land use types. Uses located adjacent to I-5 and SR-163 in the Uptown CPU area have the potential to be exposed to noise levels greater than 75 dB(A) CNEL. However, the proposed Uptown CPU and associated discretionary actions would not locate new sensitive land uses in areas that are exposed to 75 dB(A) CNEL or greater.

In the Uptown CPU area, noise levels for all land uses would be incompatible (i.e., greater than 75 dB(A) CNEL) at areas located approximately 262 to 374 feet from I-5 and 171 to 254 feet from SR-

163. Noise levels for sensitive land uses would be incompatible (i.e., greater than 70 dB(A) CNEL) at areas located approximately 565 to 805 feet from I-5 and 368 to 548 feet from SR-163 (see Figure 6.6-3). These areas are currently developed, and the proposed Uptown CPU and associated discretionary actions would not change the land use in these areas or introduce new sensitive land uses in these areas. Thus, while land uses in these areas would be exposed to noise levels that exceed General Plan guidelines, this noise exposure would not be a significant noise impact resulting from implementation of the proposed Uptown CPU and associated discretionary actions. Additionally, per Section B of the General Plan Noise Element, any future multi-family and mixed-use residential use exposed to noise levels up to 75 dB(A) CNEL must include attenuation measures to ensure an interior noise level of 45 dB(A) CNEL and be located in an area where a community plan allows multi-family and mixed-use residential uses.

Furthermore, policies in the proposed Uptown CPU and General Plan and California Code of Regulations (CCR) Title 24 would reduce traffic noise exposure, because they set standards for the siting of sensitive land uses. General Plan policy NE-A.4 requires an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use - Noise Compatibility Guidelines. Site-specific exterior noise analyses that demonstrate that the project would not place sensitive receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility guidelines of the General Plan would be required as part of future discretionary proposals. Additionally, site-specific interior noise analyses demonstrating compliance with the interior noise compatibility guidelines of the General Plan would be required for land uses located in areas where exterior noise levels exceed the noise and land use compatibility thresholds as defined in the General Plan Noise Element, Table N-3. This requirement is implemented through submission of a Title 24 Compliance Report to demonstrate interior noise levels of 45 dB(A) CNEL. With this framework, exterior traffic noise impacts associated with new development requiring discretionary approvals and interior traffic noise impacts for both ministerial and discretionary projects would be less than significant.

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

**Impact 6.6-3:** A significant impact would occur for ministerial projects exposed to vehicular traffic noise levels in excess of the compatibility levels established in the General Plan Noise Element, based on future (2035) noise contours as shown on Figure 6.6-3 of this PEIR.

#### b. Rail Noise

Railway noise results from light rail and heavy rail vehicle operations, horns, emergency signaling devices, and stationary bells at grade crossings. The rail corridor generally parallels I-5 at the western boundary of the Uptown planning area in the Midway Pacific Highway Community Plan Area. The San Diego Metropolitan Transit System provides trolley service along the rail corridor. Amtrak operates passenger trains and the Coaster operates commuter trains along the rail corridor

daily. The Burlington Northern Santa Fe Railway Company also operates freight trains along the corridor daily.

Trolley and train noise consists of noise from the trolleys, trains, and emergency signaling devices. Trolley and train vehicles are equipped with horns for use in emergency situations and as a general audible warning to track workers and trespassers within the right-of-way as well as to pedestrians and motor vehicles at road grade crossings. Horns on the moving trolley and train vehicles combined with stationary bells at grade crossings can generate excessive noise levels that can affect noise sensitive receptors.

Noise associated with trolley, Amtrak, Coaster, and freight train operations was modeled using the FTA recommended Chicago Rail Efficiency and Transportation Efficiency railroad noise model. Modeling results are shown in Table 6.6-4. The trolleys were modeled at 25 mph. This is based on the distances between trolley stations and the average timing between stations obtained from published trolley schedules. Noise contour distances were calculated assuming flat-site conditions and no intervening buildings that would provide noise attenuation, which would represent a conservative, worst-case analysis.

The number of Amtrak and Coaster trains operating along the corridor was obtained from existing published schedules. There are approximately 25 Amtrak trains and 22 Coaster trains that travel on the tracks west of the Uptown CPU area daily. Amtrak trains have an average of eight cars per train and travel at a speed of 30 mph. This is based on the distances between stations and the average timing between stations obtained from published schedules. The number of cars and speed of the Coaster were assumed to be the same as the Amtrak train.

There are approximately five freight trains that typically operate through the corridor each day (FHWA 2002). Freight trains have an average of 50 cars per train. Freight trains were modeled at the same speed as Amtrak and Coaster trains. As a conservative analysis, it was assumed that all freight train operations would occur during the nighttime hours.

Table 6.6-4 Railway Noise Levels					
Noise Level at Nearest Uptown					
Source	CPU Boundary				
Trolley	47				
Commuter Train (Amtrak and Coaster)	54				
Freight Train	56				
All Rail Sources Combined	59				
CPU = community plan update					

The western Uptown CPU area boundary is located more than 400 feet from the rail corridor. As shown in Table 6.6-4, noise levels at the nearest Uptown CPU area boundary 400 feet from the rail corridor would not exceed 60 dB(A) CNEL. The nearest sensitive land uses are located on the northeast side of India Street, and buildings with commercial uses are located between the residential uses and the rail corridor and I-5. Trolley and train noise levels at these uses would, therefore, be less than the General Plan Noise Element, Land Use Compatibility Guidelines. Trolley

and train noise would not result in a significant increase in noise over motor vehicle traffic noise from I-5. Therefore, noise level impacts resulting from trolley and train operations would be less than significant.

### **Issue 3 Airport Compatibility**

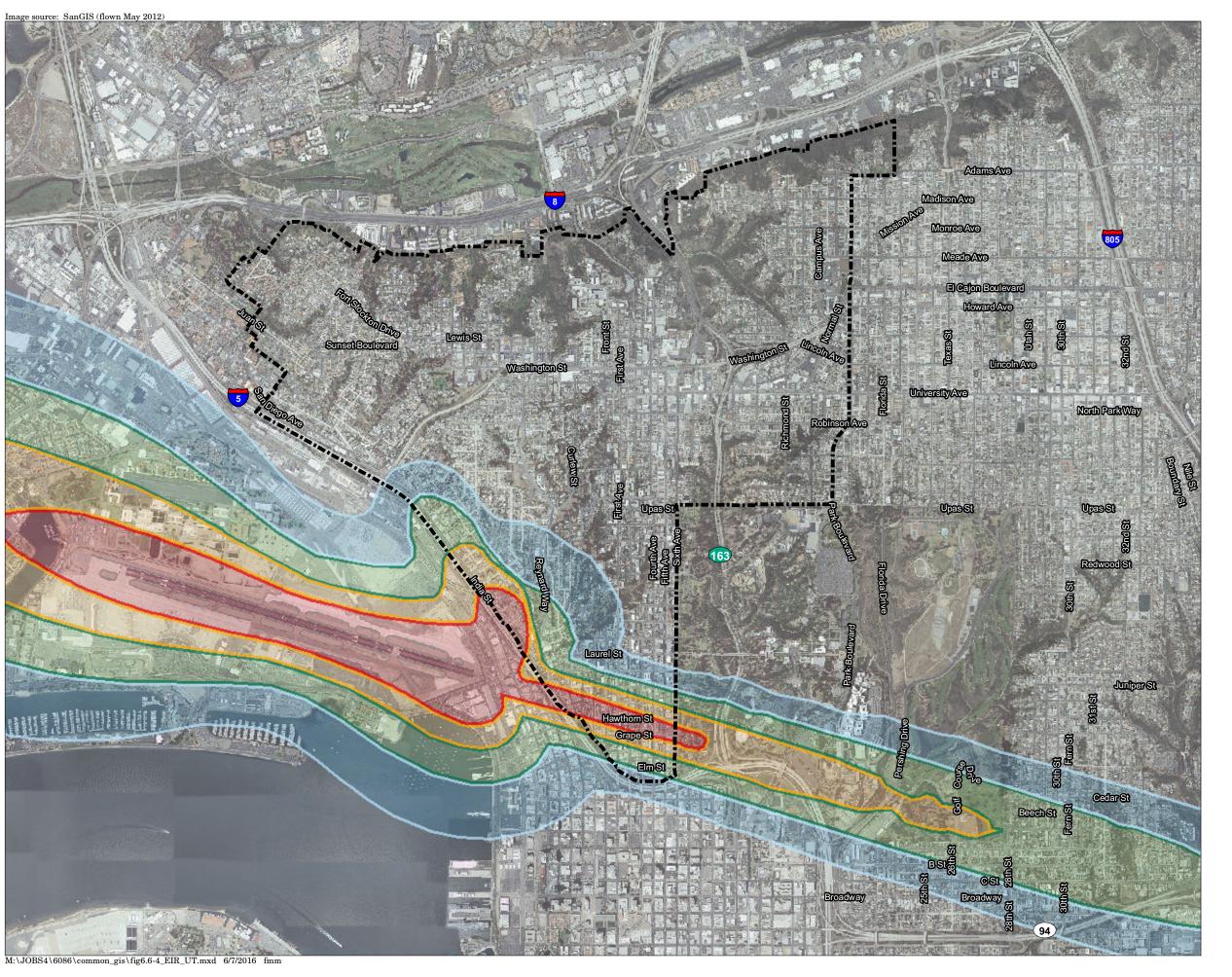
Would the proposed project result in land uses which are not compatible with aircraft noise levels as defined by an adopted Airport Land Use Compatibility Plan (ALUCP)?

The SDIA is located west of the Uptown CPU area. A majority of aircraft flying over the CPU area are approaching SDIA, with the occasional departure. Aircraft noise is evaluated based on the noise contours developed by the San Diego County Regional Airport Authority and provided in the Airport Land Use Compatibility Plan for San Diego International Airport (2014). The aircraft noise contours are based on year 2030 forecast noise exposure.

A significant impact would occur if implementation of the proposed Uptown CPU and associated discretionary actions would result in land uses that are not compatible with aircraft noise levels as defined by an adopted ALUCP. The SDIA is located approximately one mile west of the Uptown CPU area. As shown in Figure 6.6-4, the 60 to 75 dB CNEL contours for the SDIA extend into the Uptown CPU area. Residential uses located generally in the southwestern portion of the Uptown CPU area have the potential to be exposed to aircraft noise levels exceeding 60 dB CNEL. However, the proposed Uptown CPU and associated discretionary actions would not change the land use designations of the existing residential land uses located within the 65 dB and above CNEL contours for the SDIA. The ALUCP conditionally allows future residential uses in areas above the 65 dB(A) CNEL in locations were community plans have allowed residential. Future residential buildings would include noise attenuation consistent with the Noise Element of the General Plan and the ALUCP for the SDIA.

The San Diego County Regional Airport Authority has an Airport Noise Mitigation Office and has implemented a number of programs to reduce the aircraft noise impact on the community. Actions include the enforcement of a curfew on departing aircraft and the Quieter Home Program. The Quieter Home Program provides sound insulation retrofits for residences located within the 65 dB(A) CNEL contour with the goal of reducing interior noise levels by at least 5 dB(A). Existing residences located within the 65 dB(A) CNEL contour for the SDIA in the Uptown CPU area are eligible for this program (Note that eligibility to participate in the program is based on the noise exposure maps prepared under 14 Code of Federal Regulations Part 150, which are different than the ALUCP contour maps). Figure 6.6-5 shows a map of the parcels that have participated in the program as of January 2015.

Per the City Significance Determination Thresholds, if a future project implemented under the proposed Uptown CPU and associated discretionary actions is proposed within the 60 dB(A) CNEL and greater contour (as shown in the ALUCP for SDIA), the potential exterior noise impacts from aircraft noise would not constitute a significant environmental impact. However, interior noise



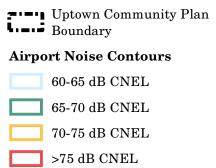




FIGURE 6.6-4
Airport Noise Contours

Quieter Home Program Participation for the Uptown CPU Area

impacts would be regulated by the requirement for residential development within the 60 dB(A) CNEL and greater (as shown in the ALUCP for SDIA) to reduce interior noise levels attributable to airport noise to 45 dB(A) CNEL. The City currently submits both discretionary and ministerial projects that increase residential units and non-residential floor area and change in use to the Airport Land Use Commission for a consistency determination with the ALUCP. Interior noise levels for new construction are also addressed through implementation General Plan policies NE-I.1 and NE-I.2, and Title 24 of the California Code of Regulations which requires submission of a Title 24 Compliance Report to demonstrate interior noise levels of 45 dB(A) CNEL). With this framework, airport noise impacts to new development would be less than significant.

The proposed Uptown CPU and associated discretionary actions would not result in land use compatibility impacts related to airports because the CPU would not result in a change to these existing uses or a change in SDIA operations. Because future development is required to provide noise attenuation consistent with the Noise Element of the General Plan and the ALUCP for the San Diego International Airport and follow procedures in the Municipal Code, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant exposure to noise from aircraft.

## **Issue 4 Noise Ordinance Compliance**

Would the proposed project result in the exposure of people to noise levels which exceed property line limits established in the Noise Abatement and Control Ordinance of the Municipal Code?

A significant impact would occur if implementation of the proposed Uptown CPU and associated discretionary actions results in the exposure of people to noise levels that exceed property line limits established in the Noise Abatement and Control Ordinance of the Municipal Code. Stationary sources of noise include activities associated with a given land use. For example, noise sources in commercial uses would include car washes, fast food restaurants, auto repair facilities, parking lots, and a variety of other uses. Due to the number of eating and drinking establishments in the CPU area, the Uptown experiences elevated noise levels associated with these uses.

Mixed-use areas would contain residential and commercial interfaces. Mixed-use and areas where residential uses are located in proximity to commercial sites would result in an exposure of sensitive receptors to noise. The interface between commercial and residential uses would be exposed to noise due to traffic, loading docks, mechanical equipment [such as generators and heating, ventilation, and air conditioning (HVAC) units], deliveries, trash-hauling activities, and customer and employee use of commercial facilities. Limiting truck idling time and enclosing external equipment (generators, HVAC units, etc.) that are adjacent to residential uses would reduce stationary noise levels.

While noise-sensitive residential land uses would be exposed to noise associated with the operation of commercial uses, policies are in place to control noise and reduce noise impacts between various land uses. Noise policies, as contained in the General Plan Noise Element, the proposed Uptown CPU, and regulations in the Noise Ordinance are in place to control noise and reduce noise impacts between various land uses. These include the requirement for noise studies, limits on hours of operation for various noise-generating activities, and standards for the compatibility of various land

uses with the existing and future noise environment. In addition, enforcement of the federal, state, and local noise regulations would control impacts. Given implementation of these policies and enforcement of the Noise Abatement and Control Ordinance of the Municipal Code, impacts would be less than significant.

#### **Issue 5 Temporary Construction Noise**

Would the proposed project result in the exposure of people to significant temporary construction noise?

#### a. Construction Noise

A significant impact would occur if implementation of the proposed Uptown CPU and associated discretionary actions resulted in the exposure of people to significant temporary construction noise. Future development as allowed under the Uptown CPU and associated discretionary actions could potentially result in temporary ambient noise increase due to construction activities.

Although no specific construction or development is proposed under the proposed Uptown CPU and associated discretionary actions at this time, construction noise impacts could occur as future development occurs. Due to the developed nature of the Uptown CPU area, there is a high likelihood that construction activities would take place adjacent to existing structures and that sensitive receptors would be located in proximity to construction activities.

Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., demolition/land clearing, grading and excavation, erection). Construction noise in any one particular area would be short-term and would include noise from activities such as site preparation, truck hauling of material, pouring of concrete, and use of power tools. Noise would also be generated by construction equipment, including earthmovers, material handlers, and portable generators, and could reach high levels for brief periods. Typical construction noise levels are discussed in Appendix F.

Construction equipment would generate maximum noise levels between 85 and 90 dB at 50 feet from the source when in operation. Hourly average noise levels would be 82 dB(A) at 50 feet from the center of construction activity when assessing the loudest pieces of equipment working simultaneously. Noise levels would vary depending on the nature of the construction including the duration of specific activities, nature of the equipment involved, location of the particular receiver, and nature of intervening barriers. Construction noise levels of 82 dB(A)  $L_{\rm eq}$  at 50 feet would attenuate to 75 dB(A)  $L_{\rm eq}$  at 110 feet. Therefore, significant impacts would occur if sensitive land uses are located closer than 110 feet of construction activities.

**Impact 6.6-4:** A significant noise impact due to construction noise would occur is sensitive land uses are located within 110 feet of future construction activities.

The City regulates noise associated with construction equipment and activities through its Noise Abatement and Control Ordinance which puts limits on the days of the week and hours of operation allowed for construction. The City also imposes conditions of approval for building and grading permits related to noise. However, there is also a procedure in place that allows for a permit to

deviate from the noise ordinance. Due to the highly developed nature of the Uptown CPU area with sensitive receivers potentially located in proximity to construction sites, there is a potential for construction of future projects to expose existing residences to significant noise levels (see Impact 6.6-4).

#### **b.** Vibration - Construction

Construction of projects implemented under a permit to deviate from the noise ordinance would likely be located adjacent to existing structures. Construction activities may include demolition of existing structures, site preparation work, excavation of parking and subfloors, foundation work, and building construction. Demolition for an individual site may last several weeks to months and may produce substantial vibration. Excavation for underground levels could also occur on some project sites, and vibratory pile driving could be used to stabilize the walls of excavated areas. Piles or drilled caissons may also be used to support building foundations.

As with any type of construction, vibration levels during any phase may at times be perceptible. However, non-pile driving or foundation work construction phases that have the highest potential of producing vibration (such as jackhammering and other high power tools) would be intermittent and would only occur for short periods of time for any individual project site. By use of administrative controls, such as scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby properties, perceptible vibration can be kept to a minimum and as such would result in a less than significant impact with respect to perception.

Pile driving has the potential to generate the highest groundborne vibration levels and is the primary concern for structural damage when it occurs within 95 feet of structures. Past studies have established a peak vertical particle velocity of 0.20 inch per second as the limit where vibration would begin to annoy people in buildings and at which there is a risk of cosmetic damage to normal dwellings. Maximum vibration levels from pile driving would exceed this level at approximately 95 feet. Vibration levels generated by pile-driving activities would vary depending on project conditions, such as soil conditions, construction methods, and equipment used. Pile-driving activities generate vibrations at various frequencies, with the dominant frequency of propagating waves from impact sources ranging between 3 and 60 Hz. Using the middle range for illustration purposes, equipment operating at a frequency range of 30 Hz would exceed the perceptible range at approximately 100 feet. Pile driving within 95 feet of existing structures has the potential to exceed the 0.20 inch per second PPV threshold. Thus, implementation of future land uses under the proposed Uptown CPU and associated discretionary actions would have the potential to result in a significant impact related to construction related vibration.

**Impact 6.6-5:** If future pile driving occurs within 95 feet of existing structures, a potentially significant impact associated with vibration would result.

### c. Vibration - Operation

Commercial operations, on occasion, utilize equipment or processes that have a potential to generate groundborne vibration. However, vibrations found to be excessive for human exposure that are the result of commercial machinery are generally addressed from an occupational health

and safety perspective. The residual vibrations are typically of such low amplitude that they quickly dissipate into the surrounding soil and are rarely perceivable at the surrounding land uses. Additionally, the commercial uses that may be constructed under the proposed Uptown CPU and associated discretionary actions would include uses such as retail, restaurants, and small offices that would not require heavy mechanical equipment that would generate groundborne vibration or heavy truck deliveries. Residential and civic uses do not typically generate vibration. Thus, operational vibration impacts associated with proposed Uptown CPU and associated discretionary actions implementation would be less than significant.

### **Cumulative Impacts**

The analysis provided above for each issue area is cumulative in nature because the analysis considers noise and vibration impacts associated with build-out of the entirety of the Uptown CPU area and the traffic assumptions used in the analysis includes cumulative traffic associated with build-out of neighboring communities (North Park and Golden Hill CPU areas). Noise impacts associated with build-out of neighboring CPUs would be localized in nature. For example, construction of restaurants or commercial uses in North Park or Golden Hill would not affect residences in Uptown with the exception of development that may occur at the boundary of the CPU areas. However, build-out of land uses within each CPU area would be subject to the same General Plan policies, noise ordinance requirements, and Title 24 standards discussed in this document. Thus, cumulative noise impacts would be less than significant.

## 6.6.5 Significance of Impacts

#### 6.6.5.1 Ambient Noise

An increase in ambient vehicular traffic noise in the Uptown CPU area would result from continued build-out of the proposed Uptown CPU and associated discretionary actions and increases in traffic due to regional growth. A significant increase would occur adjacent to several street segments in the Uptown CPU area that contain existing noise sensitive land uses. The increase in ambient noise levels could result in the exposure of existing noise sensitive land uses to noise levels in excess of the compatibility levels established in the General Plan, and impacts would be significant (Impact 6.6-1).

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

However, in the case of ministerial projects, there is no procedure to ensure that exterior noise would be adequately attenuated. Therefore, exterior noise impacts for ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant and unavoidable (Impact 6.6-2).

#### 6.6.5.2 Vehicular Noise

In the Uptown CPU area, noise levels for all land uses would be incompatible (i.e., greater than 75 dB(A) CNEL) closest to the freeways and specific segments of Sixth Avenue and Grape Street. These areas are currently developed and the proposed Uptown CPU and associated discretionary actions would not change the land use in these areas. Thus, while land uses in these areas would be exposed to noise levels that exceed General Plan standards, this noise exposure would not be a significant noise impact resulting from implementation of the proposed Uptown CPU and associated discretionary actions. No mitigation is required at the program-level.

A mitigation framework would exist for new discretionary development in areas exposed to high levels of vehicle traffic noise. Implementation of the policies in the proposed Uptown CPU and General Plan would preclude or reduce traffic noise impacts because they would be required to demonstrate that exterior and interior noise levels would be compatible with City standards. Noise compatibility impacts associated with future discretionary projects implemented in accordance with the proposed Uptown CPU and associated discretionary actions would be less than significant with implementation of existing regulations and noise standards. However, in the case of ministerial projects, there is no procedure to ensure that exterior noise is adequately attenuated. Therefore, exterior noise impacts for ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant and unavoidable (Impact 6.6-3).

Amtrak, Coaster, and freight train noise levels at the nearest planning area boundary and the nearest sensitive receptors would not exceed 60 dB(A) CNEL. Noise impacts due to trolley and train operations would be compatible with General Plan standards. Impacts would be less than significant, and no mitigation is required.

## 6.6.5.3 Airport Compatibility

Based on the projected airport noise contours for the SDIA, there are sensitive receptors in the Uptown CPU area that are located where noise levels due to aircraft operations exceed 60 dB(A) CNEL. At the project-level, future development must include noise attenuation consistent with the Noise Element of the General Plan and the Airport Land Use Compatibility Plan for the SDIA; therefore, impacts related to airport noise would be less than significant.

## **6.6.5.4** Noise Ordinance Compliance

Mixed-use areas would contain residential and commercial interfaces. Mixed-use sites and areas where residential uses are located in proximity to commercial sites would expose sensitive receptors to noise. Although noise-sensitive residential land uses would be exposed to noise associated with the operation of these commercial uses, City policies and regulations would control noise and reduce noise impacts between various land uses. In addition, enforcement of the federal, state, and local noise regulations would control impacts. With implementation of these policies and enforcement of the Noise Abatement and Control Ordinance of the Municipal Code, impacts would be less than significant and no mitigation is required at the program-level.

### 6.6.5.5 Temporary Construction Noise

#### a. Construction Noise

Construction activities related to implementation of the Uptown CPU and associated discretionary action would potentially generate short-term noise levels in excess of 75 dB(A)  $L_{eq}$  at adjacent properties. While the City regulates noise associated with construction equipment and activities through enforcement of noise ordinance standards (e.g., days of the week and hours of operation) and imposition of conditions of approval for building or grading permits, there is a procedure in place that allows for variance to the noise ordinance. Due to the highly developed nature of the CPU area with sensitive receivers potentially located in proximity to construction sites, there is a potential for construction of future projects to expose existing sensitive land use to significant noise levels. While future development projects would be required to incorporate feasible mitigation measures, due to the close proximity of sensitive receivers to potential construction sites, the program-level impact related to construction noise would remain significant and unavoidable (Impact 6.6-4).

#### b. Vibration - Construction

By use of administrative controls, such as scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby properties, perceptible vibration can be kept to a minimum and as such would result in a less than significant impact with respect to perception. However, pile driving within 95 feet of existing structures has the potential to exceed 0.20 inch per second, and would be potentially significant (Impact 6.6-5).

### c. Vibration - Operation

Post-construction operational vibration impacts could occur as a result of commercial operations that are implemented in accordance with the proposed Uptown CPU and associated discretionary actions. The commercial uses that would be constructed under the proposed Uptown CPU and associated discretionary actions would include uses such as retail, restaurants, and small offices that would not require heavy mechanical equipment that would generate groundborne vibration or heavy truck deliveries. Residential and civic uses do not typically generate vibration. Thus, operational vibration impacts associated with the proposed Uptown CPU implementation and associated discretionary actions would be less than significant. No mitigation is required.

## 6.6.6 Mitigation Framework

Increases in ambient noise levels resulting in the exposure of existing noise sensitive land uses to noise levels in excess of the compatibility levels established in the General Plan Noise Element would be significant and unavoidable (Impact 6.6-1). No feasible mitigation has been identified at the program-level to reduce this impact to less than significant.

New noise sensitive land uses that require only a ministerial permit would be subject to significant and unavoidable exterior traffic noise impacts resulting from increases in ambient noise levels generated from build-out of the proposed Uptown CPU and associated discretionary actions

(Impact 6.6-2). Additionally, significant and unavoidable impacts would occur for future ministerial projects exposed to vehicular traffic noise levels in excess of the compatibility levels established in the General Plan Noise Element, based on future (2035) noise contours (Impact 6.6-3). No feasible mitigation has been identified at the program-level to reduce these impacts to less than significant as there is no mechanism to require exterior noise analysis and attenuation for these ministerial projects.

In order to mitigate impacts related to construction noise (Impact 6.6-4), the following mitigation measure would be implemented.

- **NOISE 6.6-1:** At the project-level, future development projects will be required to incorporate feasible mitigation measures. Typically, noise can be reduced to comply with City standards when standard construction noise control measures are enforced at the project site and when the duration of the noise-generating construction period is limited to one construction season (typically one year) or less.
  - Construction activities shall be limited to the hours between 7:00 A.M. and 7:00 P.M. Construction is not allowed on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays. (Consistent with Section 59.5.0404 of the San Diego Municipal Code).
  - Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
  - Locate stationary noise-generating equipment (e.g., compressors) as far as possible from adjacent residential receivers.
  - Acoustically shield stationary equipment located near residential receivers with temporary noise barriers.
  - Utilize "quiet" air compressors and other stationary noise sources where technology exists.
  - The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
  - Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem.

In order to mitigate impacts relative to Vibration – Construction (Impact 6.6-5), the following mitigation measure would be implemented.

# **NOISE 6.6-2:** For discretionary projects where construction would include vibration-generating activities, such as pile driving, within 95 feet of existing structures, site-specific vibration studies shall be conducted to determine the area of impact and to present appropriate mitigation measures that may include the following:

- Identify sites that would include vibration compaction activities such as pile
  driving and have the potential to generate groundborne vibration and the
  sensitivity of nearby structures to groundborne vibration. This task should be
  conducted by a qualified structural engineer.
- Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies would be identified for when vibration levels approach the limits.
- At a minimum, monitor vibration during initial demolition activities and during pile-driving activities. Monitoring results may indicate the need for more or less intensive measurements.
- When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures.
- Conduct post-survey on structures where either monitoring has indicated high levels or complaints of damage have been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.

## 6.6.7 Significance of Impacts after Mitigation

Impacts to existing noise sensitive land uses due to the increase in ambient noise levels associated with build-out of the proposed Uptown CPU and associated discretionary actions would remain significant and unavoidable (Impact 6.6-1). No feasible mitigation measures have been identified to address this impact because there is no mechanism or funded program in place to provide noise attenuation at existing structures that would be exposed to ambient noise increases.

There are no feasible mitigation measures to reduce impacts from ambient noise level increases associated with future ministerial development within the Uptown CPU area (Impact 6.6-2); thus, ambient noise impacts associated with future ministerial projects would remain significant and unavoidable. Similarly, impacts associated with future ministerial projects exposed to vehicular traffic noise levels in excess of the compatibility levels established in the General Plan Noise Element, based on future (2035) noise contours would be significant and unavoidable (Impact 6.6-3).

Regarding temporary construction noise impacts (Impact 6.6-4), future construction projects would be required to incorporate the standard controls outlined in NOISE 6.6-1, which would reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance. With the implementation of these controls, and the limited duration of the noise-

generating construction period, the substantial temporary increase in ambient noise levels would be less than significant.

Regarding vibration impacts during construction (Impact 6.6-5), pile driving within 95 feet of existing structures has the potential to exceed 0.20 inch per second, resulting in a potentially significant impact. Implementation of mitigation measure NOISE 6.6-2 would reduce construction-related vibration impacts; however, at the program-level it cannot be known whether the measures would be adequate to minimize vibration levels to less than significant. Thus, even with implementation of mitigation measure NOISE 6.6-2, construction related vibration impacts would be significant and unavoidable.

## 6.7 Historical Resources

This section analyzes the potential impacts on historical resources due to implementation of the proposed Uptown Community Plan Update (CPU) and associated discretionary actions. It documents the historical background for the Uptown community and addresses prehistoric, historic, archaeological, and sacred sites. The information in this section is based on the *Community Plan Update for the Community of Uptown Prehistoric Cultural Resources* study (AECOM, January 2015) and the *Uptown Community Plan Area Historic Resources Survey* (Historic Resources Group, June 2014) and other primary and secondary sources. These reports are included in Appendix G1 and G2, respectively, to this Program Environmental Impact Report (PEIR).

## 6.7.1 Existing Conditions

A general discussion of the environmental setting relative to historical resources and the applicable regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

## **6.7.1.1 Designated Historical Resources**

Uptown is home to 12 National Register-listed properties. These include the George Marston House, listed in 1974 as the home of Progressive San Diegan George Marston; the work of master architect Irving Gill during his formative years; and Park Place Methodist Episcopal Church, listed in 1982 as a remarkable example of a Classical Revival building designed by a master architect Norman Foote Marsh. In addition, as of February 2016, the Uptown community is home to 340 individually designated historical resources (Figure 6.7-1) and two designated historic districts (Figure 6.7-2) – Mission Hills and Fort Stockton Line – containing 209 contributing resources that have been listed on the City's register by the Historical Resources Board.

Map Source: SanGIS MISSION VALLEY OLD TOWN SAN DIEGO NORTH PARK MIDWAY-PACIFIC HIGHWAY BALBOA PARK DOWNTOWN GREATER GOLDEN HILL LEGEND Designated Historic Site Community Plan Boundary Feet 1,600

 $FIGURE\ 6.7-1$  Location of City Register Designated Historic Resources

Map Source: SanGIS MISSION VALLEY NORTH PARK UNIVERSITY AV MIDWAY-PACIFIC HIGHWAY BALBOA PARK DOWNTOWN GREATER GOLDEN HILL LEGEND Historic District Boundary Community Plan Boundary 1,600 Feet

ccn

 $FIGURE\ 6.7-2$  Location of City Register Designated Historic District

## 6.7.2 Methodology

A Prehistoric Cultural Resources Study and a Historic Resources Survey were prepared for the proposed Uptown CPU and associated discretionary actions. The Cultural Resources Study describes the pre-history of the Uptown area, identifies known significant archaeological resources, provides guidance on the identification of possible new significant archaeological resources, and includes recommendations for the treatment of significant archaeological resources. The Historic Resources Survey provides information regarding the significant historical themes in the development of Uptown, the property types that convey those themes in an important way, and the location of potential historical resources within the community, including individual resources, multiple property listings, and districts.

#### 6.7.2.1 Prehistoric Resources

Cultural sensitivity levels for the Uptown Community Plan area are rated low, moderate, or high based on the results of an archival records search using the California Historical Resources Information System (CHRIS), a literature search at the South Coastal Information Center (SCIC) located a San Diego State University, a records update at the San Diego Museum of Man, a Sacred Lands File check by the Native American Heritage Commission (NAHC), and regional environmental factors.

A low sensitivity rating indicates that there are few or no previously recorded resources within the area. Resources at this level would not be expected to be complex, with little to no site structure or artifact diversity. The potential for identification of additional resources in such areas would be low. A moderate sensitivity rating indicates that some previously recorded resources were identified within the area. These are more complex resources consisting of more site structure, diversity of feature types, and diversity of artifact types. The potential for the presence of additional resources in such areas would be moderate. Areas identified as high sensitivity would indicate that the records search identified several previously recorded sites within the area. These resources may range from moderately complex to highly complex, with more-defined living areas or specialized work space areas, and a large breadth of features and artifact assemblages. The potential for identification of additional resources in such areas would be high. Sensitivity ratings may be adjusted based on the amount of disturbance that has occurred, which may have previously impacted archaeological resources.

Because the majority of the community is developed and there is very little undeveloped land within the Community Plan area, with the exception of canyon areas, the cultural sensitivity for the entire Uptown community is considered low due to steepness of the canyon slopes. However, at the base of these canyons, especially leading into the Mission Valley area, there is a potential for cultural resources to be present; therefore, the cultural sensitivity rating for these areas is considered high, specifically when in proximity to the San Diego Presidio and areas bordering Old Town. As such, the community of Uptown contains two sensitivity ratings as illustrated in Figure 6.7-3.





## FIGURE~6.7-3 Cultural Sensitivity Areas – Prehistoric Resources

#### 6.7.2.2 Historical Resources

The Historic Resources Survey was conducted using a four-step approach, which included research, fieldwork, evaluation, and documentation. The research phase involved review of various relevant City documents (municipal codes and regulations, planning reports, previous historic resources surveys, and various historic nominations), as well as various historical materials (period newspaper articles, photographs, maps).

The fieldwork phase consisted of a property-by-property inspection of the entire Community Plan area. Field teams identified individual properties that appeared eligible for individual designation, as well as geographically definable areas that appeared eligible for designation as historic districts. For districts, boundaries were defined and contributing and non-contributing resources were identified.

All properties identified in the field as potentially eligible for designation were then evaluated using the City of San Diego local designation criteria. Properties determined potentially eligible for designation on the City's Register were then evaluated for the National Register and California Register. All properties identified and evaluated as potentially eligible for listing on the San Diego Register, California Register, and/or National Register designation as part of this survey were then documented in a database.

Included as an appendix to the Historic Resources Survey is the Historic Context Statement prepared for the Uptown community. The Historic Context Statement was developed primarily through archival research. It synthesizes information collected from a variety of primary and secondary materials. In addition to consulting the historical resource files at the City Planning and Community Investment Department and the archives at Save Our Heritage Organisation, research was conducted at the San Diego Public Library, the San Diego Historical Society, and the libraries at the University of California, San Diego. Primary sources included historic maps, photographs and newspapers, and media advertisements. Specifically, subdivision maps, in conjunction with Sanborn Fire Insurance Maps, were used to establish broad patterns of development within Uptown. Historic photographs provided imagery of the community's evolving landscape and predominant architectural styles. Other primary materials included several articles, advertisements, and editorials from the archives of the *Los Angeles Times* and *San Diego Union*. Secondary sources of information were consulted to supplement these primary materials, and included later accounts of history recorded in a variety of books, essays, journals, and master's theses.

## **6.7.3** Significance Determination Thresholds

Historical resources significance determination, pursuant to the City of San Diego's Significance Determination Thresholds, consists first of determining the sensitivity or significance of identified historical resources and, secondly, determining direct and indirect impacts that would result from project implementation. Based on the City's 2011 Significance Determination Thresholds, which have been adopted to guide a programmatic assessment of the proposed Uptown CPU and associated discretionary actions, impacts related to historical resources would be significant if the project would result in:

- 1) An alteration, including the adverse physical or aesthetic effects and/or the destruction of a historic building (including an architecturally significant building), structure, object or site; or
- 2) A substantial adverse change in the significance of a prehistoric archeological resource, a religious or sacred use site, or the disturbance of any human remains, including those interred outside of formal cemeteries.

The City of San Diego's California Environmental Quality Act (CEQA) Significance Determination Thresholds define a significant historical resource as one which qualifies for the California Register of Historical Resources or is listed in a local historic register or deemed significant in a historical resource survey, as provided under Section 5024.1(g) of the Public Resources Code, although even a resource that is not listed in, or determined eligible for listing in, the California Register, not included in a local register, or not deemed significant in a historical resource survey may nonetheless be historically significant for purposes of CEQA. The City's Historical Resources Guidelines state the significance of a resource may be determined based on the potential for the resource to address important research questions as documented in a site-specific technical report prepared as part of the environmental review process.

Research priorities for the prehistoric, ethnohistoric, and historic periods of San Diego history are discussed in Appendix A to the City's Historical Resources Guidelines. As a baseline, the City of San Diego has established the following criteria to be used in the determination of significance under CEQA:

- An archaeological site must consist of at least three associated artifacts/ecofacts (within a 50 square meter area) or a single feature and must be at least 45 years of age. Archaeological sites containing only a surface component are generally considered not significant, unless demonstrated otherwise. Such site types may include isolated finds, bedrock milling stations, sparse lithic scatters, and shellfish processing stations. All other archaeological sites are considered potentially significant. The determination of significance is based on a number of factors specific to a particular site including site size, type and integrity; presence or absence of a subsurface deposit, soil stratigraphy, features, diagnostics, and datable material; artifact and ecofact density; assemblage complexity; cultural affiliation; association with an important person or event; and ethnic importance.
- The determination of significance for historic buildings, structures, objects and landscapes is based on age, location, context, association with an important person or event, uniqueness, and integrity.
- A site will be considered to possess ethnic significance if it is associated with a burial or cemetery; religious social or traditional activities of a discrete ethnic population; an important person or event as defined by a discrete ethnic population; or the mythology of a discrete ethnic population.

## 6.7.4 Impact Analysis

## **Issue 1 Historic Structures, Objects, or Sites**

Would implementation of the proposed Uptown CPU and associated discretionary actions result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a historic building (including an architecturally significant building), structure, object, or site?

#### a. Individual Local Historic Resources

Of the 11,104 properties surveyed in 2004–2006, the survey identified 2,192 properties as potentially significant individual resources, 59 of which are also located in Potential Historic Districts. The resources identified can be found in the Uptown Community Plan Area Historic Resources Survey (Appendix G2). Of the resources identified as potentially significant individual resources, approximately 56 percent are single-family properties, 35 percent are multi-family properties, eight percent are commercial properties, and one percent are institutional properties. Thematically, the potentially significant individual resources are distributed as follows:

- The Railroad Boom and Early Residential Development: 1885 to1909: 12 percent
- The Panama-California Exposition and Streetcar Suburbs: 1909 to1929: 44 percent
- Great Depression and World War II: 1929 to 1948: 21.5 percent
- Postwar Development, Suburbanization, the Automobile, and Modernism: 1948 to 1970: 22 percent
- Neighborhood Revitalization and the Lesbian, Gay, Bisexual, and Transgender (LGBT)
   Community: 1970 to Present: 0 percent \*
   (\*The 2004 to 2006 survey only evaluated properties constructed prior to 1961.)

## b. Potential Historic Districts Identified in the Historic Resources Survey

The Historical Resources Survey identified 19 new Potential Historic Districts containing a total of approximately 2,600 properties and roughly 2,000 contributing resources. The name, location, size, period of significance and relationship to Uptown's significant development themes are summarized in Table 6.7-1, and their locations shown in Figure 6.7-4. More detailed information, including listings of contributing resources, can be found in the Uptown Historic Survey Report.

Table 6.7-1						
Potential Historic Districts Identified in the Uptown Historic Resource Survey						
Date of the Paragraph			D. d. J. C		Possible	
Potential Historic District	Location	Size	Period of Significance	Theme(s)	HRB Criterion	
Arnold &	Barr Street, Dove	313	1890-1951	The Railroad Boom and Early	A & C	
Choate's	Street, University	Properties	1030 1331	Residential Development: 1885-	7146	
Potential Historic		ор		1909		
District	Randolph Street					
				The Panama-California Exposition		
				and Streetcar Suburbs: 1909-1929		
				Great Depression and World War II:		
				1929-1948		
				Postwar Development,		
				Suburbanization, the Automobile		
D 6:	W . D . C	24	4000 4040	and Modernism: 1948-1970.	100	
Dove Street Potential Historic	West Palm Street,	31 Properties	1928-1948	The Panama-California Exposition and Streetcar Suburbs: 1909-1929	A & C	
District	Drive, Arroyo	Properties		and Streetcar Suburbs. 1909-1929		
District	Drive, and			Great Depression and World War II:		
	Reynard Way			1929-1948		
Heart of	Pennsylvania	125	1870-1940	Early History: 1769-1885	A, C & D	
Banker's	Avenue,	Properties				
Hill Potential	First Avenue,			The Railroad Boom and Early		
Historic District	Redwood Street and Dove			Residential Development: 1885- 1909		
	Street			1909		
				The Panama-California Exposition		
				and Streetcar Suburbs: 1909-1929		
				Great Depression and World War II:		
				1929-1948		
Horton's	Laurel Street, 4 <sup>th</sup>	143	1871-1940	Early History: 1769-1885	C & D	
Addition	Avenue, Grape	Properties		The Dellaced Description 1501		
Potential Historic District	Street and Brant			The Railroad Boom and Early Residential Development: 1885-		
District	Street			1909		
				The Panama-California Exposition		
				and Streetcar Suburbs: 1909-1929		
				Great Depression and World War II:		
				1929-1948		

Table 6.7-1 Potential Historic Districts Identified in the Uptown Historic Resource Survey					
FOL	ential mistoric bis	tricts ident	inea in the t	prown mistoric Resource Survey	Possible
Potential Historic			Period of		HRB
District	Location	Size	Significance	Theme(s)	Criterion
Inspiration	Sunset Boulevard,	84	1887 and	The Railroad Boom and Early	A & C
Heights	Saint	Properties	1909-1942	Residential Development: 1885-	
Potential Historic District	James Place, Putterbaugh			1909	
District	Street and Couts			The Panama-California Exposition	
	Street			and Streetcar Suburbs: 1909-1929	
				Great Depression and World War II: 1929-1948	
Inspiration View	Torrance Street,	24	1925-1936	The Panama-California Exposition	A & C
Potential Historic District	Ostego Drive, Walnut	Properties		and Streetcar Suburbs: 1909-1929	
District	Avenue and Eagle			Great Depression and World War II:	
	Street			1929-1948	
John Sherman	Grape Street, First		1880-1915	Early History: 1769-1885	C & D
	Avenue, Fir Street	Properties			
District	and Front Street			The Railroad Boom and Early Residential Development: 1885-	
				1909	
				1303	
				The Panama-California Exposition	
				and Streetcar Suburbs: 1909-1929	
Marine View	University	340	1891-1950	The Railroad Boom and Early	A & C
Potential Historic District	Street, Brookes	Properties		Residential Development: 1885- 1909	
District	Avenue and			1303	
	Winder and			The Panama-California Exposition	
	Welborn Streets			and Streetcar Suburbs: 1909-1929	
				Great Depression and World War II: 1929-1948	
				1929-1940	
				Postwar Development,	
				Suburbanization, the Automobile, &	
	5	4.4	10011010	Modernism: 1948-1970	4 D C 0 D
Marston Family Potential Historic	Brookes Avenue,	11 Properties	1904-1918	The Railroad Boom and Early Residential Development: 1885-	A, B, C & D
District	Upas Street and	riopeities		1909	
District	the alley between			1303	
	6 <sup>th</sup> and 7 <sup>th</sup>			The Panama-California Exposition	
	Avenues			and Streetcar Suburbs: 1909-1929	
Marston Hills	Pennsylvania	88	1924-1940	The Panama-California Exposition	A, B, C & D
	Avenue, Highway	Properties		and Streetcar Suburbs: 1909-1929	
District	163, Upas Street and Richmond			Great Depression and World War II:	
	and Vermont			1929-1948	
	Streets				

Table 6.7-1						
Potential Historic Districts Identified in the Uptown Historic Resource Survey						
					Possible	
Potential Historic			Period of		HRB	
District	Location	Size	Significance	Theme(s)	Criterion	
Mission Hills	Altamira Place	517	1908-1941	The Railroad Boom and Early	C & D	
Historic District	and the bluff	Properties		Residential Development: 1885-		
Expansion Area	immediately			1909		
	north of Hortensia Street			The Danama California Expecition		
	to the north;			The Panama-California Exposition and Streetcar Suburbs: 1909-1929		
	Stephens Street			and Streetcar Suburbs. 1909-1929		
	to the east;			Great Depression and World War II:		
	Sunset Boulevard,			1929-1948		
	Torrance Street,					
	Neale Street and					
	Pringle Street to					
	the south; and St.					
	James Place,					
	Witherby Street,					
	Trias Street and					
	Hortensia Street to the west					
North Florence	Hunter Street,	96	1890-1940	The Railroad Boom and Early	A, B & C	
	Randolph Street,	Properties	1050-1540	Residential Development: 1885-	7,000	
Historic District	Mission			1909		
	Hills/Pioneer					
	Park, and			The Panama-California Exposition		
	Stephens Street			and Streetcar Suburbs: 1909-1929		
				Great Depression and World War II:		
				1929-1948		
Northwest	Arista Street and	301	1908-1950	The Railroad Boom and Early	A, C & D	
Mission Hills	Conde Street to	Properties		Residential Development: 1885-		
Potential Historic				1909		
District	bluff facing			The Danama California Expecition		
	Interstate 8 to the			The Panama-California Exposition and Streetcar Suburbs: 1909-1929		
	east; Witherby Street, Trias			מות אוופפונמו אמטעוטג. ואטא-1929		
	Street and			Great Depression and World War II:		
	Hortensia Street			1929-1948		
	to the south; and					
	Juan Street and			Postwar Development,		
	Sunset Boulevard			Suburbanization, the Automobile, &		
	to the west			Modernism: 1948-1970		

Table 6.7-1					
Potential Historic	ential Historic Dis	tricts Ident	ified in the l Period of	Jptown Historic Resource Survey	Possible HRB
District	Location	Size	Significance	Theme(s)	Criterion
Park Boulevard Potential Historic District (West)	Robinson Avenue, Park Boulevard, Upas Street, and the alley between Park Boulevard and Herbert Street.	35 Properties	1888-1960	The Railroad Boom and Early Residential Development: 1885- 1909  The Panama-California Exposition and Streetcar Suburbs: 1909-1929  Great Depression and World War II: 1929-1948	A & C
				Postwar Development, Suburbanization, the Automobile, & Modernism: 1948-1970	
Park Edge North Potential Historic District	Herbert Place; the alley between Park Boulevard and Herbert Street; Upas Street; and Richmond Street	122 Properties	1888-1940	The Railroad Boom and Early Residential Development: 1885- 1909 The Panama-California Exposition and Streetcar Suburbs: 1909-1929	A & C
				Great Depression and World War II: 1929-1948	
Presidio Hill Potential Historic District	Arista Street, Presidio Drive, Cosoy Way and the bluff edge overlooking Presidio Park	59 Properties	1926-1945	The Panama-California Exposition and Streetcar Suburbs: 1909-1929 Great Depression and World War II: 1929-1948	A, C & D
Robinson Place Potential Historic District	Robinson Avenue, Herbert Street, Pennsylvania Avenue and Albert Street	14 Properties	1925-1927	The Panama-California Exposition and Streetcar Suburbs: 1909-1929	A & C
Second Avenue Potential Historic District	Along Second Avenue between Upas Street and Palm Street	48 Properties	1871-1945	Early History: 1769-1885  The Railroad Boom and Early Residential Development: 1885- 1909  The Panama-California Exposition and Streetcar Suburbs: 1909-1929  Great Depression and World War II: 1929-1948	A, C & D

Table 6.7-1 Potential Historic Districts Identified in the Uptown Historic Resource Survey						
Potential Historic	ential Historic Dis	tricts ident	Period of	prown historic Resource Survey	Possible HRB	
District	Location	Size	Significance	Theme(s)	Criterion	
West University Heights Potential Historic District	Bounded by the bluff facing Interstate 8 and Lincoln Avenue to the north; Cleveland Avenue to the east; Washington Street to the south; and Rhode Island Street and the west side of Vermont Street to the west	458 Properties		The Railroad Boom and Early Residential Development: 1885- 1909  The Panama-California Exposition and Streetcar Suburbs: 1909-1929  Great Depression and World War II: 1929-1948	A & C	
HRB = Historical Resources Boar						

#### c. Multiple Property Listing

A Multiple Property Listing (MPL) is a group of related significant properties with shared themes, trends, and patterns of history. The Uptown Survey has identified three thematically related property groupings that appear eligible as Multiple Property Listings, the Bungalow and Apartment Court MPL, the Kate Olivia Sessions MPL, and the Victorian Era MPL

**Bungalow and Apartment Court Multiple Property Listing.** The Residential Court Multiple Property Listing is a discontiguous grouping of approximately 150 residential courts located throughout the Uptown survey area. Eligible under San Diego Criteria A and C, this potential MPL reflects the distinctive characteristics of courtyard design, as well as special elements of the Uptown Community's social history related to multi-family housing, and its architectural development associated with local transportation patterns.

**Kate Olivia Sessions Multiple Property Listing**. The Kate Olivia Sessions Multiple Property Listing is a discontiguous grouping of four geographic areas located throughout the Uptown survey area, Sixth Avenue/Balboa Park Urban Edge, Lark Street, the Kate Sessions Mission Hills Nursery Site, and the Kate Sessions Balboa Park Nursery Site. Eligible under San Diego Criteria A and D, this potential MPL reflects special elements of the Uptown Community's landscape design and horticultural history, and is significant as the work of noted horticulturalist Kate Olivia Sessions.

**Victorian Era Multiple Property Listing.** The Victorian Era Multiple Property Listing is a discontiguous grouping of approximately 459 Victorian Era buildings located throughout the Uptown survey area. Eligible under San Diego Criteria A, C and D, this potential MPL reflects the distinctive characteristics of residential, commercial, and institutional Victorian era architecture; the work of Master Architects and Builders; as well as special elements of the Uptown Community's early development history.

Map Source: SanGIS MISSION VALLEY OLD TOWN SAN DIEGO NORTH PARK UNIVERSITY AV MIDWAY-PACIFIC HIGHWAY BALBOA PARK DOWNTOWN **LEGEND** GREATER GOLDEN HILL Potential Historic District Boundary

FIGURE 6.7-4
Potential Historic Districts Identified
by the Historic Resources Survey

Feet

1,600

Community Plan Boundary

#### d. Resources Identified through Public Outreach

Substantial public outreach with the Uptown Community Planning group, regional and local preservation groups, and members of the community occurred throughout the CPU process. This information was considered and often incorporated into the results and recommendations of the survey. As a result, the Uptown Community Plan Area Historic Resources Survey identifies as potentially significant all individual resources specifically identified as such by the community. The exception is properties that have been identified as potentially significant under the theme "Neighborhood Revitalization and the LGBTQ Community: 1970-Present." When the survey work was conducted in 2004 to 2006, only properties that were 45 years old or older upon completion of the survey in 2006 were evaluated; therefore, no properties constructed after 1961 were evaluated by the survey. Additionally, due to the reconnaissance nature of the survey, properties that were significantly altered from their original appearance were not evaluated further to explore significance related to lesbian, gay, bisexual, transgender, and queer (LGBTQ) history and redevelopment of Hillcrest. In developing the final theme, staff conducted limited research, oral interviews and a walking tour in an effort to identify the location of resources that may be eligible under the LGBTQ Community: 1970-Present theme. Based on the results of this outreach, additional resources have been identified as potentially significant, requiring further site-specific evaluation. These resources are identified in the Historic Resources Survey and the Historic Preservation Element.

In addition to these individual resources, four additional Potential Historic Districts have been identified by the community (Figure 6.7-5). These include Allen Terrace, Avalon Heights, Hillcrest, and San Diego Normal School/San Diego City Schools Education Complex. The San Diego Normal School/San Diego City Schools Education Complex was the subject of a reconnaissance survey commissioned by the University Heights Historical Society and completed by a qualified historic consultant. Staff conducted a windshield survey to verify the presence of a potential historic district in the other three areas and concurred that these areas may be eligible for designation as Potential Historic Districts. However, the windshield survey undertaken in these areas was not as thorough as the Uptown Community Plan Area Historic Resources Survey (2014) and did not include identification of contributing and non-contributing resources. In regard to Hillcrest, it must be noted that the survey work completed in 2004 to 2006 did not initially identify a potential district in the Hillcrest area. However, the date and reconnaissance nature of the survey significantly limited the evaluation of resources associated with the final theme of revitalization and LGBTQ history. Given the fact that many business catering to and run by members of the LGBTQ community are concentrated within the Hillcrest area, along with residential units occupied by individuals and early advocacy groups, it is appropriate to identify Hillcrest as a potential historic district under Historical Resources Board Criterion A. In addition, because the Hillcrest Potential Historic District area includes 55 properties constructed from 1960 to 1975, and because the 2004 to 2006 survey did not consider any properties constructed post-1960 as potential resources, it is appropriate to consider that the district may also be eligible under Historical Resources Board Criterion C. In order to bring these four potential districts forward for designation, additional, intensive-level research would be required to evaluate the district and define a precise boundary, period of significance, significance criteria, and contributing and non-contributing resources.



FIGURE 6.7-5
Potential Historic Districts
Identified by the Community

#### e. Regulatory Framework

Uptown is home to 12 National Register-listed properties, 340 individually designated historic resources (see Figure 6.7-1), and two designated historic districts (see Figure 6.7-2) that are protected and preserved through existing General Plan policies, the historical resources regulations and guidelines of the Municipal Code, and established City practices. These protections require historic review of all projects impacting these resources. Projects that do not comply with the U.S. Secretary of the Interior Standards are required to process a discretionary action with deviations that are subject to review under California Environmental Quality Act (CEQA).

The Historical Resources Survey conducted for Uptown identified 2,192 properties as potentially significant individual resources, 59 of which are also located in Potential Historic Districts. The resources identified can be found in the Uptown Historic Survey Report. Of the resources identified as potentially significant individual resources, approximately 56 percent are single-family properties, 35 percent are multi-family properties, eight percent are commercial properties, and one percent institutional properties. In addition to potentially individually significant resources, the survey identified 19 potential Historic Districts as well as three potential MPLs.

Specifically, San Diego Municipal Code Section 143.0212 requires review of ministerial and discretionary permit applications impacting parcels containing buildings 45 years old or older to determine whether or not the project has the potential to adversely impact a resource that may be eligible for individual listing on the local register. When it is determined that a resource may exist and a proposed project would constitute a significant impact to that resource, a site-specific survey is required and may be forwarded to the Historical Resources Board to consider designation and listing of the property. If designated, a Site Development Permit with deviation findings and mitigation would be required for any substantial modification of the resource. If the property were not designated, modification of the property would not be subject to the Historical Resources Regulations. Potential individual resources and resources identified as part of the MPL, which are evaluated as single resources independent of other buildings, would be protected to a large extent through San Diego Municipal Code Section 143.0212. However, because this regulation limits the evaluation of historic resources to the project parcel and individual eligibility, resources identified as potentially contributing to a potential historic district would not be protect unless they were also eligible individually.

The proposed Uptown CPU and associated discretionary actions would have a significant direct impact on historical resources if they result in the demolition, relocation, or substantial alteration of a resource listed in, or formally determined eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR), including contributors to NRHP and CRHR-eligible Historic Districts, or the San Diego Historical Resources Register, including contributors to San Diego Register Historic Districts, or which otherwise meet CEQA criteria for historic resources, as discussed above. Although the proposed Uptown CPU and associated discretionary actions do not propose specific development, future development and related construction activities facilitated by the proposed Uptown CPU and associated discretionary actions at the project level could result in the alteration of a historic building, structure, object, or site. Direct impacts may include substantial alteration, relocation, or demolition of historic buildings, structures, objects, sites, and districts. Indirect impacts may include the introduction of visual, audible, or

atmospheric effects that are out of character with a historic property or alter its setting, when the setting contributes to the resource's significance.

Section 143.0212 of the San Diego Municipal Code requires review of ministerial and discretionary permit applications for any parcel identified as sensitive on the Historical Resource Sensitivity Maps specifically to determine whether or not the project has the potential to adversely impact an archaeological resource which may be eligible for individual listing on the local register. In these cases, this review is supplemented with a project-specific records search of the California Office of Historic Preservation's California Historical Resources Information System (CHRIS) data by qualified staff and a site-specific survey would be required. In addition to these existing protections on historic resources, the Uptown CPU contains a Historic Preservation Element that supports the Historic Preservation Element of the General Plan through goals and policies for identifying and preserving historical, archaeological and tribal cultural resources, and educating citizens about the benefits of, and incentives for, historic preservation. Proposed policies supporting the identification and preservation of historical resources are included in the Urban Design and Conservation elements of the proposed Uptown CPU. Policies seek to preserve and enhance the historic character of the Uptown community and facilitate the identification, designation, and preservation of historically and culturally significant resources throughout the Uptown CPU area. In response to this policy, the proposed CPU identifies Potential Historic Districts. Supplemental development regulations to the Historical Resources Regulations would address how and where modifications can be made on residential properties identified as potentially contributing to specified Potential Historic Districts. Development that does not comply with the regulations of the supplemental development regulations would be subject to a Neighborhood Development Permit with deviation findings and mitigation.

While the Municipal Code does provide for the regulation and protection of designated and potential historical resources, and while supplemental development regulations would provide additional protection for Potential Historic Districts, it is impossible to ensure the successful preservation of all historic built environment resources within the plan area. Therefore, impacts to the Potential Historic Districts and individual historic resources would be considered significant and unavoidable.

**Impact 6.7-1:** Implementation of the proposed Uptown CPU and associated discretionary actions could result in an alteration of a historic building, structure, object, or site.

### **Issue 2 Prehistoric Resources, Sacred Sites and Human Remains**

The Preshistoric Cultural Resources Study identified 14 recorded archaeological sites and 98 previous investigations conducted within the community of Uptown. Although there is very little undeveloped land within the CPU area, future development and related construction activities facilitated by the proposed Uptown CPU at the project level could result in the alteration or destruction of prehistoric resources, objects, or sites and could impact religious or sacred uses; or disturb human remains, particularly at the base of canyons leading into the Mission Valley area and in proximity to the Presidio and areas bordering Old Town. Direct impacts may include substantial alteration or demolition of archaeological sites from grading, excavation, or other ground-disturbing

activities. Indirect impacts may include the potential for vandalism or destruction of an archaeological resource or traditional cultural property.

Avoiding impacts on religious or sacred places or human remains may be unavoidable in certain circumstances when resources are discovered during construction. Although there are no known religious or sacred uses within the CPU area, there is potential for these to be encountered during future construction activities associated with implementation of the proposed Uptown CPU and associated discretionary actions, particularly given the high cultural sensitivity of canyon areas leading into the Mission Valley area, which has been previously identified as an area of concern to the local Native American community, and in proximity to the Presidio and areas bordering Old Town. Similarly, there are no known human remains interred outside of formal cemeteries. However, there are many areas within the City where previously unknown prehistoric human remains and prehistoric sites have been uncovered during both archaeological investigations and grading activities. Therefore, tribal consultation in accordance with AB 52 and the Public Resources Code has been incorporated into the Mitigation Framework for subsequent projects to ensure that tribal cultural resources are addressed early in the development review process. However, the potential for encountering human remains during construction activities remains a possibility.

Section 143.0212 of the SDMC requires review of ministerial and discretionary permit applications for any parcel identified as sensitive on the Historical Resource Sensitivity Maps specifically to determine whether or not the project has the potential to adversely impact an archaeological resource which may be eligible for individual listing on the local register. In these cases, this review is supplemented with a project specific records search of the NAHC Sacred Lands File by qualified staff, and as stated above, a site specific archaeological survey would be required. For any subsequent projects implemented in accordance with the CPU where a recorded archaeological site or Tribal Cultural Resource (as defined in the Public Resources Code) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to the provisions in Public Resources Code Section 21080.3.1 and 21080.3.2., in accordance with Assembly Bill 52. Results of the consultation process will determine the nature and extent of any additional archaeological evaluation or changes to the proposed project and appropriate mitigation measures for direct impacts that cannot be avoided.

The proposed Uptown CPU is designed to support the historic preservation goals of the City's General Plan, and contains policies requiring protection and preservation of significant archaeological resources in the proposed Historic Preservation Element. Native American consultation early in the project review process is also included in the proposed Uptown CPU to identify tribal cultural resources and to develop adequate treatment and mitigation for significant archaeological sites with cultural and religious significance to the Native American community in accordance with all applicable local, state and federal regulations and guidelines.

While existing regulations, the Municipal Code, and proposed Uptown CPU policies would provide for the regulation and protection of archeological resources and human remains, it is impossible to ensure the successful preservation of all archeological resources. Therefore, potential impacts to archeological resources are considered significant.

**Impact 6.7-2:** Implementation of the proposed Uptown CPU and associated discretionary actions could adversely impact a prehistoric archaeological resource including religious or sacred use sites and human remains.

## **6.7.5** Significance of Impacts

Implementation of the Uptown CPU could result in an alteration of a historic building, structure, object, or site (Impact 6.7-1) and could adversely impact a prehistoric archeological resource including religious or sacred use sites and human remains (Impact 6.7-2). These impacts would be potentially significant.

## 6.7.6 Mitigation Framework

The City of San Diego's General Plan, combined with federal, state, and local regulations, provide a regulatory framework for project-level historical resources evaluation/analysis criteria and, when applicable, mitigation measures for future discretionary projects. All development projects with the potential to affect historical resources—such as designated historical resources; historical buildings, districts, landscapes, objects, and structures; important archaeological sites; tribal cultural resources, and traditional cultural properties—are subject to site-specific review in accordance with the City's Historical Resources Regulations and Historical Resources Guidelines, through the subsequent project review process. The following mitigation measures (HIST-6.7-1 and HIST 6.7-2) provide a framework that would be required of all development projects with the potential to impact significant historical resources.

#### **HIST 6.7-1:** Historic Buildings, Structures, and Objects

Prior to issuance of any permit for a development project implemented in accordance with the proposed Uptown CPU and associated discretionary actions that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.

Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:

- Preparing a historic resource management plan;
- Adding new construction which is compatible in size, scale, materials, color and workmanship to the historical resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);

- Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
- Screening incompatible new construction from view through the use of berms, walls and landscaping in keeping with the historic period and character of the resource; and
- Shielding historic properties from noise generators through the use of sound walls, double glazing and air conditioning.

Specific types of historical resource reports, outlined in Section III of the Historical Resources Guidelines, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate mitigation to reduce the impacts to below a level of significance, where possible. If required, mitigation programs can also be included in the report.

#### **HIST-6.7-2:** Archaeological and Tribal Cultural Resources

Prior to issuance of any permit for a future development project implemented in accordance with the proposed Uptown CPU and associated discretionary actions that could directly affect an archaeological or tribal cultural resource, the City shall require the following steps be taken to determine: (1) the presence of archaeological or tribal cultural resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities.

#### **Initial Determination**

The environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g. Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and may conduct a site visit, as needed. If there is any evidence that the site contains archaeological or tribal cultural resources, then an archaeological evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.

#### Step 1:

Based on the results of the Initial Determination, if there is evidence that the site contains a historical resource, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archaeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeology Center and any tribal repositories or museums.

In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archeological research in similar areas, models that predict site distribution, and archaeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report.

Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance, based on the City Guidelines, must be performed by a qualified archaeologist.

#### Step 2

Where a recorded archaeological site or Tribal Cultural Resource (as defined in the Public Resources Code) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to the provisions in Public Resources Code Section 21080.3.1 and 21080.3.2., in accordance with Assembly Bill 52. It should be noted that during the consultation process tribal representative(s) will be directly involved in making recommendations regarding the significance of a tribal cultural resource which also could be a prehistoric archaeological site. A testing program may be recommended which requires reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native

American representative). The archaeological testing program, if required will include evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines. Results of the consultation process will determine the nature and extent of any additional archaeological evaluation or changes to the proposed project.

The results from the testing program shall be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. However, this process would not proceed until such time that the tribal consultation has been concluded and an agreement is reached (or not reached) regarding significance of the resource and appropriate mitigation measures are identified. When appropriate, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

#### Step 3:

Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. When tribal cultural resources are present and also cannot be avoided, appropriate and feasible mitigation will be determined through the tribal consultation process and incorporated into the overall data recovery program, where applicable or project specific mitigation measures incorporated into the project. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to distribution of a draft CEQA document and shall include the results of the tribal consultation process. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be

present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 50987.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken. These provisions will be outlined in the Mitigation Monitoring and Reporting Program (MMRP) included in a subsequent project-specific environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

#### Step 4:

Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.

Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g. collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.

Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A

confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and tribal cultural resources containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.

#### Step 5:

For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards, unless otherwise determined during the tribal consultation process. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., Assembly Bill 2641 and California Native American Graves Protection and Repatriation Act of 2001) and federal (i.e., Native American Graves Protection and Repatriation Act) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation of all recovered artifacts must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance. When tribal cultural resources are present, or non-burial-related artifacts associated with tribal cultural resources area suspected to be recovered, the treatment and disposition of such resources will be determined during the tribal consultation process. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, 36 Code of Federal Regulations 79 of the Federal Register. Additional information regarding curation is provided in Section II of the Guidelines.

## 6.7.7 Significance of Impacts after Mitigation

### **6.7.7.1 Historic Structures, Objects or Sites**

Development implemented in accordance with the proposed Uptown CPU and associated discretionary actions that would potentially result in impacts to significant historical resources would be required to incorporate feasible mitigation measures adopted in conjunction with the certification of this PEIR and consistent with existing requirements of the Historic Resources Regulations and Historic Resources Guidelines. The mitigation framework combined with the proposed Uptown CPU policies promoting the identification and preservation of historical resources would reduce the program-level impact related to historical resources of the built environment. However, even with implementation of the mitigation framework, the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis.

With respect to Potential Historic Districts, while supplemental development regulations would provide some protections, until such time as the Potential Historic Districts are intensively surveyed, verified, and brought forward for designation consistent with City regulations and procedures, potential impacts to the Potential Historic Districts would remain significant and unavoidable. Thus, potential impacts to historical resources including historic structures, objects or sites and historic districts would be significant and unavoidable.

#### 6.7.7.2 Prehistoric Resources, Sacred Sites, and Human Remains

Development implemented in accordance with the proposed Uptown CPU and associated discretionary actions would potentially result in impacts to significant archaeological and tribal cultural resources, and therefore would be required to implement mitigation measure HIST-6.7-2, which addresses measures to minimize impacts to archaeological and tribal cultural resources. This mitigation, combined with the policies of the General Plan and proposed Uptown CPU policies promoting the identification, protection, and preservation of archaeological resources, in addition to compliance with CEQA and Public Resources Code Section 21080.3.1 requiring tribal consultation, and the City's Historic Resources Regulations (San Diego Municipal Code Section 143.0212), which requires review of ministerial and discretionary permit applications for any parcel identified as sensitive on the Historical Resources Sensitivity Maps would reduce the program-level impact related to prehistoric or historical archaeological resources and tribal cultural resources. However, even with application of the existing regulatory framework and mitigation framework, the feasibility and efficacy of mitigation measures cannot be determined at this program level of analysis. Thus, impacts to prehistoric resources, sacred sites, and human remains would be minimized but not to below a level of significance.

# 6.8 Biological Resources

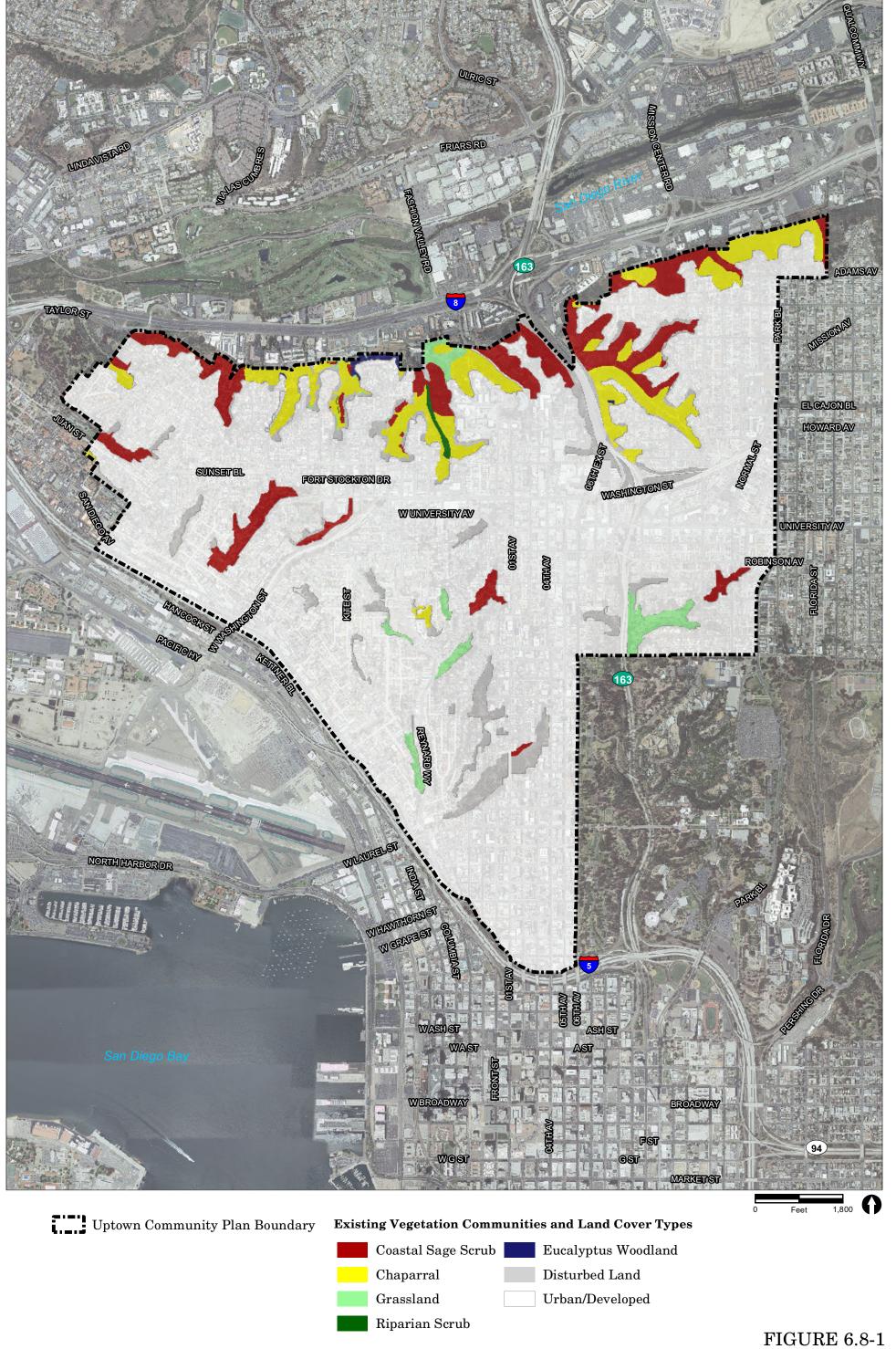
A Biological Resources Report for the Uptown, North Park, and Golden Hill Community Plan Updates (CPUs) was prepared by RECON March 2, 2016. That analysis addresses biological impacts associated with the proposed Uptown CPU and associated discretionary actions. The entire report is included as Appendix H to this draft Program Environmental Impact Report (PEIR) and forms the basis for the discussion in this section.

## 6.8.1 Existing Conditions

The existing environmental setting which includes discussion and description of the sensitive biological resources and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

A general description of vegetation communities and land cover types mapped within the Uptown CPU area is described in Section 2.3.8. The specific vegetation communities/land cover types that occur within the Uptown community are shown in Figure 6.8-1. Table 6.8-1 lists acreages per vegetation community/land cover type.

Table 6.8-1 Vegetation Communities and Land Cover Types within the Uptown CPU Area				
	Multiple Species			
Vegetation Community/Land Cover	Conservation			
Туре	Program Tier	Acreage		
Coastal sage scrub	II	154.8		
Chaparral	III	136.8		
Grassland	III-B	36.1		
Riparian scrub	n/a	3.3		
Eucalyptus woodland	IV	3.8		
Disturbed land	IV	107.0		
Urban/developed	IV	2,215.3		
TOTAL		2,657.1		



## 6.8.2 Methodology

Data on vegetation, Multi Habitat Planning Area (MHPA) boundary corrections, and open space were provided by the City of San Diego. The analysis of biological resources for the Uptown CPU area was performed at the plan-level using the existing base date files and other available data provided by the City of San Diego. Data from the California Natural Diversity Data Base (CNDDB) was used to provide information on potential sensitive plant and wildlife species occurrences. Additional geographical information system (GIS) data were used to provide more detailed information on areas of potential effect within the Uptown CPU area. These additional data included the location of individual private lots that helped identify areas where brush management could occur in the future.

### 6.8.2.1 Vegetation Communities

The base vegetation community mapping was taken primarily from the San Diego Association of Governments (1995) digital file for the Multiple Species Conservation Program (MSCP). This vegetation mapping was updated using information from an aerial photograph of the area (SanGIS 2012). Field work was conducted to verify the type of vegetation occurring in specific areas within the Uptown CPU boundaries where there were questions about existing vegetation mapped. In particular, some individual lots identified as potentially having greater than one-tenth of an acre of native vegetation where corrections to the MHPA boundary are proposed were field checked.

Vegetation community classifications follow Holland (1986) and Oberbauer (1996). Assessments of the sensitivity of habitats are based primarily on the California Native Plant Society, the CNDDB, City of San Diego, U.S. Fish and Wildlife Service (USFWS), and Holland.

#### 6.8.2.2 Sensitive Plants

The locations of sensitive plant species evaluated are from the CNDDB. Nomenclature for plant species follows the Jepson Online Interchange and assessments of the sensitivity of species are based primarily on California Native Plant Society (CNPS), State of California, City of San Diego, and USFWS.

#### 6.8.2.3 Sensitive Wildlife

The locations of sensitive wildlife species evaluated are from the CNDDB. Zoological nomenclature for birds is in accordance with the American Ornithologists' Union Checklist (2013) and Unitt (2004), for mammals with Jones et al. (1997), for amphibians and reptiles with Crother (2008), and for butterflies with Brown et al. (1992). Assessments of the sensitivity of species are based primarily on State of California and USFWS.

## **6.8.3** Significance Determination Thresholds

Based on the City's *CEQA Significance Determination Thresholds* (2011), which have been adapted to guide a programmatic analysis for the Uptown CPU and associated discretionary actions, impacts on biological resources would be significant if the project would result in:

- A substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW) or USFWS;
- A substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS;
- 3) A substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means;
- 4) Interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites; or
- 5) A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan, either within the MSCP plan area or in the surrounding region;

## 6.8.4 Impact Analysis

### **Issue 1 Sensitive Wildlife Species**

Would the project result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

The proposed Uptown CPU presents goals and policies for biological resources in the Conservation Element. The purpose of the Conservation Element is to provide for the long-term conservation and sustainable management of natural resources. As part of the proposed Uptown CPU, areas designated as open space were reconfigured to remove areas of existing development to better correlate with the actual location of sensitive biological resources intended for conservation. The open space boundary was reconfigured consistent with the General Plan Land Use and Community Planning Element policies for designation of open space, and the General Plan and Community Plan Conservation Element policies regarding the protection of natural habitats and rare plants and animals. The locations of designated open space areas for the Uptown CPU area are shown on Figure 6.8-2, and acreages summarized by habitat are shown in Table 6.8-2. By locating all remaining sensitive natural resources within the Uptown CPU area within the open space designation and/or MHPA, impacts to sensitive species would be minimized. See also the discussion under Issue 5, which discusses the proposed MHPA corrections.

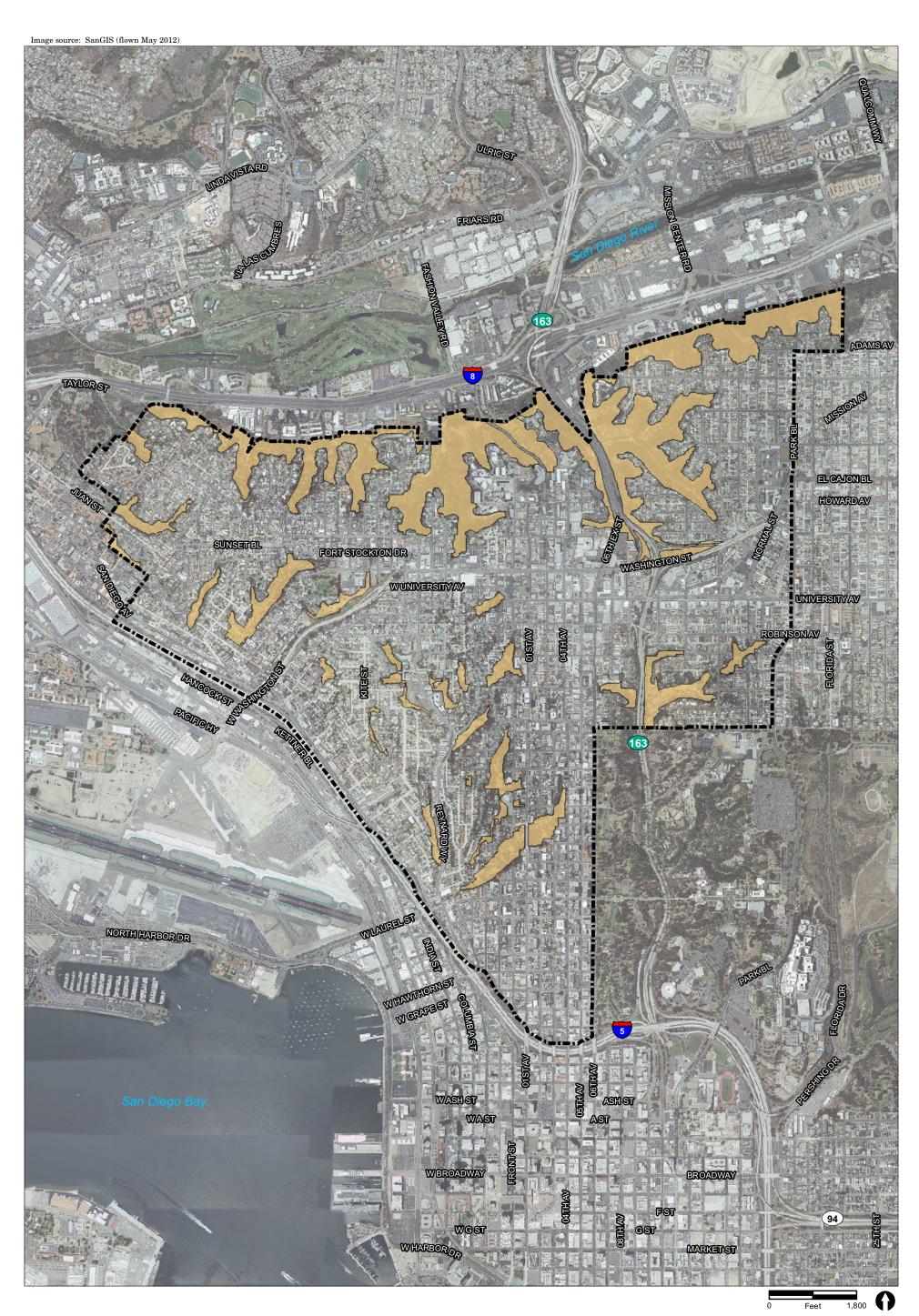




Table 6.8-2 Proposed Open Space for Uptown				
Vegetation Community/Land Cover Type	Open Space			
Coastal Sage Scrub	154.8			
Chaparral	136.8			
Grassland	36.0			
Riparian Scrub	3.3			
Eucalyptus Woodland	3.8			
Disturbed Land	105.6			
Developed	3.3			
TOTAL	443.6			

There is a small potential that wildlife would be displaced and some small mammals, amphibians, and reptiles with low mobility may be inadvertently harmed during future project activities (e.g., Brush Management Zone 1 or re-development of a lot). However, any impacts to these wildlife species would be less than significant, as these common wildlife species are not considered sensitive by the City. As detailed in Section 2.3.8.4 of this PEIR, the sensitive wildlife species that may occur in the Uptown CPU area are the coastal cactus wren and Mexican long-tongued bat. However, implementation of the proposed Uptown CPU and associated discretionary actions would have a low potential to result in impacts to either the coastal cactus wren or Mexican long-tongued bat because they would be located within the canyon portions of the Uptown CPU area within areas of undisturbed native habitats. The coastal cactus wren occupies coastal sage scrub with opuntia thickets, which may be present within the Uptown CPU area. However, opuntia thickets large enough to support cactus wren are not present along the rims of the canyons at the urban interface. In the case of Mexican long-tongued bat, suitable caves or mines are not present along the rims of the canyons at the urban interface. There would be no development potential within the canyon areas due to the open space designation and/or MHPA designations. Potentially occurring sensitive species would be conserved in accordance with Environmentally Sensitive Lands (ESL) regulations, the City's Biology Guidelines, and the provisions of the MSCP Subarea Plan. Thus, impacts to sensitive species resulting from build-out of the Uptown CPU area would be less than significant.

#### **Issue 2 Sensitive Habitats**

Would the project result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats, as identified in the Biology Guidelines of the Land Development manual, or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

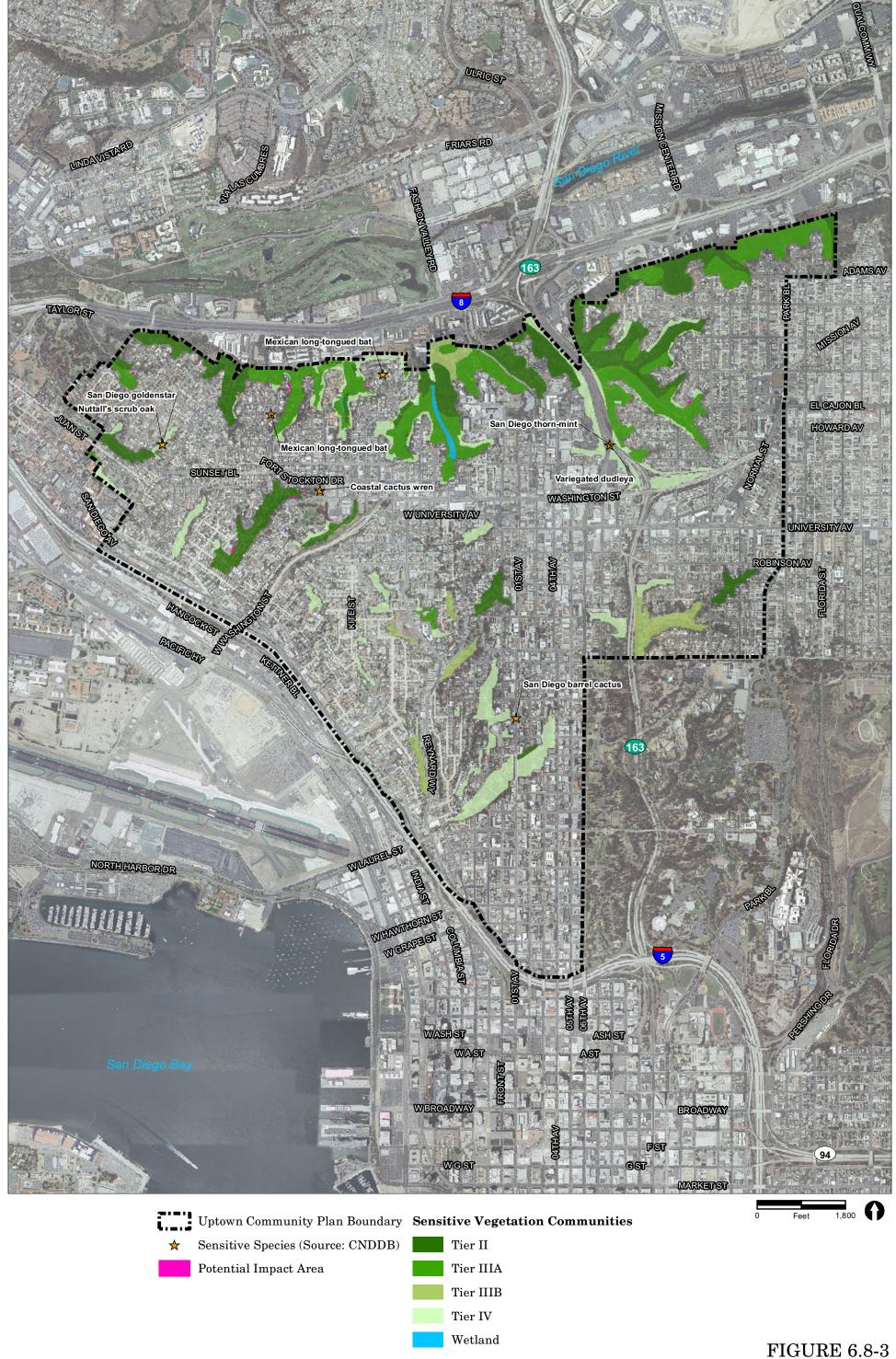
#### a. Sensitive Vegetation Communities

As detailed in Chapter 2.0 Environmental Setting, the Uptown CPU area has sensitive vegetation communities (Tier II – coastal sage scrub, chaparral; Tier IIIB – grassland; wetland-riparian scrub) primarily within the canyons and some native upland habitat remnants along the canyon rims. The remainder of the Uptown CPU area is built out and supports very few sensitive vegetation communities. Implementation of the proposed Uptown CPU and associated discretionary actions would impact primarily disturbed land and urban/developed land, which are not considered sensitive vegetation communities.

A relatively small acreage of sensitive vegetation is currently located outside of the MHPA or designated open space. It occurs along the edges of the canyons and within areas that could be subject to Brush Management Zone 1 clearing or re-development of a parcel or its existing structures. Potential impacts to sensitive vegetation communities could include the loss of coastal sage scrub and chaparral habitat (Figure 6.8-3). However, the plan-level analysis showed that these potential impacts would occur over numerous individual private lots and impacts on any single lot would not exceed the 0.10-acre significance threshold contained in the City's significance guidelines; therefore, these potential impacts would not be considered significant. Furthermore, all projects with sensitive biological resources would require subsequent environmental review under the City of San Diego ESL regulations prior to disturbance of those lands. Additionally, these small losses would not significantly affect the regional distribution of affected vegetation communities. Implementation of the proposed Uptown CPU policies and future compliance with established development standards contained in the City's ESL Regulations and Biology Guidelines as well as the MSCP Subarea Plan and Land Use Adjacency Guidelines would ensure that impacts to sensitive vegetation communities remain below a level of significance.

#### **b. Sensitive Plants**

Implementation of the proposed Uptown CPU and associated discretionary actions have a low potential to impact any of the five sensitive plant species previously recorded in the Uptown CPU area (refer to Figure 6.8-3). Sensitive species documented within the CPU area include San Diego barrel cactus, variegated dudleya, Nuttall's scrub oak, San Diego thornmint, and San Diego goldenstar. San Diego thornmint is federally listed as threatened and state listed as endangered. It is considered a narrow endemic under the MSCP, has a CNPS Rare Plant Ranking of 1B.1 and it can be found in friable or cracked clay soil in grassy openings within chaparral and coastal scrub. San Diego barrel cactus (a covered species under the MSCP and has a CNPS Rare Plant Ranking of 1B.1), variegated dudleya (a narrow endemic species under the MSCP and has a CNPS Rare Plant Ranking of 1B.2), and San Diego goldenstar (a MSCP-covered species and has a CNPS Rare Plant Ranking of



1B.1) all occur within coastal sage scrub and chaparral habitats. Nuttall's scrub oak is not covered under the MSCP, but is considered rare and has a CNPS Rare Plant Ranking of 1B.1. This species occurs within coastal sage scrub and chaparral vegetation. As described previously, implementation of the proposed Uptown CPU and associated discretionary actions would result in land use changes that would affect primarily developed areas. The potential for sensitive plant species to still occur is low due to the extent of development that has taken place within the Uptown CPU area and along the urban-canyon interface. Alhough focused surveys for sensitive plant species were not conducted in support of the proposed Uptown CPU consistent with a program analysis, it is anticipated that these species, if they occur, would be located within the canyon portions of the Uptown CPU area.

As described previously, future build-out of the proposed Uptown CPU and associated discretionary actions could impact a relatively small acreage of sensitive vegetation that is outside the MHPA or designated open space that occurs along the edges of the canyons and within areas that could be subject to Brush Management Zone 1 clearing or re-development of a parcel or its existing structures. These areas potentially support very small areas of native habitat (less than 0.10 acre per lot) with a low potential for sensitive plant species to occur. Thus, the implementation of the proposed Uptown CPU and associated discretionary actions is not anticipated to result in impacts to sensitive plant species. Furthermore, implementation of the Uptown CPU and associated discretionary actions is not expected to significantly impact the regional population of sensitive plant species. In addition, because the area is already highly developed, it is anticipated that only small populations of sensitive plants, if any, would remain, and therefore implementation of the proposed Uptown CPU and associated discretionary actions would not significantly impact any regional populations of sensitive plant species. Thus, impacts to sensitive plans resulting from build-out of the proposed Uptown CPU and associated discretionary actions would be less than significant.

#### Issue 3 Wetlands

Would the project result in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?

Wetland habitats in the Uptown CPU area consist of riparian scrub. Riparian scrub habitat is located in a canyon bottom within the north-central portion of Uptown CPU area (see Figure 6.8-3). This habitat is within canyon areas that would remain within open space and/or the MHPA and would be further protected from disturbance through the City ESL regulations. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in in less than significant impacts to wetland habitats including riparian scrub.

### **Issue 4 Wildlife Corridors and Nursery Sites**

Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites?

Within the Uptown CPU area, canyons provide for local wildlife movement for birds and small mammals. However, these canyons are isolated by development and are not part of a major wildlife corridor system. Nonetheless, the canyons serve as a stepping-stone for wildlife species movement between other local canyon systems and into major off-site habitat areas. The proposed Uptown CPU would designate canyon areas as open space which would provide protections from future development. The MHPA designation for canyon areas further protects canyon areas from development. The project includes MHPA boundary line corrections to add habitat to the MHPA areas and remove developed areas from the MHPA as described below under Issue 5. These changes would increase the amount of protected open space in canyons, which would be beneficial for wildlife movement in canyon areas. Thus, no impact to wildlife corridors would occur.

Implementation of future projects consistent with the proposed Uptown CPU and associated discretionary actions has the potential to result in direct impacts to migratory or nesting birds. As discussed in Chapter 2.0, Section 2.3.8.4 of this PEIR, there is low potential for occurrence of sensitive bird species. However, where future development areas contain trees or are located adjacent to trees that could serve as nesting habitat for migratory birds, there is a potential for adverse impacts to wildlife nursery sites if construction occurs during the typical bird breeding season (February 1 to September 15).

The Migratory Bird Treaty Act (MBTA), which is enforced by the USFWS, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird or attempt such actions, except as permitted by regulation. Thus, there is an existing regulatory framework in place to prevent adverse impacts to migratory birds. Additionally, future discretionary development occurring within the Uptown CPU area that has the potential to impact migratory birds would be required to conduct pre-construction surveys if construction occurs during the typical bird breeding season to determine the presence or absence of breeding birds and to ensure that no impacts occur to any nesting birds or their eggs, chicks, or nests. Within the Uptown CPU area, development adjacent to the MHPA would be subject to additional protections that would avoid impacts to wildlife nursery sites in adjacent habitat areas as detailed further under Issue 5 below. Thus, with the existing regulatory framework in place, potential impacts to wildlife nursery sites would be less than significant.

### **Issue 5 Multiple Species Conservation Program**

Would the project result in a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan, either within the MSCP plan area or in the surrounding region?

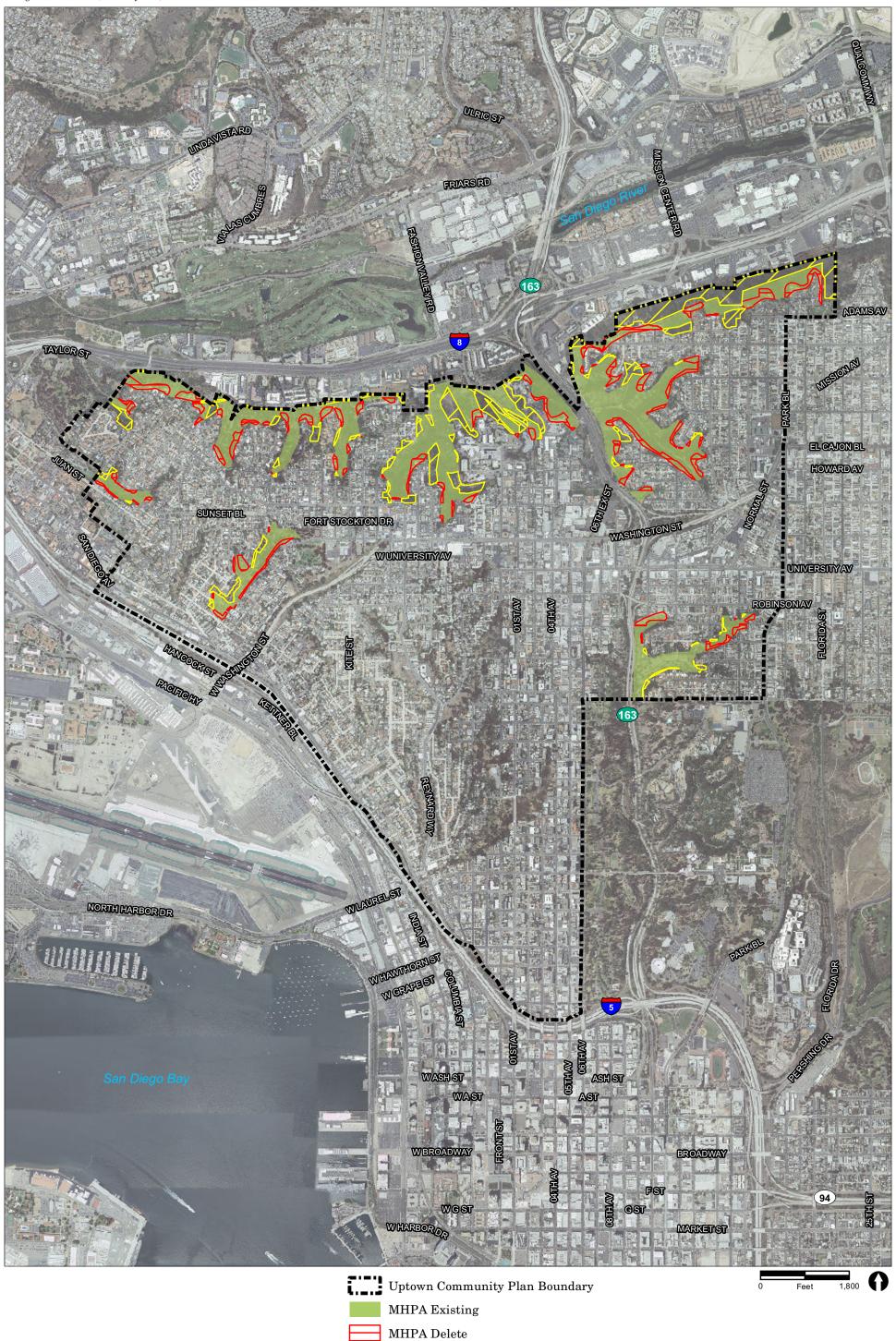
As designated in the City's MSCP Subarea Plan, the MHPA is the permanent preserve area for habitat conservation. There are no remaining lands within the MHPA that have not already been preserved

as open space within this CPU area. All projects with sensitive biological resources would require subsequent environmental review under the City of San Diego ESL regulations.

A comprehensive communitywide MHPA boundary line correction is proposed. The MHPA boundary line correction was considered in coordination with the Wildlife Agencies and is consistent with the goals of the MSCP to conserve biological resources and to exclude legally developed and required uses (i.e., structures, streets, brush management zone 1). As shown in Table 6.8-3, the comprehensive MHPA boundary correction for the Uptown CPU area would result in a net addition of 28.8 acres to the MHPA. Preservation of sensitive habitat is consistent with the goals of the MSCP, the Conservation Element for the Community Plan, and the City's ESL regulations. The MHPA correction removes existing development (i.e., structures and streets), as well as the 35-foot Brush Management Zone 1 area, as required in accordance with the City's Land Development Code, Section 142.0412.

Table 6.8-3 Modifications to Vegetation Communities and Land Cover Types as a Result of the MHPA Boundary Line Correction at Uptown (acres)					
	Existing				
Vegetation Community/	Acreage in	MHPA	MHPA	Change in	Total Acreage
Land Cover Type	MHPA	Addition	Deletion	MHPA	in MHPA
Coastal sage scrub	154.8	30.7	1.0	+29.7	184.5
Chaparral	136.8	35.8	2.4	+33.4	170.2
Grassland	36.1	4.5	0	+4.5	40.6
Riparian scrub	3.3	0.6	0	+0.6	3.9
Eucalyptus woodland	3.8	0.6	0.7	-0.1	3.7
Disturbed land	107.0	4.8	3.5	+1.4	108.4
Developed	2,215.3	0	40.7	-40.7	2,174.6
TOTAL	2,657.1	77.1	48.3	+28.8	2,685.9

As shown in Figure 6.8-4, a majority of the corrections remove developed and disturbed land while adding sensitive habitats, which include coastal sage scrub, chaparral, grasslands, and riparian scrub. City-owned lands within designated community plan open space areas adjacent to the existing MHPA have also been added to the MHPA. In a few cases, sensitive habitat located within designated Community Plan open space on private land was added to the MHPA in order to expand the local wildlife corridor and increase the viability and connectivity of sensitive habitat within the existing MHPA. Regardless of the MHPA boundary line correction, these addition areas are regulated through ESL (see below) for sensitive biological resources and steep slopes. The MPHA boundary line correction does not add or increase any regulations associated with City projects, such as sewer line repairs within the canyons. These projects would continue to be conducted in accordance with the Canyon Sewer Cleaning Program (LDR No. 6020), Council Policies 400-13 and 400-14, and Community Plan policies related to this program. Correcting the MHPA boundary also does not relieve projects from having to otherwise comply with the City's MHPA Land Use Adjacency Guidelines, described below. The MHPA correction results in an overall benefit to the MHPA and is consistent with the goals and policies of the MSCP and the proposed Uptown CPU.



MHPA Add

**FIGURE 6.8-4** 

Development adjacent to MHPA lands would be subject to the City's MHPA Land Use Adjacency Guidelines, which address indirect effects on the MHPA from adjacent development. Indirect effects can occur wherever development and human activity are adjacent to natural areas. These effects include those due to increased runoff, trampling, and removal of plant cover due to hiking, biking and other human activities, increased presence of toxins, increased nighttime light levels, and redirection or blockage of wildlife movement, and increased levels of non-native and invasive plants. These indirect effects could reduce the quality of the MHPA. However, the City's Land Use Adjacency Guidelines require certain measures to be incorporated in the design of projects adjacent to the MHPA to reduce indirect impacts to a level that is less than significant.

Future development proposals located adjacent to the MHPA would be required to address potential indirect impacts through compliance with the City's MHPA Land Use Adjacency Guidelines. Projects adjacent to the MHPA would incorporate features into the project and/or permit conditions that demonstrate compliance with the MHPA Land Use Adjacency Guidelines. Adherence to these guidelines would avoid any future significant indirect impacts.

The City's Land Use Adjacency Guidelines of the MSCP address requirements for grading and land development: drainage; toxic substances in runoff; lighting, barriers, invasive plant species, brush management; and noise. Furthermore, proposed policies in the Conservation Element of the Uptown CPU would support existing protections for MHPA lands. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would not result in a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan or local policy protecting biological resources. Impacts would be less than significant.

### **Cumulative Impacts**

Preservation of the region's biological resources has been addressed through the implementation of regional habitat conservation plans. Impacts to biological resources in the City of San Diego are managed through the adopted MSCP Subarea Plan, which is incorporated by reference in the City's adopted General Plan.

As discussed above, the Uptown CPU area currently supports a number of sensitive resources including coastal sage scrub, chaparral, wetlands, grassland, and sensitive plans and wildlife. Surrounding communities such as Golden Hill and North Park contain similar resources that are limited to canyon areas. However, these resources located in canyon areas are protected through the proposed open space designation and/or their location within MHPA in addition to protections provided by the City's ESL regulations. The proposed Uptown CPU and CPUs of surrounding communities incorporate policies related to the protection of biological resources focusing primarily on the CPUs' consistency with the City's ESL Regulations, the Biology Guidelines, and MSCP Subarea Plan Management Policies to protect the area's sensitive plants and animals.

Cumulative development that would occur within the Uptown CPU area combined with development within surrounding communities including the North Park and Golden Hill CPU areas would result in less than significant cumulative impacts to biological resources due to the developed nature of these communities combined with the existing regulatory framework that would ensure

that impacts to sensitive biological resources are avoided. Although each individual future project may contribute to incremental biological resource impacts, compliance with proposed CPU policies, the MSCP Subarea Plan, ESL Regulations, and the Biology Guidelines would ensure that cumulative impacts from future development would be less than significant.

## 6.8.5 Significance of Impacts

### **6.8.5.1 Sensitive Wildlife Species**

Implementation of the proposed Uptown CPU and associated discretionary actions would result in land use changes that would affect primarily developed areas. Thus impacts to sensitive species would not be anticipated to occur since any sensitive species that could occur within the Uptown CPU area are likely to occupy canyon bottoms and would not be subject to development due to their designation as Open Space and/or MHPA. Additionally, any impact to sensitive vegetation communities would be subject to the City's ESL regulations, which would ensure any impacts to vegetation communities and potential sensitive species that may occupy those communities would addressed. Thus, based on the lack of sensitive species anticipated to occur in the developable areas of the CPU area in addition to the regulatory framework in place that protects sensitive species, impacts to wildlife species would be less than significant and no mitigation would be required.

#### 6.8.5.2 Sensitive Habitats

Implementation of the proposed Uptown CPU and associated discretionary actions has a low potential to impact any of the five sensitive plant species previously recorded in the Uptown CPU area. As described previously, implementation of the proposed Uptown CPU and associated discretionary actions would result in land use changes that would affect primarily developed areas. The potential for sensitive plant species to still occur is low due to the extent of development that has taken place within the CPU area and along the urban-canyon interface. Impacts to sensitive plant species would be less than significant and no mitigation would be required.

#### 6.8.5.3 Wetlands

Implementation of the proposed Uptown CPU and associated discretionary actions would not result in impacts to wetlands (riparian scrub), as area where this habitat occurs would remain within open space and/or the MHPA. No impacts to riparian scrub are expected; therefore, impacts would be less than significant and no mitigation would be required.

### 6.8.5.4 Wildlife Corridors and Nursery Sites

The proposed MHPA boundary line corrections would increase the amount of protected open space in canyons, which would be beneficial for wildlife movement in canyon areas. Thus, no impact to wildlife corridors would occur.

Impacts to wildlife nursery sites, particularly migratory birds, would be avoided through compliance with the MBTA in addition to compliance with protections afforded to lands within and adjacent to

MHPA lands. Development on lands adjacent to MHPA lands would be required to avoid impacts to wildlife nursery sites in adjacent habitat areas as detailed further under Issue 5. Thus, with the existing regulatory framework in place, potential impacts to wildlife nursery sites would be less than significant.

#### 6.8.5.5 Multiple Species Conservation Program

The proposed Uptown CPU and associated discretionary actions would be consistent with the City's MHPA Land Use Adjacency Guidelines and Municipal Code (Section 142.0740) requirements relative to lighting adjacent to the MHPA. Additionally, in complying with the MHPA Land Use Adjacency Guidelines requirements, landscape plans for future projects would require that grading would not impact environmental sensitive land, that potential runoff would not drain into MHPA land, that toxic materials used on a development do not impact adjacency sensitive land, that development includes barriers that would reduce predation by domestic animals, and that landscaping does not contain exotic plants/invasive species. In addition, the MHPA Land Use Adjacency Guidelines directs development so that any brush management activities are minimized within the MHPA and contains requirements to reduce potential noise impacts to listed avian species. Compliance with the City's MHPA Land Adjacency Guidelines and adherence to the policies in the Conservation Element of the Uptown CPU would reduce potential impacts of the proposed Uptown CPU and associated discretionary actions to less than significant.

## 6.8.6 Mitigation Framework

All biological resources impacts would be less than significant; thus, no mitigation measures are required.

# 6.9 Geologic Conditions

GEOCON Inc. prepared the Program EIR-Level Geotechnical Report – Uptown, North Park, and Golden Hill Planning Areas (June 10, 2015). That analysis addresses geotechnical impacts associated with the three proposed Community Plan Updates (CPUs) including the proposed Uptown CPU and associated discretionary actions. The Geotechnical Report is included as Appendix I to this Program Environmental Impact Report (PEIR). This section presents a summary of the findings made in the report and the associated analysis of potential impacts.

## 6.9.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

Soil and geologic conditions are described in detail in Section 2.3.9 of this PEIR. In summary, the area of the Uptown CPU area is underlain by four surficial soil deposits and three geologic formations. The surficial soils include artificial fill (unmapped), topsoil/colluvium, alluvium (unmapped), and very old terrace deposits (formerly Lindavista Formation). The geologic formations include San Diego Formation, Pomerado Conglomerate, and Mission Valley Formation. Figure 6.9-1 illustrates the location of the geologic formations located within Uptown.

The 2008 City of San Diego Seismic Safety Study, Geologic Hazards and Faults, maps the Uptown CPU area as low risk (Geologic Hazard Category 52), the northern boundary is mapped as low to moderate risk (Geologic Hazard Category 53), and the south end is mapped within the downtown special fault zone, Geologic Hazard Category 13. Figure 6.9-2 shows the Uptown Community Plan area boundary superimposed on the 2008 City of San Diego Seismic Safety Study. Figure 6.9-3 provides a map of geologic hazards for the Uptown CPU area as identified in the Geotechnical Report (Appendix I)

Map Source: GEOCON MAP UNITS Artifical III (late Hobsens) Young alluvial flood-plain deposits (Holocene and late Ptristocene) Old alluvial fixed-plain deposits, undivided (late to middle Periotocone) Old parallo deposits, undivided date to middle Pleistocene). Very old alluvial flood-plain deposits, undivided priddle to early Plassocene) Very old presile deposits, untivided (middle to early Pleasocers) Qvop<sub>9</sub> Very Old Terrico Deposits Bas Diego Formation (early Pleastocene and late Pleastones)

d Teld - undivided
Telding - transitional marker and normarkine
peoble and cobble conglishments
Teldin - marker sandsclose MARINE CORPS omerado Conglamerata (middle Eocene) Tom - Missiner Sandstone Member Mission Valley Formation (middle Bookes) Stadium Conglomerate (redde Eccene) af PLANNING AREA BOUNDARY San Diego Intl Airport arbor Island 3,000 Feet

**FIGURE 6.9-1** Geology - Uptown

Map Source: GEOCON **LEGEND** Geologic Hazard Categories 11 Active, Alquist-Priolo Earthquake Fault Zone 12 Potentially Active, Inactive, Presumed Inactive, or Activity Unknown 13 Downtown special fault zone LIQUEFACTION 31 High Potential -- shallow groundwater major drainages, hydraulic fills 32 Low Potential -- fluctuating groundwater minor drainages 51 Level mesas -- underlain by terrace deposits and bedrock 52 Other level areas, gently sloping to steep terrain, favorable geologic structure, Low risk 53 Level or sloping terrain, unfavorable geologic structure, Low to moderate risk 54 Steeply sloping terrain, unfavorable or fault controlled geologic structure, Moderate risk 55 Modified terrain (graded sites) Nominal risk PLANNING AREA Water (Bays and Lakes) BOUNDARY FAULTS **✓** Fault / Inferred Fault · Concealed Fault NINE Shear Zone Downtown Specia 3,000 Feet

**FIGURE 6.9-2** 

City of San Diego Geologic Hazards and Faults – Uptown

Map Source: GEOCON FLORIDA CANYON FAULT PLANNING AREA BOUNDARY GEOCON LEGEND ..NORMAL HEIGHTS MUDSTONE ..DOWNTOWN SPECIAL STUDY ZONE POTENTIAL AREAS OF NON COMFORMING SLOPES ..POTENTIALLY ACTIVE FAULTING (City of San Diego, 2008) FLORIDA CANYON FAULT 3,000 Feet

**FIGURE 6.9-3**  $Geologic\ Hazards-Uptown$ 

## 6.9.2 Significance Determination Thresholds

Thresholds used to evaluate potential impacts to air quality are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City of San Diego's CEQA Significance Determination Thresholds (2011). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed Uptown CPU and associated discretionary actions. For impacts related to geologic conditions, a significant impact could occur if implementation of the proposed Uptown CPU and associated discretionary actions would:

- 1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault,
  - Strong seismic ground shaking,
  - Seismic-related ground failure, including liquefaction,
  - Landslides;
- 2) Result in substantial soil erosion or the loss of topsoil;
- 3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; or
- 4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

This section does not include analysis related to the capacity of soils to support septic tanks or alternative waste water disposal systems, since sewers are available throughout the Uptown CPU area.

## 6.9.3 Impact Analysis

#### **Issue 1 Seismic Hazards**

Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides?

Future development associated with the implementation of the proposed Uptown CPU and associated discretionary actions could result in the exposure of more people, structures, and infrastructure to seismic hazards.

The nearest known active fault is the Rose Canyon Fault Zone, which is identified in the GEOCON report as separate from the Newport–Inglewood/Rose Canyon Connected Fault (Table 6.9-1). Both are located approximately one mile to the west of the Community Plan area. Major earthquakes occurring on the Rose Canyon Fault Zone, or other regional active faults located in the southern California area, could subject the site to moderate to severe ground shaking. The Uptown CPU area is located on the east margin of the Rose Canyon Fault Zone (RCFZ) with two faults traversing the area (Figure 6.9-2). These are identified as the Old Town and Mission Bay fault segments of the RCFZ. The *City of San Diego Seismic Safety Study, Geologic Hazards and Faults* (2008) Grid Tiles 20 and 21 describes the Old Town and Mission Bay fault segments of the RCFZ as "potentially active, inactive, presumed inactive, or activity unknown".

A geotechnical investigation that specifically addresses surface fault-rupture hazard is required for proposed projects located in the fault buffer zones. The southern portion of the Uptown CPU area south of Laurel Street is located within the City of San Diego Downtown Special Study Zone. Permitting of projects within the Downtown Special Study Zone requires that a site-specific fault investigation be performed.

The Uptown CPU area will be subjected to hazards caused by ground shaking during seismic events on regional active faults. According to the computer program EZ-FRISK (Version 7.62), six known active faults are located within a search radius of 50 miles from the Uptown CPU area. The nearest known active faults are the Newport-Inglewood/Rose Canyon Connected Fault and Rose Canyon Fault (see Table 6.9-1), located approximately one mile west of the site, and are the dominant source of potential ground motion. Table 6.9-1, lists the estimated maximum earthquake magnitude and peak ground acceleration for faults in relationship to the Uptown CPU area.

As part of the geotechnical update, it was determined that the Uptown CPU area could be subject to moderate to severe ground shaking in the event of an earthquake along any of the faults listed in Table 6.9-1 or other faults in the Southern California/Northern Baja California region.

Table 6.9-1 Deterministic Seismic Hazard Parameters – Uptown Community					
			Peak Ground Acceleration		
			Boore	Campbell	Chiou
		Maximum	and	and	and
	Distance	Earthquake	Atkinson	Bozorgnia	Youngs
	from Site	Magnitude	2008	2008	2008
Fault Name	(miles)	(Mw)	(g)	(g)	(g)
Newport-Inglewood/Rose Canyon Connected	0.9	7.5	0.49	0.41	0.56
Rose Canyon	0.9	6.9	0.47	0.41	0.53
Coronado Bank	13	7.4	0.23	0.18	0.22
Palos Verde/Coronado Bank Connected	13	7.7	0.25	0.19	0.25
Elsinore	41	7.85	0.14	0.09	0.12
Earthquake Valley	45	6.8	0.08	0.06	0.05

The computer program EZ-FRISK was used to perform a probabilistic seismic hazard analysis. The computer program EZ-FRISK operates under the assumption that the occurrence rate of earthquakes on each mapped Quaternary fault is proportional to the faults slip rate. The program accounts for earthquake magnitude as a function of fault length, and site acceleration estimates are made using the earthquake magnitude and distance from the site to the rupture zone. The program also accounts for uncertainty in each of following: (1) earthquake magnitude, (2) rupture length for a given magnitude, (3) location of the rupture zone, (4) maximum possible magnitude of a given earthquake, and (5) acceleration at the site from a given earthquake along each fault. By calculating the expected accelerations from considered earthquake sources, the program calculates the total average annual expected number of occurrences of site acceleration greater than a specified value.

Table 6.9-2 presents the site-specific probabilistic seismic hazard parameters including accelerationattenuation relationships and the probability of exceedance.

Table 6.9-2 Probabilistic Seismic Hazard Parameters – Uptown Community				
	Peak Ground Acceleration			
	Boore	Campbell	Chiou	
	and	and	and	
	Atkinson	Bozorgnia	Youngs	
	2008	2008	2008	
Probability of Exceedance	(g)	(g)	(g)	
2% in a 50-Year Period	0.60	0.51	0.64	
5% in a 50-Year Period	0.40	0.35	0.41	
10% in a 50-Year Period	0.27	0.24	0.26	

While listing peak accelerations is useful for comparison of potential effects of fault activity in a region, other considerations are important in seismic design, including frequency and duration of motion and soil conditions underlying the site.

Severe ground shaking is most likely to occur during an earthquake on one of the regional active faults in the area. The Newport-Inglewood/Rose Canyon Connected faults, located to the northwest, is the active fault considered having the most significant effect from a design standpoint due to the close proximity. Based on a deterministic analysis, a maximum credible earthquake of moment magnitude M7.5 on the Newport-Inglewood/Rose Canyon Connected fault could produce an estimated peak horizontal ground acceleration of 0.56g within the proposed Uptown CPU area. Based on this analysis, damage from earthquake ground shaking could occur. Structural design in accordance with the current Building Code is intended to reduce the impact of earthquake shaking on buildings to an acceptable level of risk. Seismic design of future structures would be evaluated in accordance with the 2013 California Building Code (CBC) guidelines or those currently adopted by the City of San Diego. Design in accordance with the CBC would reduce potentially significant impacts to future structures from strong seismic ground shaking to a less than significant level. San Diego Municipal Code (SDMC) Section 145.1803(a)(2) indicates that no building permit shall be issued for construction where the geotechnical investigation report establishes that construction of buildings or structures would be unsafe because of the geologic hazards. All new development and redevelopment would be required to comply with the SDMC and the CBC, which include design criteria for seismic loading and other geologic hazards and require that a geotechnical investigation be conducted for all new structures, additions to existing structures, or whenever the occupancy classification of a building changes to a higher relative hazard category (SDMC Section 145.1803).

Liquefaction or seismically induced settlement typically occurs when a site is located in a zone with seismic activity; on-site soils are relatively cohesionless with relative densities less than about 70 percent, and groundwater within 50 feet of the surface. If these criteria are met, a seismic event could result in soil liquefaction. The potential for liquefaction and seismically induced settlement occurring for the mesa top areas is very low due to the very dense cemented condition of the geologic formations and lack of groundwater. Building construction in accordance with the SDMC and CBC will reduce this potential hazard to an acceptable level of risk. Thus, while the Uptown CPU area would be subject to seismic events, potential hazards associated with ground shaking and seismically induced hazards such as ground failure, liquefaction, or landslides would be reduced to a less than significant level through implementation of site-specific geotechnical report recommendations associated with future development within the Uptown CPU area.

### **Issue 2 Erosion or Loss of Topsoil**

Would the project result in a substantial erosion or loss of topsoil?

The Uptown CPU area consists of developed and previously graded land and undeveloped land predominantly in the form of canyons and other open space areas. Implementation of the proposed Uptown CPU and associated discretionary actions would allow for the intensification of some land uses that could lead to construction and grading activities that could temporarily expose topsoil and increase soil erosion from water and wind. Development of parcels within the proposed Uptown CPU area could remove the existing pavement and cover, thereby exposing soils to potential runoff and erosion during construction if protective measures are not taken.

SDMC Section 142.0146 requires grading work to incorporate erosion and siltation control measures in accordance with Chapter 14, Article 2, Division 4 (Landscape Regulations) and the standards established in the Land Development Manual. The regulations prohibit sediment and pollutants from leaving the work site and requires the property owner to implement and maintain temporary and permanent erosion, sedimentation, and water pollution control measures. Controls shall include measures outlined in Chapter 14, Article 2, Division 2 Storm Water Runoff Control and Drainage Regulations that address the development's potential erosion and sedimentation impacts.

Conformance to such mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Furthermore, any development involving clearing, grading, or excavation that causes soil disturbance of one or more acres, or any project involving less than one acre that is part of a larger development plan, is subject to National Pollutant Discharge Elimination System General Construction Storm Water Permit provisions. Additionally, any development of significant size within the City would be required to prepare and comply with an approved Storm Water Pollution Prevention Plan that would consider the full range of erosion control Best Management Practices, including any additional site-specific and seasonal conditions. Project compliance with National Pollutant Discharge Elimination System requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development. Impacts would be less than significant.

### **Issue 3 Geologic Instability**

Would the project be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

The majority of the Uptown CPU area is mapped as Geologic Hazard Category 52, characterized as low risk with favorable geologic structure. Other smaller hazard categories are mapped within the CPU area with low to moderate risk. The southern portion of the CPU area is mapped within the downtown special fault zone, Geologic Hazard Category 13. Refer to Figure 6.9-2 for the location of these Hazard Categories.

No large landslides are mapped in the Uptown CPU area; however, small surficial instability could be present on steep slopes. Areas of known and potential, non-conforming slopes (i.e., slopes steeper than 2:1 horizontal to vertical) are shown on Figure 6.9-3. These areas are generally along Interstate 5 and Interstate 8, in Reynard Canyon, Maple Canyon, Arroyo Drive, and Washington Street.

Future projects built in accordance with the proposed Uptown CPU and associated discretionary actions would be required to prepare a geotechnical investigation that specifically addresses slope stability if located on landslide-prone formations or slopes steeper than 25 percent (slope ratio of 4:1 horizontal to vertical) (SDMC Table 145.1803). Additionally, as discussed in the Geotechnical Report, based on the subsurface soil conditions encountered during the field investigation and the lack of groundwater extraction that would be associated with future development, the risk associated with ground subsidence hazard is low. Potential hazards associated with slope instability would be addressed by the site-specific recommendations contained within geotechnical

investigations as required by the CBC and SDMC. Thus, impacts related to landslide and slope instability would be less than significant.

### **Issue 4 Expansive Soils**

Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Relative to soil expansion, the highly expansive Normal Heights Mudstone is mapped in the northeastern portion of the Uptown CPU area (Figure 6.9-3). Mudstone can be highly expansive and within the Uptown CPU area could range from a few feet thick to approximately 10 feet thick, or greater, in localized areas. The presence of highly expansive materials, especially if near finish proposed grade, is potentially damaging to foundations surface improvements such as sidewalks and pavements. Special measures would be necessary during design and construction to mitigate the effects of expansive soil.

Site-specific measures based on results of a Geotechnical Investigation would be necessary during design and construction of future projects to remedy the effects of expansive soil. A site-specific Geotechnical Investigation required for future projects within the Uptown CPU area would be required by the SDMC to identify the presence of expansive soils and provide recommendations to be implemented during grading and construction to ensure that potential hazards associated with expansive soils are minimized. Thus, with implementation of the recommendations included in site-specific geotechnical investigations required under the CBC and SDMC, potential impacts associated with expansive soils would be less than significant.

### **Cumulative Impact Analysis**

Cumulative impacts related to geologic hazards within the Uptown CPU area and surrounding CPU areas such as North Park and Golden Hill would be less than significant with implementation of recommendations included in site-specific geotechnical investigations required under the CBC and SDMC, as discussed in the previous analysis. Geologic hazards occur from mapped faulting and site-specific soil or geologic conditions. Development of the Uptown CPU in combination with surrounding CPU areas would not compound or worsen potential geologic hazards. Geologic hazard conditions are site-specific and do not compound or increase in combination with projected development elsewhere in the county. Thus, as each individual development would be required to comply with remedial measures identified in a site-specific geotechnical investigation, as required by the SDMC and CBC, cumulative impacts related to geologic hazards would be less than significant.

## **6.9.4** Significance of Impacts

Based on the Geotechnical Report prepared by GEOCON, Inc., the proposed Uptown CPU and associated discretionary actions would not have direct or indirect significant environmental impacts with respect to geologic hazards because future development would be required to occur in accordance with the SDMC and CBC. This regulatory framework includes a requirement for site-specific geologic investigations to identify potential geologic hazards or concerns that would need to

be addressed during grading and/or construction of a specific development project. Adherence to the SDMC grading regulations and construction requirements and implementation of the recommendations and standards of the City's Geotechnical Study Requirements would preclude significant impacts related to erosion or loss of topsoil. Thus, impacts would be less than significant and no mitigation is required.

# 6.9.5 Mitigation Framework

Impacts of build-out of the proposed Uptown CPU and associated discretionary actions related to geologic conditions would be less than significant with implementation of existing SDMC requirements for preparation of geotechnical investigations prior to grading and construction and implementation of applicable measures identified in project specific geotechnical investigations. Thus, no mitigation is required.

# 6.10 Paleontological Resources

The analysis presented in this section evaluates the potential for impacts to paleontological resources based on existing geologic formations that underlay the Uptown Community Plan Update (CPU) area. Refer to Section 6.9, Geologic Conditions, for a discussion of the geologic formations that could be affected by the project (see Figure 6.9-1). The following analysis is based on a review of available literature, including the City's General Plan, Kennedy maps, the City's Paleontological Guidelines, and the publication of Paleontological Resources, County of San Diego by Deméré and Walsh (1994).

## **6.10.1 Existing Conditions**

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively. As described in the Chapter 2.0, Environmental Setting (Section 2.3.9, Geology and 2.3.10, Paleontology) of this draft Program Environmental Impact Report (PEIR), the Uptown CPU area is underlain by the San Diego, Pomerado Conglomerate, and Mission Valley Formations, which are assigned high resource sensitivity. Refer to Section 2.3.10 for additional discussion of the existing setting for paleontological resources and sensitivity ratings.

## **6.10.2 Significance Determination Thresholds**

The City of San Diego's California Environmental Quality Act (CEQA) Significance Thresholds provides guidance to determine potential significance to paleontological resources. Based on the City's thresholds, a significant impact related to paleontological resources would occur if the proposed Uptown CPU and associated discretionary actions would:

- 1) Result in development that requires:
  - Over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit.
  - Over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit.

The City's CEQA Significance Thresholds includes a Paleontological Determination Matrix to support the City's significance thresholds that is included in Section 2.3.10 of this PEIR. Additionally, the significance thresholds provide the following additional guidance for determining significance:

- If there are sedimentary rocks such as those found in the coastal areas, they usually contain fossils.
- If there are granitic or volcanic rocks such as those found in the inland areas, they usually will not contain fossils.

## 6.10.3 Impact Analysis

### **Issue 1 Paleontological Resources**

Would the project result in development that requires over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit or over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?

Because human understanding of history is obtained, in part, through the discovery and analysis of paleontological resources, impacts of activities that excavate or grade geologic formations that could contain fossil resources would be significant. The proposed Uptown CPU area is underlain by the San Diego Formation, Pomerado Conglomerate, and Mission Valley Formations, which are considered to be of high sensitivity for fossil resources, whereas the Uptown CPU area is not underlain by any moderate resource potential formations. Therefore, no impacts relative to moderate resource potential formations would occur.

Grading associated with future development projects implemented in accordance with the proposed Uptown CPU and associated discretionary actions that involve excavation into the underlying geological formations could expose these formations and associated fossil remains. These development projects could destroy paleontological resources if the fossil remains are not recovered and salvaged. In addition, future projects proposing shallow grading where formations are exposed and where fossil localities have already been identified would also result in a potentially significant impact. Thus, impacts resulting from future discretionary development into the high sensitivity San Diego, Pomerado Conglomerate, and Mission Valley Formations would be potentially significant (Impact 6.10-1).

Build-out of future ministerial projects implemented in accordance with the proposed Uptown CPU and associated discretionary actions would likely result in a certain amount of disturbance to the native bedrock within the Uptown CPU area. Since ministerial projects are not subject to a discretionary review process, there would be no mechanism to screen for grading quantities and geologic formation sensitivity and apply appropriate requirements for paleontological monitoring. Thus, impacts related to future ministerial development that would occur with build-out of the proposed Uptown CPU and associated discretionary actions would be potentially significant (Impact 6.10-2)

- **Impact 6.10-1:** Grading activities associated with the future discretionary projects that require grading in excess of 1,000 cubic yards, extending to a depth of 10 feet or greater into high sensitivity formations, could result in significant impacts to paleontological resources.
- **Impact 6.10-2:** Grading activities associated with the future ministerial projects that require grading in excess of 1,000 cubic yards, extending to a depth of 10 feet or greater into high sensitivity formations, could result in significant impacts to paleontological resources.

#### **Cumulative Impacts**

Development allowed pursuant to the proposed Uptown CPU and development within surrounding CPUs could involve excavation of previously undeveloped areas, some of which may consist of unique paleontological resources with fossil-bearing potential. Potential cumulative impacts to paleontological resources were evaluated in the General Plan PEIR. The analysis concluded that there is potential for the cumulative loss of paleontological resources throughout the county, as the county continues to develop in response to projected population growth. Likewise, development of the Uptown CPU area may result in the loss of unique paleontological resources or geologic formations with fossil-bearing potential. Certification of the General Plan PEIR included the adoption of mitigation measures that attempt to reduce significant project-level impacts from future development. However, there is only a mechanism to apply the mitigation framework to discretionary projects, not ministerial projects. Thus, within the Uptown CPU area and surrounding communities, significant impacts to paleontological resources could occur associated with grading for ministerial projects. Similar to the General Plan PEIR, build-out of ministerial projects within the Uptown CPU area would result in significant cumulative impacts to paleontological resources (Impact 6.10-2).

# **6.10.4 Significance of Impacts**

Because of high sensitivity for paleontological resources within the San Diego, Pomerado Conglomerate, and Mission Valley Formations, grading into these formations could potentially destroy fossil resources. Therefore, implementation of future discretionary and ministerial projects within the proposed Uptown CPU area within these formations has the potential to result in significant impacts to paleontological resources.

## **6.10.5 Mitigation Framework**

In order to reduce the potential adverse impact to paleontological resources associated with discretionary projects, the project would incorporate the mitigation measure identified in the General Plan PEIR addressing paleontological resource impacts.

The following measure would apply to any discretionary project that proposes subsurface disturbance within a high sensitivity formation. If no subsurface disturbance is planned, then paleontological resources would not be impacted and development of a project-specific paleontological monitoring and discovery treatment plan would not be necessary. The following mitigation measure would reduce impact 6.10-1 to a less than significant level.

#### PALEO 6.10-1 Paleontological Review and Monitoring

Prior to the approval of subsequent discretionary development projects implemented in accordance with the proposed Uptown CPU, the City shall determine the potential for impacts to paleontological resources within a high sensitivity formation based on review of the project application submitted and recommendations of a project-level analysis completed in accordance with the steps presented

below. Future projects shall be sited and designed to minimize impacts on paleontological resources in accordance with the City's Paleontological Resources Guidelines and CEQA Significance Thresholds. Monitoring for paleontological resources required during construction activities shall be implemented at the project level and shall provide mitigation for the loss of important fossil remains with future subsequent development projects that are subject to environmental review.

#### I. Prior to Project Approval

- A. The environmental analyst shall complete a project-level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable United States Geological Survey Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:
  - Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resources potential geologic deposit/formation/rock unit.
  - o Require over 2,000 cubic yards of excavation and/or 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit.
  - Require construction within a known fossil location or fossil recovery site. Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.
- B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required and any identified resources shall be recovered.
  - o Monitoring is always required when grading on a fossil recovery site or a known fossil location.
  - o Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).
  - Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded, and/or unweathered geologic deposits/formations/rock units are present at the surface.
  - Monitoring is not required when grading documented artificial fill. When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating, a Paleontological Mitigation Monitoring and Report Program shall be implemented during construction grading activities.

# 6.10.6 Significance of Impacts after Mitigation

All future discretionary projects that would occur as a result of the proposed Uptown CPU and associated discretionary actions would be required to comply with PALEO 6.10-1. Implementation of mitigation measure PALEO 6.10-1 would reduce paleontological impacts associated with future discretionary development to below a level of significance.

Build-out of future ministerial projects proposed in conformance with the proposed Uptown CPU and associated discretionary actions would also likely result in a certain amount of disturbance to the native bedrock within the study area. Since ministerial projects are not subject to a discretionary review process, there would be no mechanism to screen for grading quantities and geologic formation sensitivity and apply appropriate requirements for paleontological monitoring. Thus, impacts related to future ministerial development that would occur with build-out of the proposed Uptown CPU and associated discretionary actions would remain significant and unavoidable.

# 6.11 Hydrology/Water Quality

This section addresses the potential hydrology and surface and groundwater quality impacts that would result from the project. It relies on secondary source information and policies contained within the proposed Uptown Community Plan Update (CPU). This section also details applicable regulations, receiving waters, flood hazards, and other relevant existing conditions within the study area.

## 6.11.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

## 6.11.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed Uptown CPU and associated discretionary actions, a significant hydrology impact would occur if implementation of the proposed Uptown CPU and associated discretionary actions would:

- 1) Result in flooding due to an increase in impervious surfaces, changes in absorption rates, drainage patterns, or the rate of surface runoff;
- 2) Result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body; or
- 3) Deplete groundwater supplies, degrade groundwater quality, or interfere with groundwater recharge.

### 6.11.3 Impact Analysis

### **Issue 1** Flooding and Drainage Patterns

Would the project result in flooding due to an increase in impervious surfaces, changes in absorptions rates, drainage patterns, or the rate of surface runoff?

The Uptown community is an urban community within the City, and the majority of the Uptown CPU area is developed. Large areas of impervious surfaces (buildings, roadways, and surface parking) are mixed with a smaller amount of pervious (landscaping, parks) areas.

Future projects that could occur in the Uptown CPU area would result in an increase in impervious areas due to the new buildings, hardscape, and parking areas. Landscaping, as well as pervious pavements used in lieu of standard pavement, diminish a project's increase in impervious areas and, therefore, diminish a project's increase in urban pollutants. Implementation of the proposed Uptown CPU and associated discretionary actions would also have the potential to change surface runoff characteristics, including the volume of runoff, rate of runoff, and drainage patterns. An increase in the volume or rate of runoff or change in drainage patterns could result in flooding and/or erosion.

Future projects would be required to comply with the National Pollutant Discharge Elimination System (NPDES) and Hydromodification Management Plan (HMP) requirements as described in the City of San Diego Stormwater Standards Manual. Storm water detention and HMP facilities would be implemented to accommodate the potential increase in storm water runoff rates due to the proposed increase in impervious areas. To fulfill the HMP requirements, projects would need to be designed so that runoff rates and durations are controlled to maintain or reduce pre-project downstream erosion conditions and protect stream habitat. Projects would typically manage the increase in runoff by implementing a series of storm water Best Management Practices (BMPs) and detention facilities that have been specifically designed for Hydromodification Management.

The proposed Uptown CPU Elements include policies that address hydrology and water quality. The Conservation Element of the proposed Uptown CPU contains a goal related to the improvement of the hydrology and drainage within the proposed Uptown CPU area – specifically the application of sustainable urban runoff management techniques applied to support the surrounding landscape and reduce impacts on the surrounding canyons. Other proposed Conservation Element policies address urban runoff management and maintenance and cleaning of canyons.

All development in the City is subject to drainage regulations through the San Diego Municipal Code, which requires that the existing flows of a property proposed for development be maintained to ensure that the existing structures and systems handling the flows are sufficient. Since future development would be required to adhere to existing drainage regulations, development would not result in alterations to existing drainage patterns in a manner that would result in flooding or erosion on- or off-site. Adherence to the requirements of the City's Drainage Design Manual and Storm Water Standards Manual, which require installation of Low Impact Development (LID) practices, such as bioretention areas, pervious pavements, cisterns, and/or rain barrels, would improve surface drainage conditions or, at a minimum, not exacerbate flooding or cause erosion. Furthermore, future development would be required to comply with NPDES permit requirements, which would result in a reduction in the volume and rate of surface runoff compared to the existing condition. The quantity of runoff reduction would depend on the actual design of open space, pervious areas, run-off retention, and the manner of implementation of these LID practices. Thus, impacts would be less than significant.

## **Issue 2 Water Quality**

Would the project result in an increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body?

Future development projects that could occur in the Uptown community under the proposed Uptown CPU and associated discretionary actions would have the potential to change pollutant discharges. However, as future development in accordance with the proposed Uptown CPU and associated discretionary actions occurs, applicable NPDES permit requirements would require the retention and/or treatment of storm water through the implementation of BMPs. Future development would be required to demonstrate how pollutants such as various trace metals (e.g., copper, lead, zinc, and mercury), fecal coliform, low dissolved oxygen, phosphorus, and total dissolved solids that could be associated with future development would be treated to prevent discharge into receiving waters. Much of the existing development in the area was constructed before current storm water regulations were adopted. Thus, future development and redevelopment would be subject to current, more stringent requirements, which would likely improve water quality.

Under current storm water regulations in the City, all projects requiring approvals are subject to certain minimum storm water requirements to protect water quality. Types of storm water BMPs required for new developments include site design, source control, and treatment control practices, many of which overlap with LID practices. Storm water BMPs would reduce the amount of pollutants transported from a future proposed development project to receiving waters. Thus, impacts of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact related to water quality.

### **Issue 3 Groundwater**

Would the project deplete groundwater supplies, degrade groundwater quality, or interfere with ground water recharge?

Based on the Water Quality Control Plan for the San Diego Basin (April 2011), most of the groundwaters in the region have been extensively developed; the availability of potential future uses of groundwater resources is limited. Further development of ground water resources would probably necessitate groundwater recharge programs to maintain adequate groundwater table elevations. Groundwater within the San Diego Mesa is exempt from municipal and domestic supply beneficial use, as it was determined by the 1989 Regional Water Quality Control Board's Resolution No. 89-33 that this area does not support municipal and domestic supply. Groundwater within the Mission San Diego area of the Lower San Diego portion of the San Diego Hydrologic Unit has a potential beneficial use for municipal and domestic supply and existing beneficial uses for agricultural supply, industrial service supply, and industrial process supply.

As discussed under Issues 1 and 2 above, current storm water regulations encourage infiltration of storm water runoff and protection of water quality which would also protect the quality of groundwater resources and support infiltration where appropriate. Thus, implementation of the

proposed Uptown CPU and associated discretionary actions would result in a less than significant impact on groundwater supply and quality.

## **Cumulative Impacts**

Future projects within the Uptown CPU area and surrounding areas including projects within the North Park and Golden Hill CPUs, could have a cumulative impact on hydrology and water quality, including downstream problems with flooding, sizing of drainage facilities, erosion, and sedimentation. However, all future development within the CPU areas would be required to comply with all NPDES permit requirements, including the development of a SWPPP if the disturbed area covers one acre or more or a Water Quality Control Plan if the disturbed area is less than one acre. Future projects would also be required to follow the City's Storm Water Standards Manual for drainage design and BMPs for treatment. Thus, cumulative impacts would be less than significant.

# **6.11.4 Significance of Impacts**

## 6.11.4.1 Flooding and Drainage Patterns

All development is subject to drainage and floodplain regulations in the San Diego Municipal Code, and would be required to adhere to the City's Drainage Design Manual and Storm Water Standards Manual. Therefore, with future development, the volume and rate of overall surface runoff within the proposed Uptown CPU area would be reduced when compared to the existing condition. Impacts would be less than significant and mitigation is not required.

## 6.11.4.2 Water Quality

New development under the proposed Uptown CPU and associated discretionary actions would be required to implement LID and storm water BMPs into project design to address the potential for transport of pollutants of concern through either retention or filtration. The implementation of LID design and storm water BMPs would reduce the amount of pollutants transported from the Uptown CPU area to receiving waters. Impacts would be less than significant, and no mitigation would be required.

Future development would adhere to the requirements of the MS4 permit for the San Diego Region and the City's Storm Water Standards Manual, water quality conditions—both surface and groundwater—are not expected to have an adverse effect on water quality. Additionally, the City has adopted the Master Storm Water Maintenance Program to address flood control issues by cleaning and maintaining the channels to reduce the volume of pollutants that enter the receiving waters. Impacts would be less than significant, and no mitigation would be required.

### 6.11.4.3 Groundwater

Groundwater within the San Diego Mesa is exempt from municipal and domestic supply beneficial use and does not support municipal and domestic supply. Groundwater within the Mission San Diego area of the Lower San Diego portion of the San Diego Hydrologic Unit has a potential

beneficial use for municipal and domestic supply. Storm water regulations that encourage infiltration of storm water runoff and protection of water quality would also protect the quality of groundwater resources and support infiltration where appropriate. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact on groundwater supply and quality.

# **6.11.5 Mitigation Framework**

Implementation of the proposed Uptown CPU and associated discretionary actions would not result in significant impact to the environment. No mitigation is required.

# 6.12 Public Services and Facilities

Public services are those functions that serve residents on a communitywide basis. These functions include police protection, parks and recreation centers, fire protection, libraries, and schools. The following provides a discussion of these services and facilities as they relate to the proposed Uptown Community Plan Update (CPU) and associated discretionary actions. This section is based on communication from service providers, which are included in Appendix J of this draft Program Environmental Impact Report (PEIR).

# **6.12.1 Existing Conditions**

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively. Existing conditions specifically applicable to the Uptown CPU area are discussed below. Figure 6.12-1 illustrates the location of the public services discussed below.

## 6.12.1.1 Police Protection

The Uptown community is served by the Western Division of the Police Department. The Western area station is located at 1222 Gaines Street within the Mission Valley community planning area (Figure 6.12-1). The average response times for the Western Division for 2014 were 6.4 minutes for emergency calls, 10.8 minutes for Priority 1 calls, 25.4 minutes for Priority 2 calls, 62.8 minutes for Priority 3 calls, and 69.7 minutes for Priority 4 calls. The San Diego police Department's Citywide response time goals are 7 minutes for emergency calls, 14 minutes for Priority 1 calls, 27 minutes for Priority 2 calls, 68 minutes for Priority 3 calls, and 70 minutes for Priority 4 calls.

## 6.12.1.2 Parks and Recreation Facilities

The Uptown community is currently served by a number of parks, and joint-use facilities. Mission Hills Park (includes Pioneer Memorial Park), provides passive recreation amenities, such as multipurpose turf areas, parking lot, a children's play area, seating, picnicking, walkways, and landscaping. Similarly, Old Trolley Barn Park provides multi-purpose turf areas, a children's play area, seating, picnicking, walkways, and landscaping. West Lewis Street, a pocket park, provides passive recreation amenities, a trail, public art, interpretive signage, and seating. There are two joint-use facilities within Uptown, which are Birney Elementary School and Roosevelt Middle School.

At full community development, the projected population for the Uptown community is 55,700. Therefore, according to General Plan standards for population-based parks, the community should be served by a minimum of 155.96 useable acres of park land at full community development. Additionally, at full community development, the Uptown CPU population warrants approximately

Map Source: SanGIS

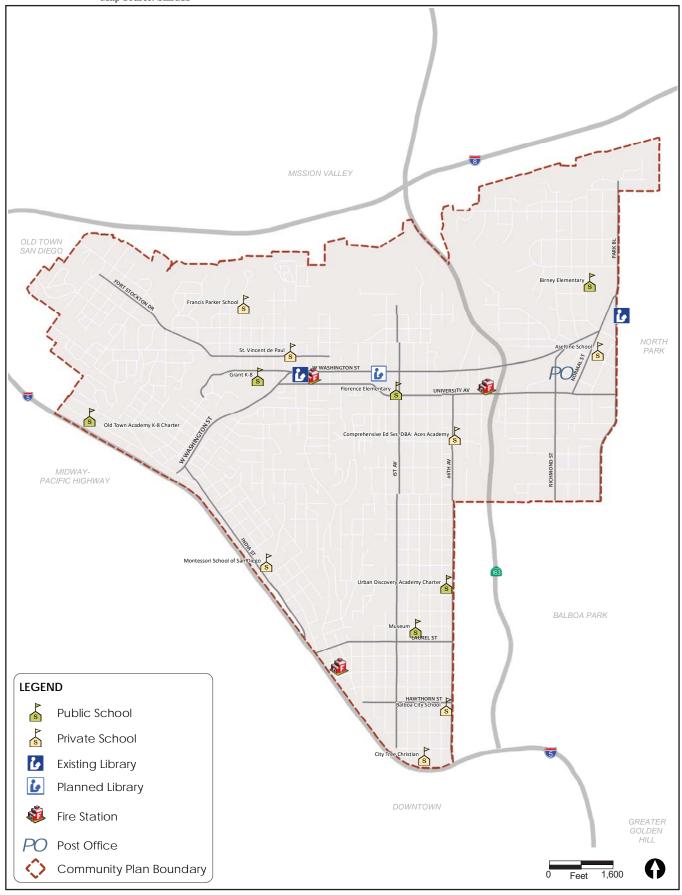


FIGURE 6.12-1 Location of Public Services and Facilities – Uptown

two and one-quarter recreation centers equivalent to 37,910 total square feet and approximately one aquatic complex. Of the total of 155.96 acres of population-based parks needed to serve Uptown at full community development, 18.21 acres currently exist. This includes the following parks: Mission Hills Park (including Pioneer Memorial Park); Old Trolley Barn Park; West Lewis Street Pocket Park; Birney Elementary and Roosevelt Middle Schools Joint Use Areas; and the Sixth Avenue Children's Play Area located within Balboa Park. Currently, the Uptown CPU area does not have a recreation center or aquatic complex.

## 6.12.1.3 Fire/Life Safety Protection

The City provides fire services through geographic service areas. The Fire Department provides emergency/rescue services, hazard prevention, and safety education to ensure the protection of life, property, and the environment, including education about vegetation management to protect properties from wildfires in canyon areas. Fire protection for the community is provided primarily by three fire stations. Station 8 is located at Goldfinch and Washington Street, Station 5 is located at Ninth and University Avenue, and Station 3 is located at State and Kalmia Street (see Figure 6.12-1). There are plans in the near term that Fire Station 5 will be rebuilt. In addition, expansion plans for Fire Station 8 include new quarters and parking for fire staff that will occupy the Mission Hills Library site, once the library is relocated.

## a. Response Standards General

To treat medical patients and control small fires, the first-due unit should arrive within 7.5 minutes, 90 percent of the time from the receipt of the 911 call in fire dispatch. This equates to 1-minute dispatch time, 1.5-minute company turnout time, and 5-minute drive time in the most populated areas.

## b. Response Force for Serious Emergencies

To confine fires near the room of origin, to stop wildland fires to under 3 acres when noticed promptly and to treat up to five medical patients at once (Citygate 2011), a multiple-unit response of at least 17 personnel should arrive within 10.5 minutes from the time of 911-call receipt in fire dispatch, 90 percent of the time. This equates to 1-minute dispatch time, 1.5-minute company turnout time and 8-minute drive time spacing for multiple units in the most populated areas.

## c. Adopted Fire Station Location Measures

To direct fire station location timing and crew size planning as the community grows, the adopted fire unit deployment performance measures based on population density zones are listed in Table 6.12-1, below:

Table 6.12-1 Deployment Measures for San Diego City Growth (by Population Density per Square Mile)						
	Structure Fire	Structure Fire	Structure Fire	Wildfires,		
	Urban Area	Rural Area	Remote Area	Populated Areas,		
	(>1,000-people/	(1,000 to 500	(500 to 50	Permanent Open		
	sq. mi.)	people/sq. mi.)	people/sq. mi.)	Space Areas		
1 <sup>st</sup> Due Travel Time	5	12	20	10		
Total Reflex Time	7.5	14.5	22.5	12.5		
1 <sup>st</sup> Alarm Travel Time	8	16	24	15		
1 <sup>st</sup> Alarm Total Reflex	10.5	18.5	26.5	17.5		

## d. Aggregate Population Definitions

Where more than one square mile is not populated at similar densities, and/or a contiguous area with different zoning types aggregates into a population "cluster," these measures guide the determination of response time measures (Table 6-12.2) and the need for fire stations:

Table 6.12-2 Response Time Measures					
Area	Aggregate Population	First-Due Unit Travel Time Goal			
Metropolitan	> 200,000 people	4 minutes			
Urban-Suburban	< 200,000 people	5 minutes			
Rural	500 - 1,000 people	12 minutes			
Remote	< 500	> 15 minutes			

## **6.12.1.4** Libraries

The Uptown community is served by the Mission Hills and University Heights libraries (Figure 6.12-1). A new 25,000-square-foot facility will replace the current 3,850-square-foot Mission Hills Branch Library located at 925 West Washington Street and built in 1961 prior to the minimum standard of 15,000 square feet for branch libraries. The new library facility site, which the City has acquired, will be located at the southwest corner of Washington and Front streets. General Plan policies PF-J.3 and PF-J.5 support libraries that serve larger areas to maximize capital efficiencies.

### 6.12.1.5 Schools

The Uptown community is served by three public elementary schools (Florence, Alice Birney, and Grant Elementary Schools), Roosevelt Middle School, and San Diego High School (Figure 6.12-1). In addition, there are charter schools, private schools, and neighboring community schools that help serve the community.

# **6.12.2 Significance Determination Thresholds**

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed Uptown CPU and associated discretionary actions, a significant public services and facilities impact would occur if implementation of the proposed Uptown CPU and associated discretionary actions would:

Promote growth patterns resulting in the need for and/or provision of new or physically
altered public facilities (including police protection, parks, or other recreational facilities,
fire/life safety protection, libraries, schools, or maintenance of public facilities including
roads), the construction of which could cause significant environmental impacts in order to
maintain service ratios, response times, or other performance objectives.

# 6.12.3 Impact Analysis

## **Issue 1 Public Facilities**

Would the project promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police protection, parks or other recreational facilities, fire/life safety protection, libraries, schools, or maintenance of public facilities including roads), the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives?

### a. Police Protection

Within the Uptown CPU area, the Western Division of the San Diego Police Department operates under the Citywide response time goals detailed in Chapter 5.0, Regulatory Framework (Section 5.12.1.1) of this PEIR and responds to emergency and Priority 1 through Priority 4 calls. There are no current plans for additional police substations in the Uptown CPU area. Correspondence with the San Diego Police Department identified that police response times within Uptown will continue to increase with the build-out of the proposed Uptown CPU, which could ultimately result in the need for new or expanded police services. However, as future development is proposed within the Uptown CPU area, individual projects would be subject to applicable Development Impact Fees (DIF) for public facilities financing in accordance with Municipal Code Section 142.0640. The Uptown CPU includes a comprehensive Impact Fee Study that will define applicable DIF fees for future development, including fees for police facilities funding.

Proposed Uptown CPU policies support provision of police services within the CPU area by providing guidelines to reduce incidence of criminal activity within the Uptown neighborhoods, including support for Neighborhood Watch and Community Alert Programs, increased foot and bicycle patrols, exchange of information with patrol officers, and development projects that provide adequate lighting, visibility for surveillance, and gradations between public and private space.

The proposed Uptown CPU and associated discretionary actions do not include construction of new police facilities. As population growth occurs and the need for new facilities are identified, any future

construction of police facilities would be subject to a separate environmental review at the time design plans are available. Thus, while build-out of the CPU could result in the demand for new or altered police services, the existing DIF framework in place would require future projects within the CPU area to pay fees for future facility needs. Additionally, no police facilities are currently proposed and any future facility would require a site-specific environmental review. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in less than significant environmental impacts associated with the construction of new facilities in order to maintain service ratios, response times, or other performance objectives related to police services.

### b. Parks and Recreation

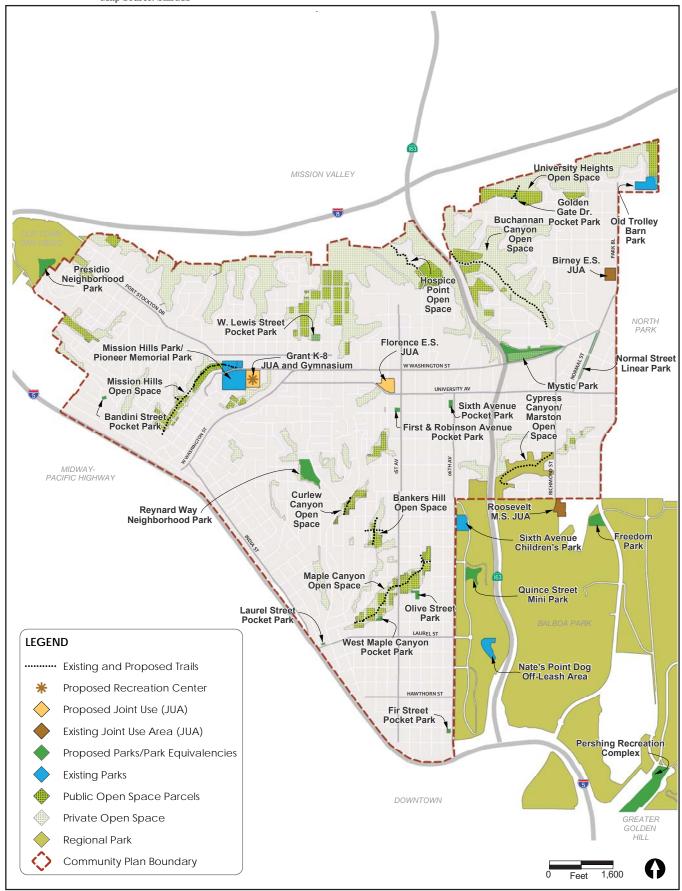
Based on the projected population for the Uptown Community, 55,700, General Plan standards for population-based parks and recreation facilities would require the community to be served by a minimum of 155.96 useable acres of park land at full community development. Additionally, at full community development, the projected population warrants approximately two and one-quarter recreation centers equivalent to 37,910 total square feet and approximately one aquatic complex.

Opportunities for additional park land and recreation facilities within the Uptown Community are anticipated to come primarily through redevelopment of private and public properties and through the application of park equivalencies as detailed below. Facilities that may be considered as population-based park equivalencies include:

- Joint use facilities;
- Trails through open space;
- Portions of resource-based parks;
- Privately owned, publicly used parks;
- Non-traditional parks, such as rooftop or indoor recreation facilities; and
- Facility or building expansion or upgrades.

The General Plan allows park equivalencies to be used when vacant land is limited, unavailable or is cost-prohibitive. The application of park equivalencies is determined by the community and City staff through a set of guidelines. The community and City identified and evaluated population-based park and recreation opportunities, as well as potential park equivalency sites, for their recreational value, possible uses and functions, public accessibility, consistency with General Plan policies and guidelines, and other land use policy documents (e.g., Balboa Park Master Plan and Balboa Park East Mesa Precise Plan). Tables 6.12-3 and 6.12-4 summarize the existing and proposed parks and equivalencies that have been selected by the Uptown Community to supplement their existing population-based park inventory. The table also includes recommendations contained in the Balboa Park Master Plan, including the Sixth Avenue Area, where appropriate, as well as recommendations generated by the community and City staff for facilities outside Balboa Park. Figure 6.12-2 shows the locations of park facilities.

Map Source: SanGIS



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 $\label{eq:FIGURE 6.12-2} FIGURE~6.12-2$  Parks, Recreation Facilities, and Open Space – Uptown

			Table 6.12-3	
	P	Population	n-Based Parks and Recreatio	n Facilities
Parks/	Existing	Future	Parks and Recreation	Tracincies
Recreation	Useable	Useable	Facilities	Parks and Recreation Facilities
Facilities	Acreage			Recommendations
Major Parks		6-		
None				
Community Park	S			
None				
Neighborhood P	arks			
Mission Hills Park (includes Pioneer Memorial Park)	8.34		Existing park consisting of passive recreation amenities, such as multipurpose turf areas, parking lot, a children's play area, seating, picnicking, walkways, and landscaping.	
Mystic Park		7.58	Proposed park site located east of State Route 163 (SR-163), north or Washington Street and south of Pascoe Street on City and California Department of Transportation (Caltrans) right-of-way. Portions of the site are designated as a California Historic Parkway and Scenic Highway, and are a State Historic Resource and City Historic Landmark.	Prepare a park feasibility study; The study may address historic resource issues, vehicular, pedestrian and traffic circulation, reconfiguration of freeway onramps, new traffic signalization, community recreation needs, other issues to be determined, and a preliminary cost analysis. An agreement with Caltrans may be required. Based on results of the study, acquire, design, and construct park amenities for active and passive uses that could include multi-purpose turf areas, children's play areas, an amphitheater and performance opportunities, picnicking, seating, exercise areas, and an off-leash dog area.
Old Trolley Barn Park	2.92		Existing park consisting of passive recreation amenities, such as multipurpose turf areas, a children's play area, seating, picnicking, walkways, and landscaping.	

			Table 6.12-3	
			n-Based Parks and Recreatio	n Facilities
Parks/	Existing	Future	Parks and Recreation	
Recreation	Useable	Useable	Facilities	Parks and Recreation Facilities
Facilities	Acreage	Acreage	Locations and Descriptions	Recommendations
Reynard Way Neighborhood Park		4.72	Proposed park site on undeveloped property, consisting of multiple, privately owned parcels, located at 3532 Reynard Way. The site consists of varied topography and a potentially historically significant building, which would present some developmental challenges, but would yield many recreational opportunities. Adaptive reuse of the building for recreational purposes is a possibility.	Acquire, design, and construct park amenities for active and passive recreation, such as informal multipurpose sports field, children's play areas, seating, picnicking, walkways, and landscaping.
Mini-Parks				
None				
Pocket Parks/Pl	azas	T		
Bandini Street Pocket Park		0.18	Proposed pocket park on vacant, privately owned property located on the east side of Bandini Street at Mergho Impasse.	Acquire, design, and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways, and landscaping.
Fir Street Pocket Park		0.23	Proposed pocket park on two privately owned parcels, located on the southwest corner of Fir Street and Sixth Avenue. The site is currently developed with a small structure and associated parking area.	•
First & Robinson Pocket Park		0.28	Proposed pocket park on vacant, privately owned property located on the northwest corner of First and Robinson avenues.	Acquire, design, and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways, and landscaping.

	Table 6.12-3				
	F	opulation	n-Based Parks and Recreatio	n Facilities	
Parks/	Existing	Future	Parks and Recreation		
Recreation	Useable	Useable	Facilities	Parks and Recreation Facilities	
Facilities	Acreage	Acreage	Locations and Descriptions	Recommendations	
Golden Gate		0.33	Proposed pocket park on	Design and construct park	
Drive Pocket			City-owned open space land	amenities to include passive	
Park			within the University Heights	recreation, such as a trailhead and	
			Open Space area directly	interpretive signage, improved	
			adjacent to Golden Gate	trails, overlook/seating,	
			Drive.	landscaping, etc.	
Laurel Street		0.11	Proposed pocket park on	Design and construct park	
Pocket Park			undeveloped City-owned	amenities to support passive	
			park land.	recreation, such as children's play	
				area, seating, picnicking, walkways,	
		0.50		and landscaping.	
Olive Street		0.60	Proposed pocket park on	Design and construct park	
Park			undeveloped City-owned	amenities to include passive	
			park property located on	recreation, such as a children's play	
			Olive Street.	area, walkways, seating, picnicking,	
Sixth Avenue		0.45	Proposed pocket park	and landscaping.  Acquire, demolish existing	
Pocket Park		0.45	located on privately owned	improvements, and design and	
FUCKELFAIK			property on the west side of	construct park amenities to include	
			Sixth Avenue between	passive recreation, such as a	
			University and Robinson	children's play area, seating,	
			avenues. The site is	picnicking, walkways and	
			currently developed with the		
			"Pernicano's" restaurant and	ianascaping.	
			associated parking lot.		
West Lewis	0.35	0.03	Existing park, located	Construct Phase II improvements,	
Street Pocket			between Falcon and	including the trail connection with	
Park			Goldfinch streets,	the existing Phase I, in accordance	
			comprising passive	with the approved General	
			recreational amenities, a	Development Plan.	
			trail, public art, interpretive		
			signage, and seating.		
West Maple		0.25	Proposed pocket park on	Construct passive park amenities	
Canyon Pocket			undeveloped City-owned	including seating, interpretive	
Park			land adjacent to the Maple	signage, landscaping, and a	
			Canyon Open Space area.	trailhead, in accordance with the	
				approved General Development	
				Plan.	
Special Activity	Park				
None					

	Table 6.12-3				
			n-Based Parks and Recreatio	n Facilities	
Parks/	Existing	Future	Parks and Recreation		
Recreation	Useable	Useable	Facilities	Parks and Recreation Facilities	
Facilities	Acreage	Acreage	Locations and Descriptions	Recommendations	
Recreation Cen		T			
Grant K-8	N/A	N/A	Proposed gymnasium	Pursue an agreement with SDUSD	
School			located within the Grant K-8	for joint use of the proposed	
Gymnasium			School site on San Diego	10,454-square-foot gymnasium.	
			Unified School District	The facility would be designed and	
			(SDUSD) land.	constructed by SDUSD.	
Redwood	N/A	N/A	Proposed recreation facility	Design and construct an	
Recreation			located in the vicinity of the	approximately 10,643 sq. ft.	
Center (within			existing Redwood Bridge	recreation center including	
Balboa Park)			Club, between Sixth Avenue,	community meeting and multi-	
			Balboa Drive, Quince Street,	purpose rooms, arts & crafts, and	
			and Spruce Street.	fitness rooms.	
Uptown	NA	NA	Proposed recreation facility	Expand/replace the existing	
Recreation			located in the southern	building with a 17,000 sq. ft.	
Center (within			portion of the community.	recreation center including a	
Balboa Park)				gymnasium, community meeting	
				and multi-purpose rooms, arts &	
				crafts, and fitness rooms.	
				Incorporate the existing Chess Club	
				and Horseshoe Club uses into the	
				new uses, as appropriate	
Aquatics Comp	lex	l			
Uptown	N/A	N/A	Proposed aquatics complex	Acquire land if the location is not	
Aquatics			to be located at a site to be	within an existing park site. Design	
Complex			determined within the	and construct an aquatics complex,	
·			Uptown community.	sized to meet community needs,	
				including a swimming pool,	
				universal access and water	
				amenities such as a children's pool	
				and a therapeutic pool, and a pool	
				house including locker rooms, staff	
				offices, and equipment storage	
				facilities.	

			Table 6.12-3	
	F	opulatio	n-Based Parks and Recreatio	n Facilities
Parks/	Existing	Future	Parks and Recreation	
Recreation	Useable	Useable	Facilities	Parks and Recreation Facilities
Facilities	Acreage	Acreage	Locations and Descriptions	Recommendations
Joint Use Facilit		1		
Birney	0.86		Existing joint use facilities	
Elementary			consisting of turf multi-	
School			purpose playfield, multi-	
			purpose courts, and	
			hardscape for court games	
			pursuant to long-term lease	
			agreement. (Facility totals	
			1.82 acres and is shared	
			with North Park (0.96 acres)	
_,			and Uptown (0.86 acres)	
Florence		1.2	Proposed joint use facility at	, ,
Elementary			the school site.	facilities, including multi-purpose
School				courts. Pursue a pedestrian
				connection between the joint use
				area and the future Mission Hills
				Library site. Enter into a Joint Use
Grant K-8		1.00	Dranged igint use facility at	Agreement with the SDUSD.
School		1.00	Proposed joint use facility at school site.	Design and construct joint use facilities, including multipurpose
301001			scrioor site.	playfield, hard courts, and a
				gymnasium. Enter into a Joint Use
				Agreement with the School District.
Roosevelt	2.19		Existing joint use facilities	Agreement with the School District.
Middle School	2.13		consisting of turf multi-	
Wilder School			purpose playfields and	
			perimeter running track	
			pursuant to long-term	
			agreement.	
Trails: Useable	acres crec	lit for trail		ng the linear footage of trail by 12' 0"
			560 square feet)	S S
Bankers Hill		0.39	Proposed trail amenities for	Design and construct trail
Open Space			the existing trails, 1,400	amenities, such as benches,
Trail			lineal feet, in the Bankers	interpretive signs, protective
			Hill Open Space. A portion	fencing, native landscaping, trash
			of the proposed trail is	and recycling containers, and
			located on undeveloped	overlooks, where needed and
			public right-of-way.	appropriate for the trail type, as
				determined and approved by City.

			Table 6.12-3	
	F	opulation	n-Based Parks and Recreatio	n Facilities
Parks/	Existing	Future	Parks and Recreation	
Recreation	Useable	Useable	Facilities	Parks and Recreation Facilities
Facilities	Acreage	Acreage	Locations and Descriptions	Recommendations
Buchannan Canyon Open Space Trail		0.41	Proposed trail amenities for the existing trails, 1,500 lineal feet, in the Buchannan Canyon Open Space. A portion of the proposed trail is located on undeveloped public right-of-way.	Design and construct trail amenities, such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.
Curlew Canyon Open Space Trail		0.14	Proposed trail amenities for the existing trails, 500 lineal feet, in the Curlew Canyon Open Space.	Design and construct trail amenities, such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, and overlooks, where needed and appropriate for the trail type, as determined and approved by City.
Cypress Canyon / Marston Open Space		1.16	Proposed trail amenities for the existing trails, 4,200 lineal feet, in the Cypress Canyon/Marston Open Space.	Design and construct trail amenities such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.
Hospice Point Open Space Trail		0.30	Proposed trail amenities for the existing trails, 1,100 lineal feet, in the Hospice Point Open Space.	Design and construct trail amenities, such as such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.
Maple Canyon Open Space Trail		0.77	Proposed trail amenities for the existing trails, 2,800 lineal feet, in the Maple Canyon Open Space.	Design and construct trail amenities, such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, and overlooks, where needed and appropriate for the trail type, as determined and approved by City.

	Table 6.12-3				
	F	opulation	n-Based Parks and Recreatio	n Facilities	
Parks/	Existing	Future	Parks and Recreation		
Recreation	Useable	Useable	Facilities	Parks and Recreation Facilities	
Facilities	Acreage	Acreage	Locations and Descriptions	Recommendations	
Mission Hills		0.41	Proposed trail amenities for	Design and construct trail	
Open Space			the existing trails, 1,480	amenities, such as protective	
Trail			lineal feet, in the Mission	fencing, native landscaping, trash	
			Hills Open Space. A small	and recycling containers, overlooks,	
			portion of the proposed trail	etc., where needed and	
			is located on privately	appropriate for the trail type, as	
			owned property.	determined and approved by City.	
				Acquire a recreation easement for	
				public use of the privately owned	
I I a to a section		0.00	Donata and the illustration for	portion of the trail.	
University		0.08	Proposed trail amenities for	Design and construct trail amenities such as benches,	
Heights Open Space Trail			the existing trails, 300 lineal feet, in the Buchannan	interpretive signs, protective	
Space Irali			Canyon Open Space.	fencing, native landscaping, trash	
			Carryon Open Space.	and recycling containers, overlooks,	
				etc., where needed and	
				appropriate for the trail type, as	
				determined and approved by City.	
Portion of Reso	urce-Base	d Parks		от о	
Freedom Park		2.29	Proposed park located on	Design and construct active and	
(within Balboa			the north side of the War	passive recreation amenities and	
Park)			Memorial Building on Park	support facilities, such as	
			Boulevard.	seating/picnicking, security lighting,	
				walkways, and landscaping.	
Nate's Point		2.75	Off-leash dog area at Laurel	Design and construct off-leash dog	
Off-leash Dog			Street and Balboa Drive.	area upgrades, such as drinking	
Area (within				fountains, site furniture, security	
Balboa Park)				lighting, walkways, and	
				landscaping.	
Pershing		3.45	Proposed community	Design and construct a community	
Recreation			park/sports complex located	park/ sports complex with active	
Complex			at the corner of Pershing Drive and 26th Street. This	recreation facilities consistent with the recommendations in the	
(within Balboa Park)			site is currently used by City	Balboa Park East Mesa Precise	
raik)			Central Operations Station	Plan, subsequent to relocation of	
			facilities. This 15-acre facility	non-park, City facilities.	
			will be shared with	non park, city racinates.	
			Downtown, Greater North		
			Park, Greater Golden Hill,		
			and Uptown.		

			Table 6.12-3	
	P	Populatio	n-Based Parks and Recreatio	n Facilities
Parks/	Existing	Future	Parks and Recreation	
Recreation	Useable	Useable	Facilities	Parks and Recreation Facilities
Facilities	Acreage	Acreage		Recommendations
Presidio	Acreage	3.84	Neighborhood park located	Design and construct additional
Neighborhood		3.04	on Cosoy Way and Presidio	recreation amenities such as a
Park (within			Drive within Presidio Park.	picnic shelter, accessible walkways,
Presidio Park)			Existing uses include a	interpretive signs, etc.
riesiulo raik)			children's play area, picnic	interpretive signs, etc.
			areas and a comfort station.	
Outings Street		2.20		Design and construct passive
Quince Street		2.30	Proposed mini-park located at the southeast corner of	Design and construct passive
Mini-Park			the intersection of Balboa	recreation amenities, such as
(within Balboa				seating/picnicking, security lighting,
Park)			Drive and the Quince Street/	walkways, and landscaping.
			SR-163 northbound exit	
Circhia Accessor	2.55		ramp.	Danier and an atmost and a siting
Sixth Avenue	3.55		Proposed linear park located	
Linear Park –			between Sixth Avenue and	consistent with the approved
North (within			Balboa Drive, from Upas	General Development Plan for the
Balboa Park)			Street to Quince Street.	Sixth Avenue Playground located
				between Thorn and Spruce streets,
				as well as additional passive
				recreational amenities in the
				adjacent areas such as seating,
				picnicking, drinking fountains,
				security lighting, walkways and
	15 160			landscaping.
Privately Owne	d Park Site	es		
None	I.D. I. 61:			
Non-Traditiona	Park Site		5 11: 11 . 1	
Normal Street		1.60	Proposed linear park located	Design and construct a variety of
Linear Park			within the Normal Street	passive recreational and
			right-of-way, including the	community uses, including a
			medians.	children's play area and flexible
				opportunities for the weekly
				farmer's market and other
				community events. Coordinate
				with the State's redevelopment
				efforts of the Department of Motor
				Vehicles office site, where
				appropriate.
Facility or Build	ing Expan	sion or U	ograde	
None				

Table 6.12-4 Summary of Existing and Proposed Population-Based Parks and Recreation Facilities					
Population-Based Parks	Useable Acres				
Existing Population-based Parks and Park Equivalencies	18.21 acres				
Proposed Population-based Parks and Park Equivalencies	36.85 acres				
Total Existing and Proposed Population-based Parks and Equivalencies	55.06 acres				
Population-based Park Requirements at full community development	155.96 acres				
Population-based park deficit at full community development	100.90 acres				
Recreation Centers	Square Feet				
Existing Recreation Centers:	0				
Proposed Recreation Center: Grant K-8 School Gymnasium	10,454 SF				
Proposed Recreation Center: Redwood Recreation Center	10,456 SF				
Proposed Recreation Center: Uptown Recreation Center	17,000 SF				
Total Existing and Proposed Recreation Centers	37,910 SF				
Recreation Center Requirement at full community development	37,910 SF				
Aquatic Complex	Percentage				
Existing Aquatic Complexes	0				
Proposed Aquatic Complexes: Uptown Aquatic Complex	1.11				
Total Existing and Proposed Aquatic Complexes	1.11				
Aquatic Complexes Requirement at full community development	1.11				

A total of 155.96 acres of population-based parks would be needed to serve Uptown at full community development, of which 18.21 acres currently exist. Through the proposed Uptown CPU effort, City staff and community members have identified 36.85 acres of proposed new population-based park land and park equivalency sites within and adjacent to the Uptown community that, when implemented, would reduce the existing population-based park deficit to 100.90 acres.

Build-out of the proposed Uptown CPU would add additional population to the CPU area and the CPU area would continue to have a deficit of population-based parks at build-out, which would be an adverse impact. Similarly, until the identified recreational facilities such as the aquatic complex are constructed, the deficit and the associated adverse impact would continue. Future development proposed within the Uptown CPU area would be subject to payment of DIF for public facilities financing in accordance with Municipal Code Section 142.0640. The Uptown GPU includes an Impact Fee Study that would define applicable DIF fees for future development including fees for park funding. However, fees would not be adequate to address the extent of the parkland deficit. Payment and receipt of DIF funds is contingent on future development, and proposed fees are not designed to fully fund and address the parkland deficit.

The proposed Uptown CPU Recreation Element provides a policy framework that supports acquisition and development of new public parks and park equivalencies and encourages new private development to include recreational facilities.

Thus, although the existing and projected deficit in population-based parks is adverse, impacts associated with the construction of park facilities would be less than significant at the program level. Implementation of the proposed Uptown CPU and associated discretionary actions would provide policy support for increasing the acreage of population-based parks in the CPU area, but does not

propose construction of new facilities. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact associated with the construction of new facilities in order to maintain performance objectives for parks.

## c. Fire/Life Safety Protection

With the implementation of the proposed Uptown CPU and associated discretionary actions there would be an increase in overall population, which could result in a change in response times. However, future facilities would be planned based on adopted General Plan Public Facilities Element standards detailed in Chapter 5.0, Regulatory Framework (Section 5.12.1.3) of this PEIR. The proposed Uptown CPU and associated discretionary actions do not propose the construction of fire/life safety facilities. However, the proposed Uptown CPU contains a policy framework that addresses maintaining the high level of fire protection throughout the Uptown community. Additionally, as future development is proposed within the Uptown CPU area, individual projects would be subject to payment of DIF, which would provide facilities financing in accordance with Municipal Code Section 142.0640. The Uptown GPU includes a comprehensive update to the existing Impact Fee Study that will define applicable DIF fees for future development, including funding for fire facilities.

At the program level the proposed increase in population would not require that the Fire-Rescue Department construct new facilities. Any expansion construction of existing facilities or the development of a new facility would be subject to separate environmental review at the time design plans are available. Therefore, at the program-level of analysis provided in this PEIR, impacts related to the expansion construction would be less than significant.

As noted in the proposed Uptown CPU, although no additional fire stations are planned within the community, a new replacement facility at the Station 5 location would be undertaken to meet the current needs of the local neighborhood and the station's personnel.

### d. Libraries

As identified above, two libraries currently serve the Uptown community. Correspondence with the Library Department (Appendix J) confirms that the City does not require the construction of any additional facilities to meet library service requirements of the proposed Uptown CPU. While not required, there are plans to build an approximately 25,0000-square-foot new library, which would result in an exceedance of the recommended minimum branch library size requirement of 15,000 square feet. The new library would proceed as a separate action from the proposed Uptown CPU and associated discretionary actions and would be required to undergo its own environmental review. The proposed CPU Public Facilities, Services, and Safety Element policy framework supports expanded library facilities, which the new Mission Hills/Hillcrest Branch Library would address. Any expansion construction of existing facilities or the development of a new facility would be subject to separate environmental review at the time design plans are available. Therefore, since the proposed Uptown CPU and associated discretionary actions do not include the construction of library facilities and facility needs would be met within the Uptown CPU area, impacts related to library facilities would be less than significant.

## e. Schools

Student generation is based on housing units. For the Uptown community, based on 2010 Census data from San Diego Association of Governments (SANDAG), there are 25,124 existing units. An additional 12,581 residential units are proposed with the CPU. Per correspondence with San Diego Unified School District (SDUSD; April 2014), student generation rates vary based on the type of project, number of units, bedroom mix, affordable or senior housing component, proximity to schools and other amenities, neighborhood, and other factors. There are no district standard or school-specific rates.

Typically, to provide student generation rates for a new project, SDUSD demographers would research similar nearby developments and their student generation rates as a guide for how many students a new project may generate. For the proposed Uptown CPU and associated discretionary actions, however, many factors are not yet determined, such as the specific type of housing and bedroom mix that may be constructed with the potential increase in housing stock at some future point in time. To estimate the number of students potentially generated by future build-out of the Uptown Community Plan, SDUSD demographers referenced the number of existing housing units in the Uptown community and the current number of students who reside in Uptown (based on SDUSD data), to determine the current Uptown communitywide student generation rates. This information is summarized in Table 6.12-5.

Table 6.12-5 Uptown Student Generation Rates from Existing Housing Units					
	2013-2014 Students	Student Generation Rate			
Number of Existing Units	(K-5, 6-8, 9-12, and K-12 total)	(per unit)			
	K-5: 803	K-5: 0.032			
25 125	6-8: 695	6-8: 0.012			
25,125	9-12: 377	9-12: 0.015			
	K-12: 1,479	K-12: 0.059			

Based on the number of additional units proposed by the proposed Uptown CPU and associated discretionary actions and student generation rates included in Table 6.12-5, potential student generation for future build-out of Uptown is shown in Table 6.12-6. The generation rates are shown as a range. The current generation rate is the low range and the high range is double the low range (current generation rate). A key assumption is that future additional housing units will generate students at a rate similar to current housing units; this is represented by the low range. If future additional housing units are significantly different from the current units in terms of student generation, the number of students could be higher, as indicated by the high range.

Table 6.12-6						
Uptown Potential Student Generation Rates from Future Additional Housing Units						
Number of Additional Units	Potential Student Generation Rates	Number of Potential Students				
12,581	K-5: 0.032-0.064	K-5: 403-805				
	6-8: 0.012-0.024	6-8: 151-302				
	9-12: 0.015-0.030	9-12: 189-377				
	K-12: 0.059-0.118	K-12: 743-1,484				

SDUSD demographers indicated that the cumulative potential increase in students from the number of future additional housing units suggested in the proposed Uptown CPU and associated actions would likely impact district schools to the point of reaching or exceeding capacity. Therefore, new or expanded school facilities would likely be needed.

Government Code Section 65995 and Education Code Section 53080 authorize school districts to impose facility mitigation fees on new development to address any increased enrollment that may result. Senate Bill (SB) 50, enacted on August 27, 1998, significantly revised developer fee and mitigation procedures for school facilities as set forth in Government Code Section 65996. The legislation holds that an acceptable method of offsetting a project's effect on the adequacy of school facilities is payment of a school impact fee prior to issuance of a building permit. Once paid, the school impact fees would serve as mitigation for any project-related impacts to school facilities. As such, the City is legally prohibited from imposing any additional mitigation related to school facilities, as payment of the school impact fees constitutes full and complete mitigation. The school district will be responsible for potential expansion or development of new facilities, which would undergo a separate environmental review when specific facilities are planned. Therefore, impacts to schools resulting from future development would be less than significant through implementation of SB 50 (City of San Diego 2011).

### f. Maintenance of Public Facilities

The proposed Uptown CPU Public Facilities, Services, and Safety Element contains a policy framework related to the maintenance of public facilities. Proposed policies support maintenance assessment district programs, and road and water facility improvements. Additionally, as future development is proposed within the Uptown CPU area, individual projects would be subject to payment of DIF, which would provide facilities financing in accordance with Municipal Code Section 142.0640. The Uptown CPU includes a comprehensive update to the existing Impact Fee Study that will define applicable DIF fees for future development. The proposed Uptown CPU and associated discretionary actions do not propose any construction of specific facilities. When future facilities are constructed they would require a separate environmental review. Thus, public facilities impacts would be less than significant.

## **Cumulative Impact Analysis**

Some of the City's existing built areas have existing infrastructure deficiencies and would require capacity improvements to serve additional population. Therefore, it is anticipated that new or improved public services and facilities infrastructure would be required to meet the needs of the City's future growth occurring through infill and redevelopment as well as remaining on vacant and

developable lands. However, as discussed in this section, implementation of the proposed Uptown CPU and associated discretionary actions do not include construction of any specific public facilities or services. The proposed Uptown CPU includes policies that would support improvements to public facilities and includes a proposed Impact Fee Study that would specify the DIF applicable to future development within the CPU area. Similarly, the proposed North Park and Golden Hill CPUs do not propose specific facility improvements.

The specific public facilities improvements that would be constructed in the cumulative area of Uptown, North Park, and Golden Hill and the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known at this program level of analysis. However, each future facility improvement would undergo a separate environmental review and is not intended to be analyzed for purposes of this proposed Uptown CPU. Thus, cumulative impacts related to public facilities would be less than significant.

# 6.12.4 Significance of Impacts

Regarding police protection, the proposed Uptown CPU and associated discretionary actions do not include construction of new police facilities. As population growth occurs and the need for new facilities is identified, any future construction of police facilities would be subject to a separate environmental review at the time design plans are available. Therefore, implementation of the proposed Uptown CPU and associated discretionary actions would result in less than significant environmental impacts associated with the construction of new facilities in order to maintain service ratios, response times, or other performance objectives related to police services, and no mitigation is required.

Regarding park and recreational facilities, there is an existing and projected deficit in population-based parks, which is an adverse impact but not considered significant at the program level. Implementation of the proposed Uptown CPU and associated discretionary actions would provide policy support for increasing the acreage of population-based parks in the Uptown CPU area but do not propose construction of new facilities. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact related to parks and recreation, and no mitigation is required.

Regarding fire/life safety protection, implementation of the proposed Uptown CPU and associated discretionary actions would result in an increase in overall population which could result in a change in fire-rescue response times and a demand for new or expanded facilities. However, any expansion construction of existing facilities or the development of a new facility would be subject to separate environmental review at the time design plans are available. Therefore, at the impacts associated with police/life safety facilities would be less than significant, and no mitigation is required.

Although a new library is planned for the Uptown CPU area, the proposed Uptown CPU and associated discretionary actions do not include construction of library facilities. Development of a new facility would be subject to separate environmental review at the time design plans are available. Therefore, impacts related to library facilities would be less than significant, and no mitigation is required.

Regarding school facilities, future residential development that occurs in accordance with the proposed Uptown CPU and associated discretionary actions would be required to pay school fees as outlined in Government Code Section 65995, Education Code Section 53080, and Senate Bill 50 to mitigate any potential impact on district schools. The City is legally prohibited from imposing any additional mitigation related to school facilities through implementation of Senate Bill 50, and the school district would be responsible for potential expansion or development of new facilities. Therefore, impacts to schools would be less than significant, and no mitigation is required.

The proposed Uptown CPU contains policies to address the maintenance and improvement of public facilities. Impacts would therefore be less than significant, and no mitigation is required.

# **6.12.5 Mitigation Framework**

No mitigation is required for police protection, parks and recreation facilities, fire services, library services, schools, and maintenance of public facilities. While the implementation of the proposed Uptown CPU and associated discretionary actions would result in the continuation of a park deficit, which is an adverse impact it is less than significant. No mitigation is required.

# 6.13 Public Utilities

This section analyzes the impacts of the proposed Uptown Community Plan Update (CPU) and associated discretionary actions on existing public utilities, including those for water, sewer, storm water communications systems, solid waste, and energy. This section includes a discussion of the Water Supply Assessment (WSA) prepared by the City's Public Utilities Department (PUD) (May 2015), which is included as Appendix K to this Program Environmental Impact Repot (PEIR).

# 6.13.1 Existing Conditions

A discussion of existing conditions for water supply, sewer, storm water, solid waste, energy, and communications in the Uptown CPU area is provided in Chapter 2.0. The existing regulatory framework is summarized in Chapter 5.0. Specific discussion relating to the water supply assessment for Uptown is presented below.

# 6.13.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed Uptown CPU and associated discretionary actions, impacts related to water, sewer, solid waste, energy, and communications would be significant if the proposed Uptown CPU and associated discretionary actions would:

- 1) Result in the use of excessive amounts of water beyond projected available supplies;
- 2) Promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives;
- 3) Result in impacts to solid waste management, including the need for construction of new solid waste landfills; or result in a land use plan that would not promote the achievement of a 75 percent target for waste diversion and recycling as required under AB 341.

# 6.13.3 Impact Analysis

## **Issue 1 Water Supply**

Would the project use excessive amounts of water beyond projected available supplies?

A WSA was prepared for the proposed Uptown CPU and associated discretionary actions to assess whether sufficient water supplies are, or will be, available to meet the projected water demands of the proposed Uptown CPU and associated discretionary actions. Because no subdivision of land is proposed as part of this project, this WSA was prepared in compliance with the requirements of Senate Bill 610. The WSA includes, among other information, identification of existing water supply entitlements, water rights, water service contracts, or agreements relevant to the identified water supply for the proposed CPU; and quantities of water received in prior years pursuant to those entitlement, rights, contracts, and agreements. The WSA evaluated water supplies that are, or will be, available during a normal, single- dry year, and multiple-dry year (20-year) period, to meet the estimated demands of the proposed Uptown CPU and associated discretionary actions.

Metropolitan Water District (MWD) and the San Diego County Water Authority (SDCWA) have developed water supply plans to improve reliability and reduce dependence upon existing imported supplies. MWD's Regional Urban Water Management Plan (RUWMP) and Integrated Water Resources Plan, and the SDCWA's 2010 Urban Water Management Plan (UWMP) and annual water supply report include water infrastructure projects that meet long-term supply needs through securing water from the State Water Project, Colorado River, local water supply development, and recycled water.

As discussed in the WSA, the City's 2010 UWMP demonstrates that there will be sufficient water supplies available to meet demands for existing and planned future developments that are projected to occur by 2035. Based on a normal water supply year, the estimated water supply projected in five-year increments for a 20-year projection will meet the City's projected water demand of 240,472 acre-feet in 2015; 260,211 acre-feet in 2020; 276,375 acre-feet in 2025; 288,481 acre-feet in 2030; and 298,860 acre-feet in 2035. Based on a single-dry year forecast, the estimated water supply will meet the projected water demand of 255,040 acre-feet in 2015; 276,526 acre-feet in 2020; 293,895 acre-feet in 2025; 307,230 acre-feet in 2030; and 318,586 acre-feet in 2035. Based on a multiple-dry year, third year supply, the estimated water supply will meet the projected demands of 281,466 acre-feet in 2015; 303,004 acre-feet in 2020; 322,166 acre-feet in 2025; 334,720 acre-feet in 2030; and 346,823 acre-feet in 2035.

As demonstrated in the WSA (Appendix K to this PEIR), there is sufficient water planned to supply the proposed Uptown CPU's estimated annual average usage. The projected water demands of the project are 7,879,499 gallons per day (gpd) or 8,825 acre feet per year. In the City's 2010 UWMP, the planned water demands of this project site are 7,879,499 gpd or 8,825 acre feet per year. As a result, the water demand resulting from the proposed Uptown CPU would result in no unforeseen demands.

In summary, the WSA concluded that the proposed Uptown CPU is consistent with the water demands assumptions included in the regional water resource planning documents of the SDCWA

and MWD. Current and future water supplies, as well as the actions necessary to develop these supplies, have been identified in the water resources planning documents of the PUD, the SDCWA, and MWD to serve the projected demands of the proposed Uptown CPU area, in addition to existing and planned future water demand of the PUD. Therefore, impacts related to water supply would be less than significant.

### **Issue 2 Utilities**

Would the project promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives?

The City's General Plan calls for future growth to be focused into mixed-use activity centers linked to the regional transit system. Implementation of the proposed Uptown CPU would result in infill and redevelopment occurring in selected areas within the CPU area. The City's existing built areas are currently served by storm water, wastewater, and water infrastructure, and various communications systems; however, some of the City's built areas, including those within the Uptown community, have existing infrastructure deficiencies and would require capacity improvements to serve the existing and projected population. The following is a program-level analysis of the significance of impacts for each applicable utility.

### a. Storm Water

Because the Uptown CPU area is highly impervious, the volume or rates of runoff are not likely to be increased by new development. It is more likely that the volume and rate of runoff could be slightly decreased due to implementation of new storm water quality regulations as new development occurs, which requires implementation of LID practices that retain a portion of storm water on-site for infiltration, re-use, or evaporation.

No storm drains, or other community-wide drainage facilities, are proposed for construction in conjunction with adoption of the proposed Uptown CPU and associated discretionary actions. However, plans and programs are in place Citywide to maintain and upgrade the storm water system. As individual development projects are implemented in accordance with the proposed Uptown CPU and associated discretionary actions, localized improvements to the storm water system would be required as part of the project design and review. All storm water facilities constructed in conjunction with future development would be reviewed for consistency with the City's Storm Water Standards and other applicable requirements.

All future projects would be required to adhere to General Plan and proposed Uptown CPU policies and implementing regulations, and are required to comply with the City's Storm Water Standards. Proposed Uptown CPU policies include those implementing Best Management Practices (BMPs) and Low Impact Development (LID) strategies to manage storm water and urban runoff, as well as those promoting proper maintenance of existing storm water infrastructure, thus reducing potential strains on the City's storm water system and ensuring the long-term viability of existing facilities. While the details of storm water infrastructure improvements would depend on the actual design of a future project, strict adherence to existing storm water regulations, conformance with General

Plan and proposed Uptown CPU policies, and project-specific review under California Environmental Quality Act (CEQA) for discretionary projects would assure that significant adverse effects to the City's storm water system, as well as significant impacts associated with the installation of new storm water infrastructure, would be avoided.

### b. Sewer

The proposed Uptown CPU and associated discretionary actions does not propose any specific development but provides the framework for future growth. No new sewer collection or wastewater treatment facilities are proposed in conjunction with the proposed Uptown CPU and associated discretionary actions. Any future development would be required to comply with the City's Municipal Code regulations regarding sewers and wastewater facilities (Chapter 6, Article 4) and would be required to follow the City's Sewer Design Guidelines. Adherence to existing regulations and standards would ensure that flows from new projects would not adversely affect downstream conveyance systems and that previous studies have accounted for those flows in the design of the downstream conveyance system.

Given ongoing and planned improvements to the system, existing regulations and guidelines to ensure adequate capacity, and proposed Uptown CPU policies to support capital improvements, impacts associated with the wastewater system would be less than significant.

### c. Water Distribution

The potable water distribution system is continually upgraded and repaired on an ongoing basis through the City's Capital Improvements Program. These improvements are determined based on continued monitoring by the Public Works Department (PWD) Engineering Division to determine remaining levels of capacity. The PWD Engineering Division plans its capital improvement projects several years prior to pipelines actually reaching capacity. Such improvements would be required of the water system regardless of the implementation of the proposed Uptown CPU and associated discretionary actions.

As future development takes place in the Uptown CPU area, demand for water is likely to increase and create a potential need to increase sizing of existing pipelines and mains. This would be reviewed on a project-by-project basis. Additionally, the proposed Uptown CPU contains policies supporting water conservation and water-wise practices. All proposed public water facilities would be required to be designed and constructed in accordance with established criteria in the City's Water Facility Design Guidelines, Land Development Code, and any other applicable regulations, standards, or practices. Future development under the proposed Uptown CPU and associated discretionary actions would be generally consistent with the existing urban growth patterns and the necessary infrastructure improvements to the water system would be consistent with what is necessary for new development and to maintain the existing system. The proposed Uptown CPU contains a policy (PF-1.9) to support the systematic improvement and gradual replacement of water facilities.

Given that future improvements to water facilities in accordance with the proposed Uptown CPU would be consistent with existing development and capital improvements planning, impacts would be less than significant.

### d. Communications

Private utility companies currently provide communications systems within the Uptown CPU area. Future siting of communications infrastructure would be in accordance with the Land Development Code, including section 141.0420 regulating wireless communications facilities, as well as the City's Wireless Communications Facilities Guidelines, which seek to minimize visual impacts. Adhering to General Plan policies supporting the City's undergrounding program would also ensure that visual impacts of new facilities are minimized. Similarly, the proposed Uptown CPU contains policies supporting utility undergrounding and undergrounding is currently underway in the Uptown community. Any construction of communications systems associated with future development would occur in accordance with the City's permitting processes and construction standards to avoid or minimize impacts on environmentally sensitive habitat areas and landforms through siting, grading or excavation, and erosion. Thereby, impacts associated with communications facilities from build-out of the proposed Uptown CPU and associated discretionary actions would be less than significant.

## **Issue 3 Solid Waste and Recycling**

Would the proposed project result in impacts to solid waste management, including the need for construction of new solid waste landfills; or result in a land use plan that would not promote the achievement of a 75 percent waste diversion as targeted in AB 341 and the City's Climate Action Plan?

The California Department of Resources Recycling and Recovery (CalRecycle) provides estimates of solid waste generation rates for different types of land uses. These rates estimate the amount of solid waste created by residences or businesses over a certain amount of time (day, year, etc.). Waste generation rates include all materials discarded, whether or not they are later recycled or disposed of in a landfill, since under state law the total amount of waste "generated" is considered to be the sum of the waste "disposed of" plus the waste "diverted" from disposal. Waste generation rates can be used to estimate the impact of new development on the local solid waste infrastructure, although it should be noted that impacts to solid waste infrastructure are not necessarily the amount of waste but whether any increase would require the development of new facilities. Since the majority of waste is managed through waste diversion, solid waste facilities include those necessary to provide composting, recycling, and other collection, separation, and diversion services. Furthermore, it is specifically the amount of waste remaining for disposal that is considered for compliance with the City's Climate Action Plan and has the greatest potential for impacts associated with greenhouse gas emissions.

Future projects that could occur in the Uptown community with the implementation of the proposed Uptown CPU and associated discretionary actions would be required to comply with City regulations, including the City's Recycling Ordinance (updated July 2015). In addition, a Waste Management Plan (WMP) would be required for any project which exceeds the City's threshold, currently the generation of 60 or more tons of solid waste for projects of 40,000 square feet or more. The WMP

shall include measures to provide sufficient interior and exterior storage space for refuse and recyclable materials, and measures to handle landscaping and green waste materials associated with the occupancy of the proposed development. In tandem with the WMP, all new development projects must comply with the City's Construction and Demolition Ordinance and Section 142.0801 et seq. of the Land Development Code, which outlines the requirements for refuse and recyclable materials storage.

The General Plan addresses waste management in Policies PF-I.1 through PF-I.5, focusing on waste recycling and diversion of materials in PF-I.2. The proposed Uptown CPU would result in a less than significant impact to existing recycling operations within the proposed Uptown CPU area and surrounding areas, and would not affect the City's overall ability to attain a 75 percent recycling target as required under Assembly Bill 341. Additionally, the City has adopted a Zero Waste Plan, which would result in 70 percent waste diversion by 2020, 90 percent waste diversion by 2035, and 100 percent diversion by 2040. Furthermore, mandatory compliance with the San Diego Municipal Code and Recycling Ordinance for all new development projects would continue to reduce solid waste generation and increase recycling efforts, thereby resulting in a less than significant impact.

## **Cumulative Impacts**

## a. Water Supply

The WSA prepared for the proposed Uptown CPU and associated discretionary actions concluded that the proposed Uptown CPU and associated discretionary actions would be consistent with the water demand assumptions included in the regional water resource planning documents of the SDCWA and the MWD. Furthermore, current and future water supplies, as well as the actions necessary to develop these supplies, have been identified in the water resources planning documents of the PUD, the SDCWA, and MWD to serve the projected demands of the proposed Uptown CPU area, in addition to existing and planned future water demand of the City. Additionally, the proposed Uptown CPU contains policies intended to ensure that no excessive water use takes place, encourage water conservation and reclamation, and ensure the continued operability of existing infrastructure. Thus, cumulative impacts related to water supply would be less than significant.

### **b.** Utilities

Implementation of the General Plan and proposed Uptown CPU policies and compliance with federal, state, and local regulations would preclude incremental impacts associated with new construction of, or improvements to, public utilities infrastructure. These requirements would apply to development within the Uptown CPU area and surrounding communities to ensure that adverse impacts related to the provision of utilities does not occur. Mandatory compliance with City standards for the design, construction, and operation of storm water, water, and wastewater infrastructure (including environmental review) would preclude significant cumulative environmental impacts. As a result, the proposed Uptown CPU and associated discretionary actions would result in a less than significant cumulative impact associated with storm water, water, wastewater, and communication systems.

### c. Solid Waste

Build-out of the proposed Uptown CPU and associated discretionary actions combined with build-out of surrounding communities would generate solid waste through demolition/construction and ongoing operations that would increase the amount of solid waste generated within the region. Future projects within the Uptown CPU area and Citywide, would be required to comply with City regulations regarding solid waste, including those intended to divert solid waste from the Miramar Landfill to preserve capacity. Compliance with the Municipal Code and consistency with the General Plan and applicable Community Plan policies promoting waste diversion would serve to preserve solid waste capacity. Discretionary projects generating more than 60 tons of waste would be required to develop and implement WMPs targeting 75 percent waste diversion. Therefore, cumulative solid waste impacts would be less than significant.

# **6.13.4 Significance of Impacts**

## **6.13.4.1 Water Supply**

Based on the findings of the WSA, there is sufficient water supply to serve existing and projected demands of the proposed Uptown CPU and associated discretionary actions, and future water demands within the PUD's service area in normal and dry year forecasts during a 20-year projection. Therefore, no significant impacts to water supply are anticipated for the implementation of the proposed Uptown CPU and associated discretionary actions.

## 6.13.4.2 Utilities

#### a. Storm Water

Future projects would be required to exercise strict adherence to existing storm water regulations and conformance with General Plan and proposed Uptown CPU policies. Project-specific review under the Municipal Storm Water Permit and CEQA would assure that significant adverse effects related to the storm water system and the installation of storm water infrastructure would be avoided. Thus, impacts related to storm water facilities would be less than significant.

### b. Sewer and Water Distribution

The proposed Uptown CPU acknowledges that upgrades to sewer lines are an ongoing process. These upgrades are administered by the PWD and are handled on project-by-project basis. Because future development of properties under the proposed Uptown CPU and associated discretionary actions would likely increase demand, there may be a need to increase sizing of existing pipelines and mains for both wastewater and water. The proposed Uptown CPU takes into consideration the existing patterns of development, and the update is a response to the community's needs and goals for the future. The necessary infrastructure improvements to storm water, wastewater, and water infrastructure would be standard practice for new development to maintain or improve the existing system in adherence to sewer and water regulations and conformance with General Plan and proposed Uptown CPU policies. Additionally, future discretionary projects would be required to

undergo project-specific review under CEQA that would assure that impacts associated with the installation of storm water infrastructure would be reduced to below a level of significance. Therefore, impacts to sewer and water utilities would be less than significant.

### c. Communications

Given the number of private utility providers available to serve the proposed Uptown CPU area, there is capacity to serve the area. Impacts would be less than significant.

## 6.13.4.3 Solid Waste and Recycling

To ensure that waste generation and recycling efforts during construction and post-construction future land use occupancy and operation (i.e., residential, commercial, industrial, mixed-use, etc.) are addressed, a WMP shall be prepared for any project proposed under the proposed Uptown CPU and associated discretionary actions exceeding the threshold of 40,000 square feet or more. Implementation of these WMPs would ensure that future development project impacts would be considered less than significant. Non-discretionary projects proposed under the proposed Uptown CPU and discretionary actions, and discretionary projects that would fall below the 60 ton thresholds, would be required to comply with the San Diego Municipal Code sections addressing construction and demolition debris, waste and recyclable materials storage, and recyclable materials (and in the future organic materials) collection. Therefore, at this program level of review, the proposed Uptown CPU and associated discretionary actions would not require increased landfill capacity, and impacts associated with solid waste would be less than significant.

# **6.13.5 Mitigation Framework**

All public utilities impacts would be less than significant; thus, no mitigation is required.

# 6.14 Health and Safety

This section describes potential human health and public safety issues related to the presence of hazardous materials and other hazards within the Uptown Community Plan Update (CPU) area, identifies pertinent regulatory standards, and evaluates potential impacts and associated mitigation requirements related to implementation of the proposed Uptown CPU and associated discretionary actions. KLR Planning conducted a GeoTracker search (May 2016) within the proposed Uptown CPU area. The results of that search are summarized in this section and included in Appendix L of this Program Environmental Impact Report (PEIR). Additionally, KLR Planning conducted a California Environmental Protection Agency (Cal EPA) search (May 2016) of Cortese List Data Resources, the results of which are included in this section as Table 6.14-1.

# **6.14.1 Existing Conditions**

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

A search of federal, state, and local environmental regulatory agency databases was conducted in order to identify sites within the Uptown area that may have been impacted by hazardous materials or wastes. The search identified 68 documented release cases within Uptown, of which, only three cases are open (see Table 6.14-1). All of the identified sites were the site of either leaking underground storage tanks (LUSTs) or a cleanup program. LUST systems can pose a significant threat to groundwater quality.

The Site Cleanup Program regulates and oversees the investigation and cleanup of "non-federally owned" sites where recent or historical unauthorized releases of pollutants to the environment, including soil, groundwater, surface water, and sediment, have occurred. Sites in the program include, but are not limited to, pesticide and fertilizer facilities, rail yards, ports, equipment supply facilities, metals facilities, industrial manufacturing and maintenance sites, dry cleaners, bulk transfer facilities, refineries, and some brownfields. These releases are generally not from strictly petroleum underground storage tanks (USTs). The types of pollutants encountered at the sites are diverse and include solvents, pesticides, heavy metals, and fuel constituents to name a few. Properties with open cases represent a moderate to high risk of encountering contaminated soils or groundwater during potential future redevelopment. Closed release cases represent a low to moderate risk of encountering contaminated soils or groundwater during potential future redevelopment. However, cases which were closed in the 1990s may not meet current standards and may require additional investigation and/or remediation prior to redevelopment.

Table 6.14-1 Hazardous Materials Sites in Uptown					
Site	Address	Program/Site Type	Status		
William W. Newkirk (Mobil Oil)	1809 Washington Street	LUST	Closed		
J M A N at the Charmer LLC	3625 India Street	LUST	Closed		
UNOCAL Serv Station #5738	3585 India Street	LUST	Closed		
India Chevron	3535 India Street	LUST	Closed		
7-Eleven Food Store #19974	3070 Reynard Way	LUST	Closed		
Streicher & Seeman Inc.	2553 State Street	LUST	Closed		
Harbor View Medical Center	120 Elm Street	LUST	Closed		
New Palace Associates	1814 5 <sup>th</sup> Avenue	LUST	Closed		
First International Bank/Land	2201 4 <sup>th</sup> Avenue	LUST	Closed		
Resident	135 W Kalmia Street	LUST	Closed		
Fifth & Laurel St. Apts	2400 5 <sup>th</sup> Avenue	LUST	Closed		
Fifth & Laurel St. Apts	2400 5 <sup>th</sup> Avenue	Cleanup Program Site	Closed		
Fifth Avenue Financial Center	2550 5 <sup>th</sup> Avenue	LUST	Closed		
Park Laurel Condominiums	2500 6 <sup>th</sup> Avenue	LUST	Closed		
Albert H Bennett	2961 1 <sup>st</sup> Avenue	LUST	Closed		
Jeff & Cindy Cavignac	4314 Altamirano Way	LUST	Closed		
925 Fort Stockton	925 Fort Stockton	LUST	Closed		
SDCITY-Fire Station #8	3974 Goldfinch Street	LUST	Closed		
SDCITY-Fire Station #8	3974 Goldfinch Street	Cleanup Program Site	Closed		
Sam Lee Auto Repair	724 W Washington Street	LUST	Closed		
Sam Lee Auto Repair	724 W Washington Street	Cleanup Program Site	Closed		
Mission Hills Automotive	308 W Washington Street	LUST	Closed		
Mission Hills Automotive	308 W Washington Street	Cleanup Program Site	Closed		
Hillcrest Smog & Repair	3864 1 <sup>st</sup> Avenue	LUST	Closed		
UCSD Medical Center	200 W Arbor Drive	LUST	Closed		
UCSD Medical Center	200 W Arbor Drive	LUST	Open		
San Diego Hospice	4311 3 <sup>rd</sup> Avenue	LUST	Closed		
San Diego Hospice	4311 3 <sup>rd</sup> Avenue	Cleanup Program Site	Closed		
Mission Dry Cleaners	105 Washington Street	LUST	Closed		
Great Western Bank – Mission Hills	333 Washington Street	LUST	Closed		
Hillcrest Shell	330 Washington Street	LUST	Closed		
7-Eleven Food Store #19526	3792 4 <sup>th</sup> Avenue	LUST	Closed		
Phil & Daniels Properties	5 <sup>th</sup> Avenue	LUST	Closed		
UNOCAL Service Stn #2196	3795 6 <sup>th</sup> Avenue	LUST	Closed		
UNOCAL Service Stn #2196	3795 6 <sup>th</sup> Avenue	Cleanup Program Site	Closed		
Chevron Standard Stations	3806 6 <sup>th</sup> Avenue	LUST	Closed		
AT&T Communications Inc.	3940 4 <sup>th</sup> Avenue	LUST	Closed		
Aladrays A-N-A	711 University Avenue	LUST	Closed		
Aladrays A-N-A	711 University Avenue	Cleanup Program Site	Closed		
SDCITY-Fire Station #05	3902 9 <sup>th</sup> Avenue	LUST	Closed		
William/Sidney Price	1060 University Avenue	LUST	Closed		
7-Eleven Food Store #20551	1602 University Avenue	LUST	Closed		
Phil Maestas Chev-SVC #91362	4180 Park Boulevard	LUST	Closed		
Phil Maestas Chev-SVC #91362	4180 Park Boulevard	Cleanup Program Site	Closed		
Wells Fargo Bank	3830 Park Boulevard	LUST	Closed		
Wells Fargo Bank	3830 Park Boulevard	Cleanup Program Site	Closed		
Thao Auto Repair	3752 Park Boulevard	LUST	Closed		

Table 6.14-1 Hazardous Materials Sites in Uptown					
Site	Address	Program/Site Type	Status		
Exclusive Cleaners	3740 Park Boulevard	LUST	Closed		
Exclusive Cleaners	3740 Park Boulevard	Cleanup Program Site	Closed		
SDUSD, Print Services	4100 Normal Street	LUST	Closed		
San Diego Smog and Auto Repair	4664 Park Boulevard	LUST	Closed		
Sharp Rees-Stealy Downtown Medical Center	1900 4 <sup>th</sup> Avenue	Cleanup Program Site	Closed		
Mr. Robinson	3752 Park Boulevard	Cleanup Program Site	Closed		
Sears Roebuck & Co.	1290 Cleveland Avenue	Cleanup Program Site	Closed		
Uptown Cleaners	1020 University Avenue	Cleanup Program Site	Closed		
Uptown District Shopping Center	940-1092 University Avenue	Cleanup Program Site	Open		
Jerry Pinto	4014 Couts Street	Cleanup Program Site	Closed		
Private Residence	1819 Sheridan Avenue	Cleanup Program Site	Closed		
Capital Service	1111 Fort Stockton Drive	Cleanup Program Site	Closed		
The Fort	1011 Fort Stockton Drive	Cleanup Program Site	Open		
Residence	4066 Albatross Street	Cleanup Program Site	Closed		
Liberty Cleaners	333 East University Avenue	Cleanup Program Site	Closed		
Dry Cleaner	335 University Avenue	Cleanup Program Site	Closed		
Hillcrest Square Ltd	500 University Avenue	Cleanup Program Site	Closed		
Broadstone Balboa Park	3235 4 <sup>th</sup> Avenue	Cleanup Program Site	Closed		
Cambridge Square	2720 4 <sup>th</sup> Avenue	Cleanup Program Site	Closed		
Merrill Gardens at Bankers Hill, LLC	2567 2 <sup>nd</sup> Avenue	Cleanup Program Site	Closed		
Calcare-Western/St Pauls Villa	2340 4 <sup>th</sup> Avenue	Cleanup Program Site	Closed		
LUST = leaking underground storage tank.					

LUST = leaking underground storage tank.

**Bold** text = open status.

# **6.14.2 Significance Determination Thresholds**

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed Uptown CPU and associated discretionary actions, a significant health and safety impact would occur if implementation of the proposed Uptown CPU and associated discretionary actions would:

- 1) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residents are intermixed with wildlands;
- 2) Result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter mile of an existing or proposed school;
- 3) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan;

- 4) Be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, creates a significant hazard to the public or environment; or
- 5) Expose people or structures to a significant risk of loss, injury, or death from off- airport aircraft operations accidents.

# 6.14.3 Impact Analysis

#### **Issue 1 Wildfire Hazards**

Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The City of San Diego receives limited precipitation; therefore, the potential for wildland fires represents a hazard, particularly on undeveloped properties or where development exists or can occur adjacent to open space or within close proximity to wildland fuels. As the proposed Uptown CPU and associated discretionary actions would maintain natural open space within undeveloped canyons, any development adjacent to this open space would be subject to a risk of fire hazards. Existing City policies and regulations would help reduce, but not eliminate, risks from wildfires. The City's General Plan contains goals and policies aimed at reducing the risks of wildfires that would be implemented by the City's Fire-Rescue Department.

The proposed Uptown CPU Public Facilities Services and Safety Element includes policies intended to reduce the risk of wildfire hazards. Policies are included that would prioritize the maintenance of a high level of fire protection throughout the community, particularly in the neighborhoods adjacent to natural open space and would emphasize modernization and/or replacement of facilities and equipment to meet the needs of the community or as firefighting technology becomes available. Policies would also support efforts by the City to educate and inform the community regarding fire prevention technique, particularly those related to brush management and wildland fires.

Regulations regarding brush management are summarized in Chapter 5.0 Regulatory Framework (Section 5.14) of this PEIR. Future development proposals would be reviewed for compliance with all City and Fire Code requirements aimed at ensuring the protection of people or structures from potential wildland fire hazards. Brush management regulations (San Diego Municipal Code Section 142.0412) would ensure that brush management is completed within 100 feet of a structure and requires new development to prepare brush management plans to demonstrate a 100-foot brush management area and identification of Zone 1 and Zone 2 brush management zones. Zone 1 is the area adjacent to structures where pavement or irrigated vegetation occurs and flammable materials are limited. Zone 2 is the area that extends beyond Zone 1 and typically consists of thinned native or naturalized vegetation. Implementation of the City's Brush Management Regulations would ensure future development that occurs within the Uptown CPU area would not expose people or structures to a risk of loss, injury or death involving wildfires. Impacts due to wildland fires would be less than significant.

#### **Issue 2 Schools**

Would the project result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of and existing or proposed school?

A GeoTracker search was undertaken (May 2016) to determine what, if any, potential exposure to hazardous materials occurs within one-quarter-mile of the existing schools. Four public schools are located within the Uptown community:

- Grant Elementary (K-8) located at 1425 Washington Place
- Florence Elementary (K-5) located at 3914 First Avenue
- Birney Elementary (K-5) located at 4345 Campus Avenue
- Roosevelt Junior High (6-8) located at 3366 Park Boulevard

The GeoTracker search identified one hazardous materials site in the Uptown CPU area which falls within one-quarter-mile of one of the community schools. Cleanup on the site is complete, and is marked as closed (see Appendix L for detailed GeoTracker site information). The identified and closed site is a private residence located near Grant Elementary School. In addition, the GeoTracker search identified Roosevelt Junior High as a Small Generator by Resource Conservation and Recovery Act Information (RCRAInfo). Hazardous waste information is contained in the RCRAInfo, a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn, pass on the information to regional and national Environmental Protection Agency (EPA) offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.

There are three "open" sites within the Uptown CPU area, and none are within one-quarter mile of any schools. However, in addition to the public schools within the Uptown CPU area, there are numerous other private schools, charter schools, and day cares that could be located within onequarter mile of a potentially contaminated site. However, any existing contaminated site identified within the hazardous materials database search would be required to undergo cleanup in accordance with applicable regulatory oversight agencies and any new development that involves contaminated property would necessitate the cleanup and/or remediation of the property in accordance with applicable requirements and regulations of local, state, and or federal requirements. No construction would be permitted to occur at such sites until a "no further action" clearance letter from the County Department of Environmental Health, or similar determination is issued by the City's Fire Rescue Department, California Department of Toxic Substances Control, Regional Water Quality Control Board, or other responsible agency. The current regulatory environment of City, state, and federal requirements provides a high level of protection from new hazardous uses that may be sited near schools or other sensitive receptors. Additionally, existing conditions in the Uptown CPU area show no conflict between existing school sites and open hazardous materials sites. Therefore, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact related to hazardous emissions or contaminated sites near schools. .

#### **Issue 3 Emergency Evacuation and Response Plans**

Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

There are no objectives or policies contained in the proposed Uptown CPU or associated discretionary actions that would interfere with or impair implementation of an adopted emergency response or evacuation plan. The Unified San Diego County Emergency Services Organization Operational Area Emergency Plan, Annex Q, Evacuation (County of San Diego 2014) identifies a broad range of potential hazards and a response plan for public protection. The plan identifies major interstates and highways within the County as primary transportation routes for evacuation. The land uses identified in the proposed Uptown CPU would not physically interfere with any known adopted emergency plans because development would occur on infill sites and the community is largely built-out with existing major roads and means for emergency evacuation.

Local Emergency Operations Plans are intended to help local jurisdictions respond to emergency situations with a coordinated system of emergency service providers and facilities. San Diego recently updated its 1995 Multi-Hazard Functional Plan and modernized its Emergency Operations Center. The City will continue to make regular modifications to the Multi-Hazard Functional Plan and Emergency Operations Center as hazards, threats, population and land use, or other factors change. The Multi-Hazard Functional Plan identifies resources available for emergency response and establishes coordinated action plans for specific emergency situations including earthquake, fire, major rail and roadway accidents, flooding, hazardous materials incidents, terrorism and civil disturbances (City of San Diego 2008). Implementation of the proposed Uptown CPU and associated discretionary actions would not impede implementation of existing emergency plans and would not impede future updates to emergency plans. Thus, impacts related to emergency evacuation and emergency response plans as a result of implementation of the proposed Uptown CPU and associated discretionary actions would be less than significant.

#### Issue 4 Hazardous Materials Sites and Health Hazards

Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, creates a significant hazard to the public or environment?

Hazardous materials are typically utilized by land uses such as industrial, retail/office, commercial, residential, agriculture, medical, and recreational uses, among other activities. According to a search of federal, state, and local regulatory databases, 61 documented hazardous material release cases were identified within Uptown, of which three are open, as shown in Table 6.14-1. Development of sites with existing contamination within the Uptown CPU area could potentially pose a hazard to the public or environment by placing sensitive receptors on, or adjacent to, known hazardous materials sites.

Federal and state regulations require adherence to specific guidelines regarding the use, transportation, disposal, and accidental release of hazardous materials. In accordance with local City and County, state, and federal requirements, any new development that involves contaminated

property would necessitate the cleanup and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted at such locations until a "no further action" clearance letter from the County Department of Health, or similar determination is issued by the City's Fire Rescue Department, California Department of Toxic Substances Control, Regional Water Quality Control Board, or other responsible agency. Because the Uptown CPU area does not historically have a large quantity of hazardous materials sites, and because the proposed Land Use Plan would not support a significant increase in land uses that have potential to result in hazardous emissions or contamination, there are no policies in the proposed Uptown CPU relative to hazardous materials. However, the General Plan includes policies to protect the health, safety, and welfare of residents relating to industrial land uses, documentation of hazardous materials investigations, and requires a site investigation for potential contaminants and soil remediation, if needed, if existing land uses change from industrial or heavy commercial to residential or mixed residential development. In addition, pesticide use would not pose a significant hazards as there are no major agricultural uses within the Uptown CPU area. Uptown is a built-out community located in the urbanized area of the City. Nominal amounts of pesticides and/or herbicides may be used by residents and other establishments for gardening or landscaping activities. These uses would not introduce significant risk of exposure to people in the Uptown CPU area. Therefore, impacts related to hazardous materials sites and health hazards would less than significant.

#### **Issue 5 Aircraft Related Hazards**

Would the project expose people or structures to a significant risk of loss, injury or death from off-airport aircraft operational accidents?

As concluded in Section 6.1 of this PEIR, impacts relative to safety hazards for people residing in or working in a designated airport influence area would be less than significant. Additionally, there are no private airports or heliport facilities within or near the Uptown CPU area. Thus impacts related to exposure of people or structures to aircraft hazards would be less than significant.

# **Cumulative Impact Analysis**

As discussed in this section, compliance with federal, state, regional, and local health and safety laws and regulations would address potential health and safety impacts. Potential health and safety impacts associated with wildfire, hazardous substances, emergency response and evacuation plans, and aircraft hazards would not combine to create cumulative impacts when viewed together with the potential growth that could occur within the Uptown, North Park, and Golden Hill CPU areas. Wildlife impacts in these communities are limited to the canyon areas which are localized and would not be exacerbated by cumulative development in adjacent communities. Additionally, future projects implemented in accordance with the CPUs are required to follow the City's Brush Management regulations and the City and Fire Code requirements. Similarly, potential hazards associated with hazardous material sites are site specific and would not combine with hazards in other CPU areas to create a cumulative impact. Therefore, implementation of the proposed Uptown CPU and associated discretionary actions would not result in a cumulatively significant impact related to health and safety issues.

# **6.14.4 Significance of Impacts**

Existing policies and regulations would help reduce, but not completely abate, the potential risks of wildland fires. The General Plan and proposed Uptown CPU contain goals and policies to be implemented by the City's Fire-Rescue Department, and through land use compatibility, training, sustainable development, and other measures, these goals and policies are aimed at reducing the risk of wildland fires.

Public education, firefighter training, and emergency operations efforts would reduce the potential impacts associated with wildfire hazards. Additionally, future development would be subject to conditions of approval that require adherence to the City's Brush Management Regulations and requirements of the California Fire Code. As such, impacts relative to wildland fire hazard would be less than significant

The proposed Uptown CPU and associated discretionary actions would not result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school. Impacts to schools would be less than significant. No mitigation is required.

The proposed Uptown CPU and associated discretionary actions would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; therefore, impacts are less than significant, and no mitigation would be required.

Although there are closed LUST and Cleanup Program sites and there is one open LUST and two open Cleanup Program sites within the Uptown CPU area, there are local, state, and federal regulations and programs in places that minimize the risk to sensitive receptors on or adjacent to hazardous materials sites. Adherence to these regulations would result in less than significant impacts relative to hazardous materials sites and no mitigation is required.

Impacts relative to safety hazards related to being located within an airport influence area are less than significant. No mitigation is required.

# **6.14.5 Mitigation Framework**

All impacts related to health and safety would be less than significant; including, wildfire hazards, exposure of schools or other sensitive receptors to hazardous materials, emergency evacuation, and aircraft related hazards. Thus, no mitigation is required.

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# **Chapter 7.0 Effects Found Not to be Significant**

California Environmental Quality Act (CEQA) Guidelines §15128 requires that an Environmental impact Report (EIR) contain a brief statement disclosing the reasons why various possible significant effects of a proposed project were found not to be significant and therefore would not be discussed in detail in the EIR. The impacts associated with the following environmental issue areas were found to not be significant as a result of the proposed Uptown Community Plan Update (CPU) and associated discretionary actions: Agricultural Resources, Mineral Resources, and Population and Housing.

# 7.1 Agricultural Resources

# 7.1.1 Farmland Mapping and Monitoring Program

Based on the farmland maps prepared by the California Department of Conservation (2010), the proposed Uptown Community Plan area is not identified as containing Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. While there is a 0.5-acre community garden, which is identified as an agricultural use, this property is not identified as Prime Farmland, Unique Farmland of Statewide Importance. Therefore there would be no impact to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

# 7.1.2 Agricultural Zoning/Williamson Act

The Uptown CPU area is not zoned for agriculture and there are no lands under a Williamson Act contract. Therefore, no impact is identified for this issue area.

## 7.1.3 Forest, Timberland, Timberland Production Zone

The Uptown CPU area is located within an urbanized area. There are no existing forestlands, timberlands, or timberland for Timberland Production Zone either within the CPU area or in the immediate vicinity that would conflict with existing zoning or the proposed rezoning (Forest Service 2007). Therefore, no impact is identified for this issue area.

#### 7.1.4 Loss of Forest Land

The proposed Uptown CPU area is located within an urbanized area. There are no existing forestlands either within the CPU area or in the immediate vicinity (USDA 2016). The implementation of proposed CPU and associated discretionary actions would not result in the loss of forestland or conversion of forestland to non-forest use. Therefore, no impact is identified for this issue area.

#### 7.1.5 Natural Conversion of Farmland or Forest

The proposed Community Plan area is located within an urbanized area; there are no existing forestland uses either on-site or in the immediate vicinity (Forest Service 2007). While there is a 0.5-acre community garden, which is identified as an agricultural use, this area would not be impacted by the proposed Uptown CPU and associated discretionary actions in the Uptown CPU area. The implementation of proposed CPU and associated discretionary actions would not involve any other changes that could result in conversion of farmland to non-agricultural use (i.e., increase in population) or conversion of forestland to non-forest use. Therefore, no impact is identified for this issue area.

# 7.2 Mineral Resources

According to the California Department of Conservation (CDC), Division of Mines and Geology, the area of the proposed Uptown CPU is designated as the following Mineral Land Classification:

MRZ-3: Areas containing mineral deposits the significance of which cannot be evaluated from available data (CDC 1996).

According to the California Geological Survey Open File Report 96-04, areas mapped as Mineral Resource Zone 1, 2, 3, and 4 (MRZ-1 through MRZ-4) have been mapped for the City of San Diego. MRZ-1 areas are locations in San Diego County that have been identified as having no significant mineral deposits. Areas mapped in MRZ-2 are considered to have extractable aggregate deposits. Areas mapped in MRZ-3 contain mineral deposits that may qualify as mineral resources. MRZ-4 areas are those where geologic information does not rule out either the presence or absence of mineral resources. Based on a review of referenced data, the proposed CPU area is in an urban area where the potential for loss of mineral deposits due to further development is considered low (CDC 2010).

In addition, the proposed CPU area is located entirely within a developed urban area and does not require the acquisition of additional land. There are no identified mineral resources that would be affected or "lost" as a result of the implementation of the proposed Uptown CPU and associated discretionary actions. Thus, the buildout of the proposed Uptown CPU and associated discretionary actions would not result in a loss of availability of a locally important mineral resource recovery site delineated on any local or general plan. Therefore, no impact is identified for this issue area.

# 7.3 Population and Housing

While population projections for the Uptown Community Plan area indicate that population will increase over time, the population growth would not introduce an impact. The proposed Uptown CPU would serve as a comprehensive, long-term plan for the physical development of the Uptown Community Plan area and is intended to manage and address future growth in it. The proposed Uptown CPU and associated discretionary actions would not displace people or existing housing, as the CPU and associated discretionary actions would designate planned land uses and zoning that would accommodate future development within the CPU area. Therefore no impact would occur.

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# **Chapter 8.0 Growth Inducement**

This Program Environmental Impact Report (PEIR) must examine the potential growth-inducing impacts of the proposed Uptown CPU and associated discretionary actions. More specifically, California Environmental Quality Act (CEQA) Guidelines Section 15126.2(d) requires that an EIR:

Discuss ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community services facilities, requiring construction of new facilities that could cause significant environmental effects. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

According to the City's Significance Determination Thresholds, growth inducement "is usually associated with those projects that foster economic or population growth, or the construction of additional housing, either directly or indirectly which may result in the construction of major new infrastructure facilities. Also, a change in land use policy or projects that provide economic stimulus, such as industrial or commercial uses, may induce growth. Accelerated growth may further strain existing community facilities or encourage activities that could significantly affect the surrounding environment." In addition, the Thresholds state that "the analysis must avoid speculation and focus on probable growth patterns or projects."

The General Plan PEIR (2008a) notes that "population in San Diego will grow whether or not the Draft General Plan is adopted..." and although a number of the General Plan policies are in place to "...encourage business, education, employment and workforce development...preserve and protect valuable employment land, especially prime industrial land, from conversion to other uses...and facilitate expansion and new growth of high quality employment opportunities in the City." The

General Plan incorporates the previously adopted City of Villages strategy, which notes that a "village" is a place where residential, commercial, employment, and civic uses are present and integrated, and are characterized by compact mixed-use area, that are pedestrian-friendly and linked to the regional transit system (City of San Diego 2008b). Based on Government Code Section 65300, the General Plan serves as a comprehensive, long-term plan for physical development of the City and, by definition, is intended to manage and address future growth in the City. Implementation of the City of Villages strategy relies on the future designation and development of village sites through comprehensive community plan updates.

As detailed in the Project Description, Table 3-9, there is a current estimate of 36,750 residents in the Uptown CPU area. Under the adopted Uptown Community Plan the City estimates that the forecasted population would be 58,870 in year 2035; under the proposed CPU, by the year 2035, this population is projected to be 55,700 residents. While the expected build\_out of the Uptown Community would be less than projected under the adopted Community Plan, the proposed CPU and associated discretionary actions serve as a comprehensive long-term plan for the physical development of the CPU area, and are intended to manage and address future growth through to build-out of the community.

The proposed Uptown CPU incorporates the City of Villages Strategy by designating a Community Village in the Hillcrest neighborhood, generally centered around Second, Third, Fourth, Fifth, and Sixth avenues between Front Street, Washington Street, State Route 163, and Walnut Street. Four neighborhood villages are also proposed at the following locations: one at Goldfinch Street and Washington Street in Mission Hills; one centered around Laurel Street and Third, Fourth, Fifth, and Sixth avenues between Nutmeg Street and Kalmia Street; a third in the Five Points area centered around India Street and Washington Street, and one in the eastern portion of the Hillcrest neighborhood within the vicinity of Park Boulevard, Washington Street, Richmond Street, and Essex Street. The community and neighborhood village concept draw upon the character and strength of the proposed CPU area setting, commercial centers, transit corridors, institutions, and employment centers. These areas are planned to be vibrant pedestrian neighborhoods with enhanced connectivity that reflect the types of public spaces, structures, public art, connections, and land uses that are influenced by the heterogeneous character of the community's population. The proposed Uptown CPU policy directs housing growth to areas suitable for infill and redevelopment that are integrated into the mixed-use cores of the community.

The proposed Uptown CPU and associated discretionary actions are intended to provide guidance on orderly growth and redevelopment in accordance with smart growth principles. Through the placement of higher density residential development in areas in and around transit and commercial corridors, the proposed CPU would reinforce a mixed-use urban environment that supports transit and pedestrian activity. The proposed Uptown CPU would designate land uses to accommodate growth, although additional housing units would not be built without demand. The proposed CPU includes an Impact Fee Study that would allow the maintenance and improvements in infrastructure capacity and public services to coincide with future development. Other potential environmental impacts associated with population growth in the proposed CPU area (e.g., transportation/traffic, air quality, noise, greenhouse gas emissions) are addressed in the relevant sections of this PEIR.

As stated above, the population in the proposed Uptown CPU area will grow whether or not the proposed Uptown CPU and associated discretionary actions are adopted. The proposed Uptown CPU promotes infill residential, commercial, and office development and encourages the use of local and state programs to incentivize business retention and expansion. Additional policies are intended to facilitate economic wellbeing of locally owned and operated businesses and create ample job opportunities for residents in the proposed Uptown CPU area. These policies serve to facilitate expansion and new growth of high-quality employment opportunities. Therefore, the proposed Uptown CPU and associated discretionary actions would provide comprehensive planning for the management of population growth and necessary economic expansion to support the development efforts and allow an appropriate balance of managed population, housing, and economic growth to accommodate community development while maintaining related community and environmental standards.



# Chapter 9.0 Significant Unavoidable Impacts/Significant Irreversible Environmental Changes/Energy Conservation

# 9.1 Significant and Unavoidable Impacts

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15126.2(b), any significant unavoidable impacts of a project, including those impacts that can be mitigated, but not reduced to below a level of significance despite the applicant's willingness to implement all feasible mitigation measures, must be identified in the Program Environmental Impact Report (PEIR). For the proposed Uptown Community Plan Update (CPU) and associated discretionary actions, impacts related to transportation and circulation (cumulative impacts to roadway segments, intersections, freeway segments and freeway ramps), noise (ambient and vehicle noise impacts), historical resources (historic and archeological resources), and paleontological resources would remain significant and unavoidable effects (refer to Chapter 6.0, Environmental Analysis, of this PEIR for further detail). All other significant impacts identified in Chapter 6.0 of this PEIR can be reduced to below a level of significance with implementation of the Mitigation Framework identified as well as through compliance with adopted General Plan and proposed Uptown CPU policies.

# 9.2 Significant Irreversible Environmental Impacts

Section 15126.2(c) of the CEQA Guidelines requires an evaluation of significant irreversible environmental changes which would occur should the proposed Uptown CPU and associated discretionary actions be implemented. Irreversible changes typically fall into one of three categories:

- Primary impacts such as the use of nonrenewable resources (i.e., biological habitat, agricultural land, mineral deposits, water bodies, energy resources and cultural resources);
- Primary and secondary impacts such as highway improvements which provide access to previously inaccessible areas; and
- Environmental accidents potentially associated with buildout of the proposed Golden Hill and North Park CPUs and associated discretionary actions.

Section 15126.2(c) of the CEQA Guidelines states that irretrievable commitments of resources should be evaluated to assure that current consumption of such resources is justified.

Implementation of the proposed Uptown CPU and associated discretionary actions would not result in significant irreversible impacts to agricultural land, biological resources, energy, historic resources, mineral deposits, or water bodies. Although some sensitive biological resources are identified within the canyons and areas designated as open space in the CPU area, direct and indirect impacts can be offset through strict compliance with CPU policies, regulatory compliance (Multiple Species Conservation Program [MSCP] and Environmentally Sensitive Lands [ESL] Regulations of the Land Development Code [LDC]). Similarly, future development pursuant to the proposed Uptown CPU and associated discretionary actions could impact important historical or archaeological resources given the presence of known and potential historical and archaeological resources within the communities. The potential archaeological resource impacts can be mitigated through strict adherence to CPU policies, regulatory compliance (LDC Historical Resource Regulations), and implementation of the Mitigation Framework further detailed in Section 6.7 of this PEIR. Impacts to historical and archeological resources would, however, remain significant and unavoidable. As evaluated in Chapter 8.0, Effects Not Found to be Significant, of this PEIR, implementation of the proposed Uptown CPU and associated discretionary actions would not result in significant irreversible impacts to agricultural and forestry or mineral resources. Finally, no water bodies are present within the communities, and no downstream receiving waters would be impacted by buildout of the CPU.

The Uptown community is almost completely built out and is accessible via regional transportation facilities (e.g., Interstates 5 and 8, State Route 163). No new freeways or roadways are proposed that would provide access to currently inaccessible areas. Therefore, implementation of the proposed Uptown CPU and associated discretionary actions would not result in a significant irreversible commitment with regard to unplanned land use.

Construction of development implemented in accordance with the proposed Uptown CPU and associated discretionary actions would require the irreversible consumption of natural resources and energy. Natural resource consumption would include lumber and other forest products, sand and gravel, asphalt, steel, copper, other metals, and water. Building materials, while perhaps recyclable in part at some long-term future date, would for practical purposes be considered permanently consumed. Energy derived from nonrenewable sources, such as fossil fuels, would be consumed during construction and as a result of operational lighting, heating, cooling, and transportation uses. The proposed Uptown CPU includes policies aimed at improving energy efficiency, reducing water use, and minimizing impacts on other natural resources. For example, the village/neighborhood center concepts would reduce dependence on fossil fuel energy sources by

integrating housing units in close proximity to transit corridors. These policies would serve to reduce irreversible water, energy, and building materials consumption associated with construction, occupation, and operation. Energy consumption is discussed in greater detail in Section 9.3 below.

With respect to environmental accidents potentially associated with buildout of the proposed Uptown CPU and associated discretionary actions, and as further discussed in Section 6.14 of this PEIR, potential impacts related to hazardous materials and associated health hazards from implementation of the proposed Golden Hill and North Park CPUs and associated discretionary actions would be avoided or reduced to below a level of significance through mandatory conformance with applicable regulatory/industry standard and codes. The North Park and Golden Hill CPU areas contain undeveloped land in the form of canyons that is occupied by a variety of native and non-native plant communities. Due to the amount of natural, unmaintained open space in the Uptown CPU area, there is a high risk for wildfires. Development pursuant to the proposed Uptown CPU and associated discretionary actions, however, would be subject to applicable state and City regulatory requirements related to fire hazards and prevention. Accidents related to flood hazards would not be significant because the CPU area does not contain mapped floodplains.

# 9.3 Energy Conservation

Section 15126.4 (a)(1) of the CEQA Guidelines states that an EIR shall describe feasible measures, which could minimize significant adverse impacts, including, where relevant, the inefficient and unnecessary consumption of energy. CEQA Guidelines, Appendix F, Energy Conservation, provides guidance for EIRs regarding potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing the inefficient, wasteful, and unnecessary consumption of energy. The Resources Agency amended Appendix F to make it clear that an energy analysis is mandatory. However, the Resources Agency also clarified that the energy analysis is limited to effects that are applicable to the project (Resources Agency 2009). Furthermore, Appendix F is not described as a threshold for determining the significance of impacts. Appendix F merely seeks inclusion of information in the EIR to the extent relative and applicable to the project.

Because the proposed action is the adoption of a community plan and associated discretionary regulatory actions, and does not specifically address any particular development project(s), impacts to energy resources are addressed generally, based on projected buildout of the proposed Uptown CPU and associated discretionary actions. Implementation of the proposed Uptown CPU and associated discretionary actions have the potential to result in impacts to energy supply due to development that is anticipated to occur in response to projected population growth. Depending on the types of future uses, impacts would need to be addressed in detail at the time specific projects are proposed. At a minimum, future projects implemented in accordance with the proposed Uptown CPU and associated discretionary actions would be required to meet the mandatory energy standards of the current California energy code (Title 24 Building Energy Standards of the California Public Resources Code).

Energy resources would be consumed during construction of future development. Energy also would be consumed to provide operational lighting, heating, cooling, and transportation for future development.

# 9.3.1 Construction-Related Energy Consumption

Grading and construction activities consume energy through the operation of heavy off-road equipment, trucks, and worker traffic. At the program-level, it is too speculative to quantify total construction-related energy consumption of future development, either in total or by fuel type. The majority of energy to be used in conjunction with construction activities would be supplied by San Diego Gas & Electric (SDG&E).

In compliance with the City's Thresholds of Significance, future discretionary projects exceeding the 60-ton solid waste threshold would be required to develop waste management plans targeting at least 75 percent waste reduction, including construction waste. Even though exact details of the projects implemented in accordance with the proposed Uptown CPU and associated discretionary actions are not known at this time, there are no conditions in the CPU areas that would require non-standard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, development pursuant to the proposed Uptown CPU and associated discretionary actions would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects.

# 9.3.2 Long-Term Operation-Related Energy Consumption

Long-term operational energy use associated with the proposed Uptown CPU and associated discretionary actions includes fuel consumption of vehicles and electricity and natural gas consumption by residents and commercial operations, and energy consumption related to obtaining water. However, the use of these resources would still be used daily as essential energy sources and utilities regardless of implementation of the proposed Uptown CPU and associated discretionary actions. As such, although long-term operational energy use would result from future development, such changes would not be considered significant in comparison to the energy use of other cities in the region. The proposed Uptown CPU and associated discretionary actions would not result in any unusual characteristics that would result in excessive long-term operational building energy demand.

At a minimum, development under the proposed Uptown CPU and associated discretionary actions would be required to meet the mandatory energy standards of the current California Energy Code (Title 24 Building Energy Standards of the California Public Resources Code). Some efficiencies associated with the Energy Standards under Title 24 include the building heating, ventilating, and air conditioning (HVAC) mechanical system, water heating system, and lighting system. Additionally, rebate and incentive programs that promote the installation and use of energy-efficient plug-in appliances and lighting would be available, but not covered under Title 24. Development would be required to comply with the proposed Uptown CPU Conservation Element which contains a number of Sustainable Development Policies that focus on designing new development to have a climate, energy efficient, and environmentally oriented site design.

Policies proposed in the Uptown CPU would further address energy consumption. Specifically, proposed Conservation Element and Urban Design Element policies would reduce local dependence on automobile transportation, support incorporation of sustainable building and development

practices, adhering to standardized measures outlined in the City's Climate Action Plan, and encouraging street light retrofits and energy efficient outdoor lighting.

Although these policies would decrease the overall per capita energy use in the CPU areas, they would not ensure that energy supplies would be available when needed. Future projects would be subject to review for measures that would further reduce energy consumption in conformance to existing regulations. Furthermore, the City's Climate Action Plan, adopted by City Council in December 2015, includes 2020 and 2035 targets that are on the trajectory for meeting the 2050 greenhouse gas reduction goals established by Executive Order S-3-05. Future projects would be reviewed for consistency with the Climate Action Plan and applicable implementation measures.

Future operational energy use related to roadways would consist of the transportation fuels consumed to transport area residents, workers, and visitors. The total estimated daily vehicle trips at full buildout are estimated to be 584,112 for the proposed Uptown CPU, as detailed in the traffic impact analysis prepared for the CPUs (Kimley-Horn 2015). The proposed Uptown CPU Mobility Element also contains policies that would reduce vehicle miles travelled and associated fuel consumption. These include policies to improve the pedestrian environment and neighborhood walkability; improving bicycle infrastructure and facilities, encouraging implementation of transportation demand management strategies, and parking management policies that support installation of electric vehicle charging stations and measures to reduce parking demand.

In conclusion, development under the proposed Uptown CPUs and associated discretionary actions would result in increased energy use, in the form of new buildings and transportation. Residential and nonresidential development use electricity, natural gas, and petroleum products for power, lighting, and heating and vehicles use both oil and gas. Use of these types of energy for new development would result in the overall increased use of nonrenewable energy resources. This represents an irreversible environmental change.

As described in this PEIR, the proposed Uptown CPU contains policies aimed at improving energy efficiency, reducing water use, and minimizing impacts to natural resources, which serve to reduce irreversible consumption of building materials, water, and energy use.



# **Chapter 10.0 Alternatives**

The California Environmental Quality Act (CEQA) Guidelines Section 15126.6 requires that an Environmental Impact Report (EIR) compare the effects of a "reasonable range of alternatives" to the effects of a project. The CEQA Guidelines further specify that the alternatives selected should attain most of the basic project objectives, and avoid or substantially lessen one or more significant effects of the project. The "range of alternatives" is governed by the "rule of reason," which requires the EIR to set forth only those alternatives necessary to permit an informed and reasoned choice by the lead agency, and to foster meaningful public participation (CEQA Guidelines Section 15126.6[f]). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, while also taking into account economic, environmental, social, technological, and legal factors.

As discussed in Chapter 6.0, the proposed Uptown Community Plan Update (CPU) and associated discretionary actions would result in significant and/or cumulative environmental impacts related to transportation, noise, historical resources, and paleontological resources. In developing the alternatives to be addressed in this chapter, consideration was given regarding their ability to meet the basic objectives of the proposed Uptown CPU and associated discretionary actions and the potential to eliminate or substantially reduce significant environmental impacts (as identified in Chapter 6.0 of this Program EIR [PEIR]).

The following specific objectives for the proposed Uptown CPU and associated discretionary actions support the underlying purpose of the project, assist the City as Lead Agency in developing a reasonable range of alternatives to evaluate in this PEIR, and will ultimately aid the Lead Agency in preparing findings and overriding considerations, if necessary. The following primary goals, recommendations, and objectives of the proposed CPU are to:

 Develop a multi-modal transportation network emphasizing active transportation measures for walkable and bicycle-friendly streets, and transit-related measures supporting transit operations and access.

- Maintain or increase the housing supply through the designation of higher residential densities focusing along major transit corridors.
- Provide for increased economic diversification through land use to increase employment and economic growth opportunities.
- Preserve the neighborhood character and design relationships between neighborhoods within each community through the development of transitions and design policies.
- Identify significant historic and cultural resources within the community and provide for their preservation, protection, and enhancement.
- Provide increased recreation opportunities and new public open spaces.
- Preserve, protect, and enhance the community's natural landforms, including canyons and environmentally sensitive lands.
- Include financing strategies that can secure infrastructure improvements concurrent with development.

The alternatives addressed in this PEIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative would feasibly accomplish most or all of the basic objectives of the proposed Uptown CPU;
- The extent to which the alternative would avoid or substantially lessen any of the identified significant environmental effects of the proposed Uptown CPU and associated discretionary actions. The feasibility of the alternative, taking into account site suitability, economic viability, availability of infrastructure, general plan consistency, and consistency with other applicable plans and regulatory limitations;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives necessary to permit a reasoned choice; and
- The requirement of the CEQA Guidelines to consider a "no project" alternative; and to identify an "environmentally superior" alternative in addition to the no project alternative (Section 15126.6[e]).

Based on the criteria described above, this PEIR considers the following project alternatives:

- No Project (Adopted Community Plan) Alternative;
- Adopted Community Plan with Removal of the Height Ordinance Alternative;
- Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative;
- Density Redistribution Alternative; and
- Lower-Density Alternative.

General descriptions of the characteristics of each of these alternatives, along with a discussion of their ability to reduce significant environmental impacts associated with the proposed Uptown CPU and associated discretionary actions, are provided in the following subsections. Table 10-1, Matrix Comparison of Project Alternatives and Proposed CPU for Uptown, provides a side-by-side comparison of the potential impacts of the alternatives to the impacts of the proposed Uptown CPU and associated discretionary actions.

Table 10-1 Matrix Comparison of Project Alternatives and Proposed Uptown CPU										
Environmental Issue Area Land Use	Proposed Uptown CPU and Associated Discretionary Actions LS	No Project (Adopted Community Plan) Alternative LS (>)	Adopted Community Plan with Removal of Interim Height Ordinance Alternative LS (>)	Proposed CPU Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative LS (=)	Density Redistribution Alternative LS (>)	Lower-Density Alternative LS (>)				
Visual Effects and Neighborhood Character	LS	LS (>)	LS (>)	LS (=)	LS (=)	LS (=)				
Transportation and Circulation	SU – Traffic Circulation LS – Alternative Transportation	SU (>) - Traffic Circulation LS (>) - Alternative Transportation	SU (>) - Traffic Circulation LS (>) - Alternative Transportation	SU (>) - Traffic Circulation LS (=) - Alternative Transportation	SU (<) - Traffic Circulation LS (>) - Alternative Transportation	SU (=) - Traffic Circulation LS (>) - Alternative Transportation				
Air Quality	LS	LS (>)	LS (>)	LS (>)	LS (<)	LS (=)				
Greenhouse Gas Emissions	LS	SU (>)	SU (>)	LS (>)	LS (>)	LS (>)				
Noise	SU	SU (=)	SU (=)	SU (=)	SU (=)	SU (=)				
Historical Resources	SU	SU (>) – Historic SU (=) Archeological	SU (>) – Historic SU (=) Archeological	SU (=)	SU (=)	SU (<)				
Biological Resources	LS	LS (>)	LS (>)	LS (>)	LS (=)	LS (=)				
Geologic Conditions	LS	LS (=)	LS (=)	LS (=)	LS (=)	LS (=)				
Paleontological Resources	SU	SU (=)	SU (=)	SU (=)	SU (=)	SU (=)				
Hydrology / Water Quality	LS	LS (=)	LS (=)	LS (=)	LS (=)	LS (=)				
Public Services and Facilities	LS	LS (=)	LS (=)	LS (=)	LS (=)	LS (=)				
Public Utilities	LS	LS (=)	LS (=)	LS (=)	LS (=)	LS (=)				
Health and Safety	LS	LS (=)	LS (=)	LS (=)	LS (=)	LS (=)				

Notes: SU = Significant and Unavoidable (for the issue that results in the impact); LS = Less than Significant
Comparison of Impacts: = Impacts the same/similar to the Proposed Project; < Impact less than the Proposed Project; > Impacts greater than the Proposed Project.

# 10.1 No Project (Adopted Community Plan) Alternative

# 10.1.1 Description

Under the No Project Alternative, the adopted Uptown Community Plan would continue to guide development and would be implemented with the zoning program which includes Mid-City Communities Plan District, West Lewis Plan District, and the Interim Height Ordinance. Last updated in 1988, the current Community Plan identifies the following issues that are the most important to be addressed in the community plan through policies and regulations:

- Provision of a wide variety of housing types for all age, income and social groups.
- Revitalization of certain neighborhood commercial districts.
- Establishment and maintenance of a high level of public facilities and services to meet the needs of the community.
- Promotion of a clean and healthful environment.
- Preservation of significant historic structures.
- Preservation of community character and historical, architectural, and cultural resources.
- Reduction in development that encroaches into open space areas.
- Establishment of urban design standards and criteria for the various neighborhoods.
- Encouragement of mixed land use in appropriate areas to improve land utilization and encourage redevelopment.
- Discrepancies between actual zoning and community plan land use recommendations.
- Preservation of pedestrian-oriented commercial areas.
- Noise generated by air traffic utilizing Lindbergh Field (San Diego International Airport) and by automobile traffic on Interstate 5 and State Route 163.
- Inadequate freeway access.

The No Project Alternative would consist of the current Community Plan land use designations as they apply today, including all amendments to the Community Plan from its original adoption in 1988 to the most recent amendment in 2008. Table 10-2 describes the history of amendments to the Uptown Community Plan that are considered part of the No Project Alternative.

Table 10-2 Amendments to the 1988 Uptown Community Plan							
	Date Adopted by City	Resolution					
Amendment	Council	Number					
Rezone amendment by City Council	May 2, 1989	R-273376					
Uptown Implementation Program	October 3, 1989	R-274502					
Nob Hill Place Amendment	May 7, 2002	R-296458					
Bankers Hill Townhomes	November 29,2005	R-301088					
Scripps Mercy Hospital	May 20, 2008	R-303732					

Adopted community plan land use designations seek to promote a balance of land uses. The majority of the land use is designated as Low-Density Residential at 5 to 10 units per acre. The adopted plan locates higher residential density away from the single family neighborhoods and focuses development on the major transportation corridors: Washington; University; Park Blvd; 4th, 5th and 6th Avenue. Mixed-use development is encouraged in selected areas with residential use over street-level retail use. In Uptown, the Hillcrest and Bankers Hill Neighborhoods are identified for the highest intensity within the community with up to 110 dwelling units per acre (du/ac) along 5th and 6th Avenue and within the Hillcrest core. Institutional and Schools/Public Facilities are designated for City-owned and other public/quasi-public facilities.

Figure 10-1 shows the No Project (Adopted Community Plan) land use map. Areas of proposed land use change are concentrated throughout the community where the proposed Uptown CPU would generally facilitate lower intensity mixed-use development compared to the existing Community Plan. Specifically, as shown in Table 10-3, the proposed Uptown CPU could have approximately 32,700 dwelling units at build-out, while the No Project Alternative could have approximately 34,600 dwelling units at build-out, or 1,900 more units compared to the proposed Uptown CPU. Table 10-3 presents a build-out comparison of the No Project (Adopted Community Plan) Alternative and the proposed Uptown CPU including acreage by generalized land use, dwelling units, floor area, and projected household population at build-out.

With the proposed Uptown CPU, the Mid-City Communities Plan District, West Lewis Plan District and the Interim Height Ordinance would be rescinded and the proposed Uptown CPU would incorporate new building height limits through use of citywide zones and the Community Plan Implementation Overlay Zone (CPIOZ) in geographically specific areas as described in the Project Description, Chapter 3 and shown on Figures 3-7 and 3-8 of this PEIR. The proposed CPIOZ-Type A identifies areas within the community where development up to 50 feet is allowed with a ministerial approval (in Mission Hills) and up to 65 feet (in Hillcrest and Bankers Hill/Park West). The proposed CPIOZ-Type B identifies areas within the community where development up to 150 feet in Bankers Hill/Park West, up to 120 feet in central Hillcrest, and up to 100 feet in Hillcrest east of the SR-163 would be allowed with discretionary approval of a Process 3 Site Development Permit. The CPIOZ would generally allow greater heights in Mission Hills and Hillcrest compared to building heights that would be allowed under the No Project Alternative with the retention of the Interim Height Ordinance. In Bankers Hill/Park west, development under the Interim Height Ordinance of the No Project Alternative of up to 150 feet would be allowed ministerially; however, under the proposed Uptown CPU, the same height limit could be achieved but would require a discretionary approval. Figure 10-2 shows the maximum building heights in areas affected by the Interim Height Ordinance that would apply under this alternative.

Map Source: SanGIS MISSION VALLEY OLD TOWN SAN DIEGO NORTH PARK MIDWAY-PACIFIC HIGHWAY LEGEND Community Plan Boundary <all other values> Low Density Residential 1 (5-10 du/ac) Low Medium Density Residential 2 (10-15 du/ac) Medium Density Residential 3 (15-29 du/ac) Medium High Density Residential 4 (29-44 du/ac\*) BALBOA PARK High Density Residential 5 (44-73 du/ac\*) Very High Density Residential 6 (73-110 du/ac) Mixed Use (residential density 4) Mixed Use (residential density 5) Mixed Use (residential density 6) Office/Residential (residential density 3) Office/Residential (residential density 4) Office/Residential (residential density 5) Commercial/Residential (residential density 3) Commercial/Residential (residential density 4) Commercial/Residential (residential density 5) Commercial/Residential (residential density 6) Neighborhood Commercial (residential density 3) Hospital DOWNTOWN GREATER GOLDEN HILL School Library Park Open Space 1,600

FIGURE 10-1
No Project Alternative: Adopted Uptown Community Plan

Map Source: City of San Diego FORT STOCKTON DR WASHINGTON ST BLAINEAVE UNIVERSITY AVE Area A ESSEX ST Building height shall not ROBINSON AVE exceed 50 feet Area B - North of Upas Street PENNSYLVANIA ST Building height shall not exceed 65 feet WALNUT ST UPAS ST **5TH AVE** Area B - South of Upas Street Building height shall not exceed 65 feet unless approved with a Process 4 Mid-City Communities Development Permit MAPLE ST LAUREL ST KALMIA ST

FIGURE 10-2
Maximum Building Heights under the Existing Interim Height Ordinance

600

Feet

Table 10-3 Build-out Comparison of the No Project (Adopted Community Plan) Alternative and the Proposed Uptown CPU										
	No Project (Adopted Community Plan) Alternative			Proposed Uptown CPU						
Generalized Land Use	Acres	Dwelling Units	Floor Area	Acres	Dwelling Units	Floor Area				
Agriculture	0.5			0.5						
Education	29		364,200	29		364,200				
Institutional	90		1,950,700	100		2,121,500				
Multi Family	388	29,060		380	27,180					
Office Commercial	31		1,586,000	32		1,598,700				
Open Space	415			398						
Parks	28			48						
Recreational	3		31,100	3		31,100				
Retail Commercial	184		3,197,000	179		3,186,500				
Roads	761			761						
Single Family	725	5,540		726	5,520					
Visitor Commercial	2		174,000	2		174,000				
Grand Totals	2,656	34,600	7,303,000	2,656	32,700	7,476,000				
Population	58,870			55,700						

# **10.1.2 Analysis of No Project Alternative**

#### a. Land Use

The No Project (Adopted Community Plan) Alternative would retain the adopted Uptown Community Plan land use map and the current Interim Height Ordinance. Land use impacts under this alternative would be similar or greater than the anticipated impacts of the proposed Uptown CPU and associated discretionary actions because it would not contain the proposed CPU policies and land use changes intended to improve compatibility with and implement the San Diego General Plan. The No Project Alternative would not benefit from the amendments to the Historical Resources Regulations in the Land Development Code that would provide supplemental development regulations pertaining to potential historic districts under the proposed Uptown CPU.

The adopted Community Plan also incorrectly designates parts of residential areas as Multi-Habitat Planning Area (MHPA). The No Project Alternative would not benefit from the proposed communitywide MHPA boundary line correction that would add environmentally sensitive lands to the MHPA and removed existing developed land from the MHPA. Thus, the No Project Alternative would not support the Multiple Species Conservation Program (MSCP) Subarea Plan to the same degree as the proposed Uptown CPU.

Although the adopted community plan would not conflict with adopted land use plans, policies, or ordinances, and would result in a less than significant land use impact overall, the No Project Alternative would less compatible than the proposed Uptown CPU when viewed in relation to

applicable land use plans and policies. Thus, the land use impacts of the No Project Alternative would be slightly greater than the proposed Uptown CPU.

#### b. Visual Effects and Neighborhood Character

Potential visual effects and impacts to neighborhood character under the No Project Alternative would be similar to those anticipated under the proposed Uptown CPU except that the No Project Alternative would allow reduced building heights when compared to the proposed Uptown CPU and associated discretionary actions. Particularly in Mission Hills and Hillcrest, development under the No Project Alternative would be limited to building heights of 50 and 65 feet, respectively. The reduced building heights could reduce potential neighborhood character impacts; however, the No Project Alternative would also not benefit from the proposed Uptown CPU policies that are intended to ensure compatible development and design that enhances and is sensitivity to neighborhood character.

Additionally, the No Project Alternative would not provide supplemental development regulations to preserve potential historic districts which could result in additional conflicts with existing historic preservation policies of the General Plan compared to the proposed Uptown CPU and associated discretionary actions. Under the No Project Alternative, all future development would be required to comply with existing regulations regarding grading activities and lighting design. Thus, despite the reduced building heights compared to the proposed Uptown CPU, impacts of the No Project Alternative would be slightly greater impacts compared to the proposed Uptown CPU due the lack of application of proposed Uptown CPU policies that support protection of public views and neighborhood character.

## c. Transportation and Circulation

The No Project Alternative would generate more vehicular trips than the proposed Uptown CPU and associated discretionary actions as it allows for more residential units than the proposed Uptown CPU and associated discretionary actions. However, the No Project Alternative would not contain the proposed Uptown CPU and associated discretionary actions policies intended to promote a multimodal network that encourage walking, bicycling, and transit. Impacts to individual intersections and roadway segments would be slightly greater under the No Project Alternative due to the increased development potential. Similar to the proposed Uptown CPU, the No Project Alternative would result in significant and unavoidable impact to streets, intersections and freeway segments and ramp meters. Compared to the proposed Uptown CPU, impacts to roadway and freeway facilities would be slightly more severe.

Regarding consistency with applicable plans and policies related to alternative transportation, the No Project Alternative would not include the proposed CPU policies that support increasing multimodal opportunities within the CPU area consistent with the San Diego Association of Governments (SANDAG) Regional Transportation Plan (RTP), the City's General Plan, or the City's Climate Action Plan (CAP). Thus, while the No Project Alternative would not result in significant impacts related to conflicts with plans and policies addressing alternative transportation, the No Project Alternative would not achieve the level of consistency with these applicable plans and policies that the

proposed Uptown CPU would achieve. Thus, impacts related to alternative transportation would be slightly greater.

#### d. Air Quality

The No Project Alternative would retain the existing Uptown Community Plan. Air Quality impacts under this alternative would be slightly greater than the anticipated impacts of the proposed Uptown CPU due to slightly greater density. Like the proposed Uptown CPU, the No Project Alternative would not conflict with or obstruct implementation of the applicable air quality plan nor would it result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation because the land uses under existing community plan would be consistent with the Regional Air Quality Strategy (RAQS). However, the No Project Alternative's future operational emissions would be greater than those of the proposed Uptown CPU.

#### e. Greenhouse Gas Emissions

The No Project Alternative would result in 535,684 metric tons of carbon dioxide equivalent (MT  $CO_2E$  GHG) emissions, which would be slightly greater than the estimated 523,925 MT  $CO_2E$  GHG emissions for the proposed Uptown CPU. The decrease in GHGs associated with the proposed Uptown CPU is a direct result of the proposed land use changes including an increase in commercial uses and decrease in residential, which would implement CAP Strategies and the General Plan's City of Villages Strategy. Since the No Project Alternative would not adjust the land use map or provide policies to implement these strategies, GHG impacts of the No Project Alternative would be significant and unavoidable and greater than the proposed Uptown CPU.

#### f. Noise

The No Project Alternative would retain the adopted Uptown Community Plan. Noise impacts under this alternative would be similar to the anticipated impacts of the proposed Uptown CPU and associated discretionary actions because, like the proposed Uptown CPU, it would permit development that would be subject to ambient noise increases and traffic noise as the planning area is built out. Although the No Project Alternative would result in slightly greater development potential, the increase in traffic noise would not likely be perceptible compared to the proposed Uptown CPU and associated discretionary actions. While the No Project Alternative does not contain the proposed Uptown CPU policy changes intended to improve compatibility with and implement the General Plan policies, future development implemented under both the No Project Alternative and the proposed Uptown CPU and associated discretionary actions would be required to comply with applicable City and State noise regulations including Title 24 building code requirements. The noise impacts of the No Project Alternative would be similar to the proposed Uptown CPU and both would result in significant and unavoidable impacts related to ambient noise increases, traffic noise exposure, and construction vibration impacts.

## g. Historical Resources

The No Project Alternative would retain the existing Uptown Community Plan, with no additional regulations addressing Potential Historic Districts (refer to Section 6.7, Historical Resources for

details on the proposed Uptown CPU protections for historical resources). While the City's Historical Resources Regulations provide for the regulation and protection of historical resources, it is impossible to ensure the successful preservation of all historical resources within the plan area. Therefore, potential impacts to the Historic Districts remain significant and unavoidable. Under the No Project Alternative the proposed supplemental regulations to the Historical Resources Regulations of the Land Development Code addressing potential historic districts would not be implemented. Therefore, the potential loss of historical resources would be greater under the No Project Alternative compared to that of the proposed Uptown CPU and associated discretionary actions.

As with the proposed Uptown CPU, future development under the No Project Alternative has the potential to result in significant direct and/or indirect impacts to archaeological resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 6.7, Historical Resources. The extent of impacts to archaeological resources resulting from implementation of the No Project Alternative would be similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the No Project Alternative would result in potentially significant impacts related to archaeological resources at the program level that would be significant and unavoidable, despite adherence to the existing regulatory framework.

#### h. Biological Resources

Under the No Project Alternative the MHPA boundary corrections proposed in the proposed Uptown CPU and associated discretionary actions would not be implemented, and it is likely that the amount of preserved open space would be less than with the proposed project. Therefore, the No Project Alternative would result in reduced protections for MHPA lands and environmentally sensitive resources and thus, greater impacts to biological resources than those anticipated under the proposed Uptown CPU. Implementation of the No Project Alternative would be required to adhere to all applicable federal, state, and local regulations regarding the protection of biological resources, as for all subsequent development project submittals under the proposed Uptown CPU. Other than the greater impacts to MHPA lands and environmentally sensitive lands due to lack of implementation of MHPA boundary corrections, all other biological resource impacts of the No Project Alternative would be the same as the proposed Uptown CPU and associated discretionary actions and all impacts would be less than significant.

# i. Geologic Conditions

Geologic impacts from implementation of the No Project Alternative would be similar to those of the proposed Uptown CPU and associated discretionary actions. Potential impacts related to seismic and geologic hazards, or to the instability of geological units and soils would be avoided or reduced to less than significant through adherence to existing state and local regulations, including the California Building Code, the San Diego Municipal Code, and the Seismic Hazards Mapping Act. Where required, site-specific geotechnical investigations would be conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. Similarly, project-level compliance with City-mandated grading

requirements, and, compliance with applicable state and/or federal regulations would ensure that future grading and construction activities would avoid significant soil erosion impacts. These requirements would apply equally to both the No Project Alternative and the Proposed Uptown CPU and associated discretionary actions, thus impacts of this alternative would be similar to the project.

#### j. Paleontological Resources

As with the proposed Uptown CPU and associated discretionary actions, future development under the No Project Alternative has the potential to result in significant direct and/or indirect impacts to paleontological fossil resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 6.10, Paleontological Resources. The extent of impacts to paleontological resources resulting from implementation of the No Project Alternative would be similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the No Project Alternative would result in potentially significant impacts related to paleontological resources at the program level because adherence to the mitigation framework cannot be guaranteed for ministerial projects that only require a grading permit. Thus impacts of the No Project Alternative would be significant and unavoidable and similar to the proposed Uptown CPU and associated discretionary actions.

#### k. Hydrology and Water Quality

The land use pattern and distribution for the No Project Alternative is generally the same as for the proposed Uptown CPU. Future development under both the No Project Alternative and the proposed Uptown CPU and associated discretionary actions would be required to comply with existing federal, state, and local regulations relative to runoff and water quality at the project level, which would preclude the potential for hydrology and water quality impacts. Thus impacts of the No Project Alternative would be less than significant and would be similar to the proposed Uptown CPU and associated discretionary actions.

#### I. Public Services and Facilities

The No Project Alternative would retain the existing Uptown Community Plan. Impacts to Public Services and Facilities under this alternative would be similar to the anticipated impacts associated with the proposed Uptown CPU because the anticipated population at build-out of the No Project Alternative would be only marginally more than the anticipated population for the build-out of the proposed Uptown CPU and would not have a measurable impact on demand for facilities. For police and fire protection services the difference in population would not impact either the police or fire department in their ability to provide service, nor would the departments require the construction of new facilities. For both the No Project Alternative and the proposed Uptown CPU, future projects would be required to pay required school fees which would mitigate for the potential impacts to schools to less than significant. Similarly both the No Project Alternative and the proposed Uptown CPU would include financing mechanisms to provide for libraries. However, in the case of both the No Project Alternative and the proposed Uptown CPU there would be a deficit in population based parks and the need to build new recreational facilities. For both the No Project Alternative and the

proposed Uptown CPU and associated discretionary actions, any new facilities would require a separate environmental review to identify potential impacts associated with the construction of facilities. Thus, for the No Project Alternative, public facilities and services impacts would be less than significant and the same as the proposed Uptown CPU.

#### m. Public Utilities

The No Project Alternative would retain the existing Uptown Community Plan. Impacts to Public Utilities under this alternative would be similar to the anticipated impacts of the proposed Uptown CPU. Although the proposed Uptown CPU would have a slightly lower anticipated population than the No Project Alternative (see Table 10-3), implementation of the No Project Alternative would have similar impacts related to storm water, sewer, water, communications, solid waste and recycling, or energy as the proposed Uptown CPU.

#### n. Health and Safety

Impacts of build-out of the No Project Alternative would be similar to the potential impacts of build-out of the proposed Uptown CPU and associated discretionary actions. Future development under the No Project Alternative has the potential to result in exposure to hazardous materials, wastes, or emissions; airport hazards, and fire hazards. However, land uses under the No Project alternative would be similar to the land uses under the proposed Uptown CPU. Additionally, there would not be any areas of change or land use changes that would increase potential exposure to hazards. Federal, state and local regulations that serve to reduce impacts a less-than-significant level would also reduce impacts for development under the No Project alternative. Overall, impacts would be less than significant and similar to those anticipated under the proposed Uptown CPU.

# 10.2 Adopted Community Plan with Removal of the Interim Height Ordinance Alternative

# 10.2.1 Description

Under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative, the adopted Uptown Community Plan and zoning program which includes Mid-City Communities Plan District and West Lewis Plan District would continue to guide development with the exception that the Interim Height Ordinance (O-20329) that limits structure heights in specific areas to 50 and 65 feet would not be applied. Height limits of the base zones would be applied in these areas as described in Figure 10-3. As a result, those areas now subject to the Interim Height Ordinance would allow buildings up to the height permitted by the Mid-City Communities Plan District. In the case of areas in Mission Hills currently limited to 50 feet, structures would be permitted up to 150 feet. In the areas of Hillcrest limited to 65 feet, structures would be permitted to 200 feet.

Map Source: City of San Diego CN-2A Zone Allows a max. building height of 150 feet FORT STOCKTON DR BLAINE AVE **WASHINGTON ST** UNIVERSITY AVE CN-2A Zone ESSEX ST Allows a max. building height ROBINSON AVE of 150 feet CN-1A Zone Allows a max. building height CN-1 Zone of 200 feet Building height limit WALNUT ST UPAS ST Allows a max. building height of 50 5TH AVE feet, 60 feet where a building is MR-400 Zone above enclosed parking Allows a max. building height of 150 feet CV-1 Zone Allows a max. building height of 150 feet CN-1A Zone Allows a max. building height of MAPLE ST 150 feet in this section LAUREL ST CN-1A Zone KALMIA ST Allows a max. building height of 100 feet in this section

# FIGURE 10-3

600

Feet

Maximum Building Heights of Existing Base Zones (Removal of the Interim Height Ordinance)

Details regarding the adopted Community Plan provided in section 10.1.1 above would also apply to this alternative, with the exception of the discussion on height limitations. Refer to Table 10-3 for a comparison of acreages, dwelling units, floor area allowances, and projected population by generalize land use categories between the adopted community plan and the proposed Uptown CPU. Compared to the proposed Uptown CPU that would include new structure height regulations in certain areas through implementation of the CPIOZ (depicted on Figures 3-7 and 3-8 of this PEIR), the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would allow taller buildings under ministerial review within the Mission Hills, Hillcrest, and Bankers Hill/Park West neighborhoods. The increased building height allowance combined with slightly higher density under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would have the potential to increase the intensity of development with taller buildings compared to the proposed Uptown CPU and associated discretionary actions.

The proposed Uptown CPU would maintain land use designations generally consistent with the adopted Community Plan. Figure 10-1 shows the Adopted Community Plan land use map that would apply to this Alternative. Areas of proposed land use change are concentrated throughout the community where the proposed Uptown CPU would generally facilitate lower intensity mixed-use development compared to the adopted Community Plan. Specifically, as shown in Table 10-3, the proposed Uptown CPU would support 32,700 dwelling units at build-out, while the Adopted Community Plan would accommodate 34,600 dwelling units at build-out or 1,900 more units compared to the proposed Uptown CPU.

# 10.2.2 Analysis of Adopted Community Plan with Removal of the Interim Height Ordinance Alternative

#### a. Land Use

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would retain the adopted Uptown Community Plan land use map but would not apply the existing Interim Height Ordinance. As a result, height limits as defined by the base zone would apply. Land use impacts under this alternative would be similar or greater than the anticipated impacts of the proposed Uptown CPU and associated discretionary actions because this alternative would not contain the proposed CPU policies and land use changes intended to improve compatibility with and implement the San Diego General Plan. The No Project Alternative would not benefit from the amendments to the Historical Resources Regulations in the Land Development Code that would provide supplemental development regulations pertaining to potential historic districts under the proposed Uptown CPU. Additionally, this alternative would allow greater building heights in certain areas compared to the height limits that would be applied with the CPIOZs proposed with the Uptown CPU and associated discretionary actions. Increased building heights could create additional land use conflicts compared to the project. Thus, land use compatibility impacts would be slightly greater compared to the project.

#### b. Visual Effects and Neighborhood Character

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would result in potentially greater impacts related to visual effects and neighborhood character because the alternative would retain the higher densities under the adopted Community Plan and would allow building heights up to 150 feet in areas of Mission Hills and 200 feet in areas of Hillcrest. These increased building heights combined with the absence of the proposed Uptown CPU policies that address visual effects and neighborhood character would result in the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative having greater impacts that the proposed Uptown CPU and associated discretionary actions.

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would not benefit from the amendments to the Historical Resources Regulations in the Land Development Code for supplemental development regulations pertaining to potential historic districts and would thus, not provide the same level of protections to the historic neighborhood character of some communities. Thus, visual and neighborhood character impacts would be slightly greater compared to the project.

#### c. Transportation and Circulation

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would generate more vehicular trips than the proposed Uptown CPU and associated discretionary actions as it allows for more residential units than the proposed Uptown CPU and associated discretionary actions. However, the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would not contain the proposed Uptown CPU and associated discretionary actions policies intended to promote a multimodal network that encourage walking, bicycling, and transit. Impacts to individual intersections and roadway segments would be slightly greater under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative due to the increased development potential. Similar to the proposed Uptown CPU, the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would result in significant and unavoidable impact to streets, intersections and freeway segments and ramp meters. Compared to the proposed Uptown CPU, impacts to roadway and freeway facilities would be slightly more severe.

Regarding consistency with applicable plans and policies related to alternative transportation, the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would not include the proposed CPU policies that support increasing multi-modal opportunities within the CPU area consistent with the SANDAG RTP, the City's General Plan, or the City's CAP. Thus, while the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would not result in significant impacts related to conflicts with plans and policies addressing alternative transportation, it would not achieve the level of consistency with these applicable plans and policies that the proposed Uptown CPU would achieve. Thus, impacts related to alternative transportation would be slightly greater.

#### d. Air Quality

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would retain the existing Uptown Community Plan land uses. Air Quality impacts under this alternative would be slightly greater than the anticipated impacts of the proposed Uptown CPU due to slightly greater density. Like the proposed Uptown CPU, the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would not conflict with or obstruct implementation of the applicable air quality plan nor would it result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation because the land uses under existing community plan would be consistent with the RAQS. However, the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative's future operational emissions would be greater than those of the proposed Uptown CPU.

#### e. Greenhouse Gas Emissions

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would result in 535,684 MT CO<sub>2</sub>E GHG emissions which would be slightly greater than the estimated 523,925 MT CO<sub>2</sub>E GHG emissions for the proposed Uptown CPU. The decrease in GHGs associated with the proposed Uptown CPU is a direct result of the proposed land use changes including an increase in commercial uses and decrease in residential, which would implement CAP Strategies and the General Plan's City of Villages Strategy. Since the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would not adjust the land use map or provide policies to implement these strategies, GHG impacts of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be significant and unavoidable and greater than the proposed Uptown CPU.

#### f. Noise

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would retain the adopted Uptown Community Plan. Noise impacts under this alternative would be similar to the anticipated impacts of the proposed Uptown CPU and associated discretionary actions because, like the proposed Uptown CPU, it would permit development that would be subject to ambient noise increases and traffic noise as the planning area is built out. Although the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would result in slightly greater development potential, the increase in traffic noise would not likely be perceptible compared to the proposed Uptown CPU and associated discretionary actions. While the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative does not contain the proposed Uptown CPU policy changes intended to improve compatibility with and implement the General Plan policies, future development implemented under both the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative and the proposed Uptown CPU and associated discretionary actions would be required to comply with applicable City and State noise regulations including Title 24 building code requirements. The noise impacts of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be similar to the proposed Uptown CPU and both would result in significant and unavoidable impacts related to ambient noise increases, traffic noise exposure, and construction vibration impacts.

#### g. Historical Resources

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would retain the existing Uptown Community Plan, with no additional regulations addressing Potential Historic Districts (refer to Section 6.7, Historical Resources for details on the proposed Uptown CPU protections for historical resources). While the City's Historical Resources regulations provide for the regulation and protection of historical resources, it is impossible to ensure the successful preservation of all historical resources within the plan area. Therefore, potential impacts to the Historic Districts would remain significant and unavoidable. Under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative the proposed supplemental regulations to the Historical Resources Regulations of the Land Development Code addressing potential historic districts would not be implemented. Therefore, the potential loss of historical resources would be greater under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative compared to that of the proposed Uptown CPU and associated discretionary actions.

As with the proposed Uptown CPU, future development under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative has the potential to result in significant direct and/or indirect impacts to archaeological resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 6.7, Historical Resources. The extent of impacts to archaeological resources resulting from implementation of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would result in potentially significant impacts related to archaeological resources at the program level that would be significant and unavoidable, despite adherence to the existing regulatory framework.

# h. Biological Resources

Under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative the MHPA boundary corrections proposed in the proposed Uptown CPU and associated discretionary actions would not be implemented, and it is likely that the amount of preserved open space would be less than with the proposed project. Therefore, the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would result in reduced protections for MHPA lands and environmentally sensitive resources and thus, greater impacts to biological resources than those anticipated under the proposed Uptown CPU. Implementation of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be required to adhere to all applicable federal, state, and local regulations regarding the protection of biological resources, as for all subsequent development project submittals under the proposed Uptown CPU. Other than the greater impacts to MHPA lands and environmentally sensitive lands due to lack of implementation of MHPA boundary corrections, all other biological resource impacts of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be the same as the proposed Uptown CPU and associated discretionary actions.

#### i. Geologic Conditions

Geologic impacts from implementation of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be similar to those of the proposed Uptown CPU and associated discretionary actions. Potential impacts related to seismic and geologic hazards, or to the instability of geological units and soils would be avoided or reduced to less than significant through adherence to existing state and local regulations, including the California Building Code, the San Diego Municipal Code, and the Seismic Hazards Mapping Act. Where required, site-specific geotechnical investigations would be conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. Similarly, project-level compliance with City-mandated grading requirements, and, compliance with applicable State and/or Federal regulations would ensure that future grading and construction activities would avoid significant soil erosion impacts. These requirements would apply equally to both the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative and the Proposed Uptown CPU and associated discretionary actions, thus impacts of this alternative would be similar to the project.

#### j. Paleontological Resources

As with the proposed Uptown CPU and associated discretionary actions, future development under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative has the potential to result in significant direct and/or indirect impacts to paleontological fossil resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 6.10, Paleontological Resources. The extent of impacts to paleontological resources resulting from implementation of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would result in potentially significant impacts related to paleontological resources at the program level because adherence to the mitigation framework cannot be guaranteed for ministerial projects that only require a grading permit. Thus impacts of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be significant and unavoidable and similar to the proposed Uptown CPU and associated discretionary actions.

# k. Hydrology and Water Quality

The land use pattern and distribution for the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative is generally the same as for the proposed Uptown CPU. Future development under both the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative and the proposed Uptown CPU and associated discretionary actions would be required to comply with existing federal, state, and local regulations relative to runoff and water quality at the project level, which would preclude the potential for hydrology and water quality impacts. Thus impacts of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be less than significant and would be similar to the proposed Uptown CPU and associated discretionary actions.

#### I. Public Services and Facilities

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would retain the existing Uptown Community Plan. Impacts to Public Services and Facilities under this alternative would be similar to the anticipated impacts associated with the proposed Uptown CPU because the anticipated population at build-out of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be only marginally more than the anticipated population for the build-out of the proposed Uptown CPU and would not have a measurable impact on demand for facilities. For police and fire protection services the difference in population would not impact either the police or fire department in their ability to provide service, nor would the departments require the construction of new facilities. For both the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative and the proposed Uptown CPU, future projects would be required to pay required school fees which would mitigate for the potential impacts to schools to less than significant. Similarly both the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative and the proposed Uptown CPU would include financing mechanisms to provide for libraries. However, in the case of both the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative and the proposed Uptown CPU there would be a deficit in population based parks and the need to build new recreational facilities. For both the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative and the proposed Uptown CPU and associated discretionary actions, any new facilities would require a separate environmental review to identify potential impacts associated with the construction of facilities. Thus, for the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative, public facilities and services impacts would be less than significant and the same as the proposed Uptown CPU.

#### m. Public Utilities

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would retain the existing Uptown Community Plan. Impacts to Public Utilities under this alternative would be similar to the anticipated impacts of the proposed Uptown CPU. Although the proposed Uptown CPU would have a slightly lower anticipated population than the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative (see Table 10-3), implementation of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would have similar impacts related to storm water, sewer, water, communications, solid waste and recycling, or energy as the proposed Uptown CPU.

# n. Health and Safety

Impacts of build-out of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be similar to the potential impacts of build-out of the proposed Uptown CPU and associated discretionary actions. Future development under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative has the potential to result in exposure to hazardous materials, wastes, or emissions; airport hazards, and fire hazards. However, land uses under the Adopted Community Plan with Removal of the Interim Height Ordinance alternative would be similar to the land uses under the proposed Uptown CPU. Additionally, there would not be any areas of change or land use changes that would increase potential exposure to hazards. Federal,

state and local regulations that serve to reduce impacts a less-than-significant level would also reduce impacts for development under the Adopted Community Plan with Removal of the Interim Height Ordinance alternative. Overall, impacts would be less than significant and similar to those anticipated under the proposed Uptown CPU.

# 10.3 Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative

# 10.3.1 Description

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would use the adopted Uptown community plan land use map. The alternative would addresses neighborhood character issues by implementing the new proposed urban design policies that address objectives such as creating development transitions between new development and existing neighborhoods, increasing the urban tree canopy, and supporting sustainable development. Under this alternative, the current zoning program which includes the Mid-City Communities Plan District and the West Lewis Plan District would be retained with the exception of the Interim Height Ordinance (O-20329) which would be rescinded. Figure 10-2 shows the maximum building heights in areas affected by the Interim Height Ordinance that would apply under this alternative. The proposed project CPIOZ would reduce heights in areas of Mission Hills and Hillcrest compared to building heights that would be allowed under the Proposed CPU Policies with the Adopted Community Plan Land Use Map Alternative.

The build-out assumptions and land use map would be identical to the No Project (Adopted Community Plan) Alternative as detailed in Table 10-3 and Figure 10-1. Similar to the proposed project, this alternative would also address potential historical resource impacts by amending the Historical Resources Regulations in the Land Development Code to provide supplemental development regulations pertaining to potential historic districts. Application of the proposed Uptown CPU policies related to urban design and mobility under this alternative would provide design guidance including development transitions to new development, and would support multimodal transportation choices.

# 10.3.2 Analysis of Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative

### a. Land Use

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would retain the adopted Community Plan land uses, would apply proposed CPU policies, and retain the zoning program which includes the Mid-City Communities Plan District and the West Lewis Plan District with the exception of the Interim Height Ordinance which would be rescinded. Application of the proposed CPU policies under this alternative would ensure consistency with the City's General Plan City of Villages Strategy, the City's CAP policies, and other applicable land use plans and policies

because the proposed Uptown CPU was designed to provide consistency with and implement existing land use plans.

This alternative would result in a slight increase in development potential within areas served by transit, which would ensure consistency with the City of Villages strategy. The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would facilitate transit-oriented development and mixed use development similar to the proposed Uptown CPU. Implementation of the proposed CPU policies would improve compatibility with and implement the San Diego General Plan. Thus, potential land use impacts would be less than significant and would be similar to the project.

### b. Visual Effects and Neighborhood Character

Potential visual effects and impacts to neighborhood character under the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would be similar to those anticipated under the No Project Alternative (Adopted Community Plan). Like the proposed Uptown CPU, the Proposed CPU Policies Alternative with Adopted Community Plan Land Use Map would allow development that would be subject to proposed CPU policies addressing view sheds, neighborhood character and preservation of potential historic districts. The Proposed CPU Policies with Adopted Community Plan Land Use Map with would allow increased height structures in certain areas of Hillcrest and Mission Hills compared to the proposed Uptown CPU. However, overall the bulk and scale of development under this alternative would be similar to the proposed No Project Alternative (Adopted Community Plan)and with implementation of the proposed CPU policies, impacts related to the visual environment and neighborhood character would be similar.

# c. Transportation and Circulation

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would generate slightly more vehicular trips than the proposed Uptown CPU due to increased development potential. While the Adopted Community Plan with Proposed CPU Policies Alternative would contain the proposed Uptown CPU policies intended to promote a multimodal network that encourage walking, bicycling, and taking transit, the impacts to individual intersections and roadway segments would be greater than the proposed Uptown CPU, and like the proposed Uptown CPU these impacts would remain significant and unmitigated.

Similar to the Uptown CPU, this Alternative would incorporate polices that would support the goal of creating a multi-modal transportation network in the community that supports all users by facilitating transit-oriented development, improving pedestrian amenities to address natural challenges in topography and the existing vehicular dominated environment, and the creation of an integrated bicycle network that will facilitate bicycling and help meet the travel needs of the community. Thus, potential impacts related to alternative transportation would be less than significant and the same as the project.

### d. Air Quality

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would slightly increase the amount of traffic generated. Thus, air quality impacts under this alternative would be slightly greater than the anticipated impacts to the proposed Uptown CPU. Like the proposed Uptown CPU, the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would not conflict with or obstruct implementation of the applicable air quality plan nor would it result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation. However the Higher Density Alternative's future operational emissions would be greater than those of the proposed Uptown CPU.

### e. Greenhouse Gas Emissions

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would result in 535,684 MT CO<sub>2</sub>E GHG emissions which would be slightly greater than the estimated 523,925 MT CO<sub>2</sub>E GHG emissions for the proposed Uptown CPU. The decrease in GHGs associated with the proposed Uptown CPU is a direct result of the proposed land use changes including an increase in commercial uses and decrease in residential, which would implement CAP Strategies and the General Plan's City of Villages Strategy. Since the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would not adjust the land use map, but would include the proposed CPU policies to implement associated CAP strategies, GHG impacts of the No Project Alternative would be less than significant, but would be greater than the proposed Uptown CPU.

### f. Noise

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would result in increased densities along certain commercial corridors. Noise impacts under this alternative would be similar to the anticipated impacts to the proposed community plan because like the proposed Uptown CPU the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would permit development that could impact sensitive noise receptors. There is no mechanism in place to mitigate the noise impacts of existing noise sensitive uses or to address exterior noise impacts associated with future ministerial development. Both the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative and the proposed Uptown CPU would follow City noise regulations as well as state regulations such as the Code of Regulations Title 24; however, impacts would remain significant and unmitigated. Impacts of the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would be similar to the proposed Uptown CPU.

### g. Historical Resources

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would retain the proposed implementation of supplemental development regulations to preserve the integrity and eligibility of potential historic districts. Like the proposed Uptown CPU, the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would identify Potential Historic Districts that would be subject to supplemental development regulations that limit how and where modifications can be made to residential properties that could contribute to specified potential historic districts.

Like the proposed Uptown CPU, implementation of supplemental development regulations Protecting Potential Historic Districts would provide additional protection for potential historic districts, but would not ensure the successful preservation of all historical resources within the CPU area. Therefore, potential impacts to the Historic Districts from implementation of the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would be significant and unavoidable and would be similar to the proposed Uptown CPU.

As with the proposed Uptown CPU, future development under the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative has the potential to result in significant direct and/or indirect impacts to archaeological resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 6.7, Historical Resources. The extent of impacts to archaeological resources resulting from implementation of this Alternative would be similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would result in potentially significant impacts related to archaeological resources at the program level and impacts would be similar to the project.

### h. Biological Resources

Under the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative the boundary adjustments proposed in the proposed Uptown CPU would not be in place, and it is likely that the amount of preserved open space would be less than with the proposed project. Therefore, the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would result in greater impacts to biological resources than those anticipated under the proposed Uptown CPU. Implementation of the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would also be required to adhere to all applicable federal, state, and local regulations regarding the protection of biological resources, as for all subsequent development project submittals under the proposed Uptown CPU. Therefore, impacts under this alternative would be similar, but slightly greater than those identified for the CPUs, because less developable land would be converted to open space/MHPA.

# i. Geologic Conditions

Impacts from the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would be similar to those of the proposed Uptown CPU. Potential impacts related to seismic and geologic hazards, or to the instability of geological units and soils would be avoided or reduced to less than significant through adherence to existing state and local regulations, including the California Building Code, the San Diego Municipal Code, and the Seismic Hazards Mapping Act. Where required, site-specific geotechnical investigations would be conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. Similarly, project-level compliance with City-mandated grading requirements, and, if necessary, National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit provisions and a prepared site-specific Storm water Pollution

Prevention Plan would ensure that future grading and construction activities would avoid significant soil erosion impacts. Thus, impacts of this alternative would be similar to the proposed Uptown CPU.

### j. Paleontological Resources

As with the proposed Uptown CPU, future development under the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative has the potential to result in significant direct and/or indirect impacts to paleontological fossil resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 7.10, Paleontological Resources. The extent of impacts to paleontological resources resulting from implementation of the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would be similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the Lower-Density Alternative would result in potentially significant paleontological resource impacts associated with future ministerial development. Strict adherence to the Mitigation Framework would still be required to reduce potential impacts to below a level of significance; however, impacts associated with future ministerial development would remain significant and unavoidable, the same as the proposed Uptown CPU.

### k. Hydrology and Water Quality

The land use pattern and distribution for the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative is generally the same as the proposed Uptown CPU. Because the alternative would not implement the boundary adjustments proposed in the Uptown CPU, it is likely that less open space would be preserved under the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative when compared to the proposed Uptown CPU. Future development would be required to comply with existing federal, state, and local regulations relative to runoff and water quality at the project level, which would preclude the potential for impacts under both the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative and the proposed Uptown CPU. Thus, impacts of this alternative would be similar to the proposed Uptown CPU.

### I. Public Services and Facilities

Impacts to Public Services and Facilities under the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would be similar to the anticipated impacts of the proposed Uptown CPU. While the anticipated population at build-out of the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would be more than the anticipated population for the build-out of the proposed Uptown CPU, the change would not affect availability of services. For police and fire protection services the difference in population would not impact either the police or fire department in their ability to provide service, nor would the departments require the construction of new facilities. For both the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative and the proposed Uptown CPU future projects would be required to pay for any potential impacts to schools reducing these impacts to less than significant. Similarly both the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative and the proposed Uptown CPU include financing mechanisms to provide for libraries. However, in the case

of both the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative and the proposed Uptown CPU there results in a deficit in population based parks and the need to build new recreational facilities. However, like the proposed Uptown CPU and associated discretionary actions, any future construction of a public facility would require a separate environmental review to ensure impacts of construction and operation of the facility are addressed. Thus, public facilities and services impacts of the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would be less than significant and similar to the proposed Uptown CPU.

### m. Public Utilities

Impacts to Public Utilities under this alternative would be similar to the anticipated impacts to the proposed Uptown CPU. Like the proposed Uptown CPU, the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative contains the proposed Uptown CPU policies and land use changes intended to improve compatibility with and implement the San Diego General Plan, the anticipated population at build-out of the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative is greater than the anticipated population of the proposed Uptown CPU. As discussed in section 6.13, Public Utilities of this PEIR, implementation of the proposed Uptown CPU would not result in significant impacts to storm water, sewer, water, communications, solid waste and recycling, or energy. While it is anticipated that the population will increase, the impacts related to providing storm water, sewer, water, communications, solid waste and recycling, or energy to serve future development under this alternative would be similar to the proposed Uptown CPU and would be less than significant.

### n. Health and Safety

Impacts from the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would be similar to the proposed Uptown CPU. Future development under the Higher Density Alternative has the potential to result in exposure to hazardous materials, wastes, or emissions; airport hazards, and fire hazards. Federal, state and local regulations that serve to reduce impacts a less-than-significant level would also cover the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative. Overall, impacts would be less than significant and similar to the impacts anticipated under the proposed Uptown CPU.

# 10.4 Density Redistribution Alternative

# 10.4.1 Description

The Density Redistribution Alternative uses land uses proposed in June 2015 Draft Community Plan without the corresponding density bonus incentives originally proposed with this land use scenario which is lower than the adopted community plan. Under this alternative, the density of future development would be lower along transit commercial nodes except for the transit corridor along Park Boulevard between University Avenue and Washington Street and Normal Street. Under this alternative, the reduction in density would be redistributed resulting in the same overall development potential as the proposed Uptown CPU. The locations and associated density decreases from the proposed Uptown CPU are shown on Figure 10-4 and are noted below:

Map Source: SanGIS MISSION VALLEY OLD TOWN SAN DIEGO NORTH PARK MIDWAY-PACIFIC HIGHWAY LEGEND Residential Residential - Low : 5-9 Du/Ac Residential - Low Medium : 10-15 Du/Ac Residential - Medium : 16-29 Du/Ac Residential - Medium High : 30-44 Du/Ac BALBOA PARK Residential - High: 45-73 Du/Ac Residential - Very High : 74-109 Du/Ac Commercial, Employment, Retail, and Services Community Commercial: 0-44 Du/Ac Community Commercial: 0-73 Du/Ac Community Commercial: 0-109 Du/Ac Community Commercial: 0-145 Du/Ac Neighborhood Commercial : 0-29 Du/Ac Neighborhood Commercial: 0-44 Du/Ac Office Commercial: 0-29 Du/Ac Office Commercial: 0-44 Du/Ac Office Commercial: 0-74 Du/Ac Office Commercial: 0-109 Du/Ac DOWNTOWN Park, Open Space, and Recreation GREATER GOLDEN HILL Open Space Park Institutional, and Public/Semi-Public Facilities Institutional Community Plan Boundary 1,600

FIGURE 10-4 Density Redistribution Alternative

- 1. India Street (Neighborhood Commercial 0-29 du/ac)
- 2. Reynard Way (Residential Medium 16-29 du/ac and Neighborhood Commercial 0-29 du/ac)
- 3. 4th Avenue between Upas and Spruce (Office Commercial 0-29 du/ac)
- 4. 4th Avenue between Laurel and Grape (Office Commercial 0-29 du/ac)
- 5. Bankers Hills/Park West Neighborhood west of 1st Ave (Residential Medium 16-29 du/ac)
- 6. Medical Center Complex (Neighborhood Office Commercial 0-44 du/ac)
- 7. Washington Street near Dove (Community Commercial 0 44 du/ac)
- 8. Central Hillcrest (Community Commercial 0-44 du/ac)
- 9. South of Pennsylvania in Hillcrest (Community Commercial 0-73 du/ac)

When compared to the proposed Uptown CPU, the Density Redistribution Alternative reduces residential density development potential along India Street, Reynard Way, the 4th Avenue Commercial Office areas, and Bankers Hills/Park West Neighborhood from 44 du/ac to 29 du/ac. The Density Redistribution Alternative reduces areas of the Medical Center Complex, Washington Street near Dove Street, and areas within Central Hillcrest from 73 du/ac to 44 du/ac. Additionally, the core Central Hillcrest area is reduced from 109 du/ac to 44 du/ac and Hillcrest South of Pennsylvania is reduced from 109 du/ac to 74du/ac.

There are a few areas where the Density Redistribution Alternative includes higher density than the proposed Uptown CPU. The Normal Street corner lot along Park Blvd is reduced to Community Commercial 0-44 du/ac. The Density Redistribution Alternative increases transit corridor density along Park Boulevard between University Avenue and Washington Street and Normal Street from 73 du/ac to 109 and 145 du/ac. Figure 10-4 shows the proposed Density Redistribution Alternative land use map.

# 10.4.2 Analysis of Density Redistribution Alternative

#### a. Land Use

The Density Redistribution Alternative would retain the proposed Uptown CPU land uses, but further lowers density throughout the community with the exception of the Park Boulevard transit corridor between Washington Street, University Avenue and Normal Street. Land use impacts under this alternative would be similar to the anticipated impacts to the proposed Uptown CPU. The Density Redistribution Alternative would facilitate transit-oriented development and mixed use development but to a lesser degree than the proposed Uptown CPU due to reduced density near areas accessible to transit with the exception of the Park Boulevard transit corridor. Land use changes would be compatible with the implementation of the San Diego General Plan, but to a lesser degree. Like the proposed Uptown CPU, this alternative would not conflict with adopted land use plans, policies, or ordinances; however it would achieve consistency with the General Plan City of Villages strategy to a lesser extent. Thus, land use impacts of this alternative would be slightly greater than the proposed Uptown CPU.

# b. Visual Effects and Neighborhood Character

Potential visual effects and impacts to neighborhood character under the Density Redistribution Alternative would be similar to those anticipated under the proposed Uptown CPU. The Density

Redistribution Alternative is similar the proposed Uptown CPU densities, and like the proposed Uptown CPU would generally produce similar bulk and scale development. The Density Redistribution Alternative would also include proposed Uptown CPU policies that reduce the impact of future development on community character and related visual effects so that the overall impact in the community would be similar to the proposed Uptown CPU.

### c. Transportation and Circulation

The Density Redistribution Alternative would generate fewer vehicular trips than the proposed Uptown CPU. The Uptown Community Planning Group Proposed Residential Densities Traffic Evaluation Memo dated March 30th, 2016 produced by Kimley-Horn (included as Appendix B-3 of this PEIR), summarizes the results of the traffic evaluation to reflect residential densities proposed by this Alternative.

Specific roadway segments and intersections were selected for assessment based on the percent difference in traffic volume that would result from the updated residential densities. The selected segments and intersections and the reduction in volume are provided below and described in Appendix B-3.

### **Roadway Segments**

- First Avenue between Laurel Street and Elm Street: 9-11% decrease
- Fourth Avenue between Washington Street and Elm Street: 5-7% decrease
- Fifth Avenue between Walnut Street and Elm Street: 5-6% decrease
- University Avenue between First Avenue and Park Boulevard: 7-12% decrease

#### Intersections

- Washington Street and Fourth Avenue Decrease movements to and from the south leg of intersection by 5%
- University Avenue and Sixth Avenue Decrease movements to and from the east and west legs of intersection by 7%

The following intersections were found to operate at LOS D or better during both peak periods in the original traffic evaluation. Volumes at these locations would be decreased with the proposed residential densities and these intersections would be expected to operate similar or better then what was previously evaluated. No further analysis was performed at these locations as there would not be a change to the conclusions or number of impacts to the vehicle network by reducing volumes at these locations.

- University Avenue and Fourth Avenue
- University Avenue and Fifth Avenue
- University Avenue and Tenth Street
- University Avenue and Normal Street
- University Avenue and Park Boulevard
- Fourth Avenue and Robinson Avenue
- Fourth Avenue and Laurel Street
- Fifth Avenue and Laurel Street
- First Avenue and Elm Street

The traffic memo (Appendix B-3) provides a comparison of roadway segment analysis between the proposed Uptown CPU land use assumptions and the CPG-preferred residential densities which reflects the Density Redistribution Alternative. Additionally, the memo provides an updated roadway segment impact analysis when compared to existing conditions. The decrease in volumes on First Avenue would result in similar roadway operations between Laurel Street and Elm Street as the proposed Uptown CPU. The volume reductions would remove a potential impact for the segment of First Avenue between Hawthorn Street and Grape Street. The decrease in volumes on Fourth Avenue would result in similar or improved roadway operations between Washington Street and Elm Street. The volume reductions would remove a potential impact for the segment of Fourth Avenue between Walnut Street and Laurel Street.

The decrease in volumes on Fifth Avenue would result in similar roadway operations between Walnut Street and Elm Street compared to the proposed Uptown CPU. The volume reductions would not remove any potential impacts on Fifth Avenue. The decrease in volumes on University Avenue would result in similar roadway operations between First Avenue and Park Boulevard. The volume reductions would not remove any potential impacts on University Avenue. The proposed change in residential densities would remove two potential impacts to roadway segments compared to the proposed Uptown CPU.

According analysis, the decrease in volumes at Washington Street and Fourth Avenue would result in similar operations to the proposed Uptown CPU. There would continue to be a significant impact during the afternoon peak. The decrease in volumes at University Avenue and Sixth Avenue would remove the significant impact during the afternoon peak. This intersection would no longer have a potentially significant impact. The proposed change in residential densities would remove one potential impact to intersections.

The Density Redistribution Alternative would contain the proposed Uptown CPU policies intended to promote a multimodal network that encourage walking, bicycling, and taking transit; however these goals would be achieved to a lesser extent due to the reductions in development potential within areas accessible to transit. While the impacts to individual intersections and roadway segments would be less than the proposed Uptown CPU, like the proposed Uptown CPU these impacts would remain significant and unmitigated.

# d. Air Quality

The Density Redistribution Alternative would decrease the amount of traffic generated. Air Quality impacts under this alternative would be less than the anticipated impacts resulting from the proposed Uptown CPU. Like the proposed Uptown CPU, the Density Redistribution Alternative would not conflict with or obstruct implementation of the applicable air quality plan nor would it result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation. The Density Redistribution Alternative's future operational emissions would be lower than those of the proposed Uptown CPU.

### e. Greenhouse Gas Emissions

The Density Redistribution Alternative would decrease development potential over the proposed Uptown CPU, which could reduce GHG emissions; however the GHG efficiencies of providing development in proximity to transit would be lost, with the exception of the density provided along Park Boulevard. The decrease in development potential would accommodate approximately 1585 fewer units within the Density Redistribution Alternative in areas where residents would have convenient access to transit and commercial services. This would result in a potential conflict with the implementation of CAP Strategies and the General Plan's City of Villages Strategy. Decreasing residential and commercial density in transit corridors and Community Villages within a Transit Priority Area (TPA) would not support the City of San Diego in achieving the GHG emissions reduction targets of the CAP since these residents would need to find housing or employment elsewhere that may not have accessibility to transit. While speculative as to the availability and use of transit elsewhere, it is likely that the residents not within a transit priority area would make greater use of autos - either through not having transit available or longer commute distances thereby increasing vehicle miles traveled as compared to the proposed Uptown CPU, and thus, GHG emission impacts associated with the Density Redistribution Alternative would be greater than the project.

### f. Noise

The Density Redistribution Alternative would result in decreased densities along certain commercial corridors. Noise impacts under this alternative would be similar or lower than the anticipated impacts under the proposed Uptown CPU because like the proposed Uptown CPU, the Density Redistribution Alternative would permit development that could impact existing and future sensitive noise receptors. Both the Density Redistribution Alternative and the proposed Uptown CPU would follow City noise regulations as well as state regulations such as the Code of Regulations Title 24. However, the resulting noise impacts for both the Density Redistribution Alternative and the proposed Uptown CPU would remain significant and unmitigated.

# g. Historical Resources

The Density Redistribution Alternative would retain the proposed implementation of supplemental development regulations to preserve the integrity and eligibility of potential historic districts. Like the proposed Uptown CPU, the Density Redistribution Alternative would identify Potential Historic Districts that would be subject to supplemental development regulations that limit how and where modifications can be made to residential properties that could contribute to specified potential historic districts.

Like the proposed Uptown CPU, implementation of supplemental development regulations Protecting Potential Historic Districts would provide additional protection for potential historic districts, but would not ensure the successful preservation of all historical resources within the CPU area. Therefore, potential impacts to the Historic Districts from implementation of the Density Redistribution Alternative would be significant and unavoidable and would be similar to the proposed Uptown CPU.

As with the proposed Uptown CPU, future development under the Density Redistribution Alternative has the potential to result in significant direct and/or indirect impacts to archaeological resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 6.7, Historical Resources. The extent of impacts to archaeological resources resulting from implementation of the Density Redistribution Alternative would be similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the Density Redistribution Alternative would result in potentially significant impacts related to archaeological resources at the program level and impacts would be similar to the project.

### h. Biological Resources

Like the proposed Uptown CPU, the Density Redistribution Alternative would include MHPA boundary adjustments. The Density Redistribution Alternative would result in similar impacts to biological resources as those anticipated under the proposed Uptown CPU. Implementation of the Density Redistribution Alternative would also be required to adhere to all applicable federal, state, and local regulations regarding the protection of biological resources, as for all subsequent development project submittals under the proposed Uptown CPU. Therefore, impacts under this alternative would be similar to those identified for the proposed Uptown CPU and would be less than significant.

### i. Geologic Conditions

Impacts from the Density Redistribution Alternative would be similar to those of the proposed Uptown CPU. Potential impacts related to seismic and geologic hazards, or to the instability of geological units and soils would be avoided or reduced to less than significant through adherence to existing state and local regulations, including the California Building Code, the San Diego Municipal Code, and the Seismic Hazards Mapping Act. Where required, site-specific geotechnical investigations would be conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. Similarly, project-level compliance with City-mandated grading requirements, and, if necessary, NPDES General Construction Storm Water Permit provisions and a prepared site-specific Storm water Pollution Prevention Plan would ensure that future grading and construction activities would avoid significant soil erosion impacts. Since the regulatory framework would apply to the Density Redistribution Alternative, impacts would be the same as the proposed Uptown CPU.

# j. Paleontological Resources

As with the proposed Uptown CPU, future development under the Density Redistribution Alternative has the potential to result in significant direct and/or indirect impacts to paleontological fossil resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 6.10, Paleontological Resources. The extent of impacts to paleontological resources resulting from implementation of the Density Redistribution Alternative would be similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use

designation would change. As with the proposed Uptown CPU, implementation of the Density Redistribution Alternative would result in potentially significant impacts related to paleontological resources at the program level. Strict adherence to the Mitigation Framework would still be required to reduce potential impacts; however impacts associated with future ministerial development would remain significant and unavoidable, the same as the proposed Uptown CPU.

### k. Hydrology and Water Quality

The land use pattern and distribution for the Density Redistribution Alternative is similar to the proposed Uptown CPU and the same areas would ultimately be developed. Like the Proposed Community Plan the Density Redistribution Alternative would implement the boundary adjustments proposed in the Community Plan it is likely that the same amount of open space would be preserved under the Density Redistribution Alternative when compared to the proposed Uptown CPU. Future development would be required to comply with existing federal, state, and local regulations relative to runoff and water quality at the project level, which would preclude the potential for impacts under both the Density Redistribution Alternative and the proposed Uptown CPU. Thus, impacts of this alternative would be similar as the proposed Uptown CPU.

### I. Public Services and Facilities

Impacts to Public Services and Facilities under the Density Redistribution Alternative would be similar to the anticipated impacts to the proposed community plan because the anticipated population at build-out of the Density Redistribution Alternative similar to the population for the build-out of the proposed Uptown CPU. For both the Density Redistribution Alternative and the proposed Uptown CPU future projects would be required to pay for any potential impacts to schools reducing these impacts to less than significant. Similarly, both the Density Redistribution Alternative and the proposed Uptown CPU include financing mechanisms to provide for libraries. Thus impacts to public facilities and services under this alternative would be similar to the proposed Uptown CPU and associated discretionary actions.

#### m. Public Utilities

Impacts to Public Utilities under this alternative would be similar to the anticipated impacts to the proposed Uptown CPU. Like the proposed Uptown CPU, the Density Redistribution Alternative contains the proposed CPU policies intended to improve compatibility with and implement the San Diego General Plan. As discussed in section 6.13, Public Utilities, the implementation of the proposed Uptown CPU would not result in significant impacts to storm water, sewer, water, communications, solid waste and recycling, or energy. As the population in the Density Redistribution Alternative would similar to the proposed Uptown CPU, impacts to storm water, sewer, water, communications, solid waste and recycling, or energy would be similar.

# n. Health and Safety

Impacts from the Density Redistribution Alternative would be similar to the proposed Uptown CPU. Future development under the Density Redistribution Alternative has the potential to result in exposure to hazardous materials, wastes, or emissions; airport hazards, and fire hazards. Federal,

state and local regulations that serve to reduce impacts a less-than-significant level for the proposed Uptown CPU, would also address impacts under the Density Redistribution Alternative. Overall, impacts would be less than significant and similar to those anticipated under the proposed Uptown CPU.

# **10.5** Lower-Density Alternative

# 10.5.1 Description

The Lower-Density Alternative incorporates the land uses proposed in June 2015 Draft Community Plan without the corresponding density bonus incentives originally proposed with this land use scenario. The Lower-Density Alternative would be the same as the Density Redistribution Alternative with the exception that density would not increase along the Park Boulevard generally between Washington Street, University Avenue, and Normal Street.

Table 10-4 presents a summary comparison of the Proposed Uptown CPU and Lower-Density Alternative for residential capacity and reasonably anticipated non-residential development. As shown, the Lower-Density Alternative would reduce multi-family development potential and result in a slight increase in single family development potential. The total projected population under the Lower-Density Alternative would be 2,650 persons less than under the proposed Uptown CPU. Figure 10-5 shows land use designations under the Lower-Density Alternative.

Table 10-4 Build-out Comparison of the Lower-Density Alternative and the Proposed Uptown CPU							
Proposed Uptown CPU				Lower-Density Alternative			
		Dwelling				Dwelling	
Land Use	Acres	Units	Floor Area	Land Use	Acres	Units	Floor Area
Agriculture	0.5	-	-	Agriculture	0.5	-	-
Education	29	-	364,200	Education	29	-	364,200
Institutional	100	-	2,121,500	Institutional	100	-	2,121,500
Multi Family	380	27,180	-	Multi Family	380	25,570	-
Office Commercial	32	-	1,598,700	Office Commercial	32	-	1,598,700
Open Space	398	-	-	Open Space	398	-	-
Parking	3	-	-	Parking	3	-	-
Parks	48	-	-	Parks	48	-	-
Recreational	3	-	31,100	Recreational	3	-	31,100
Retail Commercial	175	-	3,186,500	Retail Commercial	175	-	3,186,500
Roads	761	-	-	Roads	761	-	-
Single Family	726	5,520	-	Single Family	726	5,530	-
Visitor Commercial	2		174,000	Visitor Commercial	2		174,000
Grand Totals	2,656	32,700	7,476,000	Grand Totals	2,656	31,100	7,476,000
Estimated Future Population =55,700				Estimated Future Population =53,050			

Map Source: SanGIS

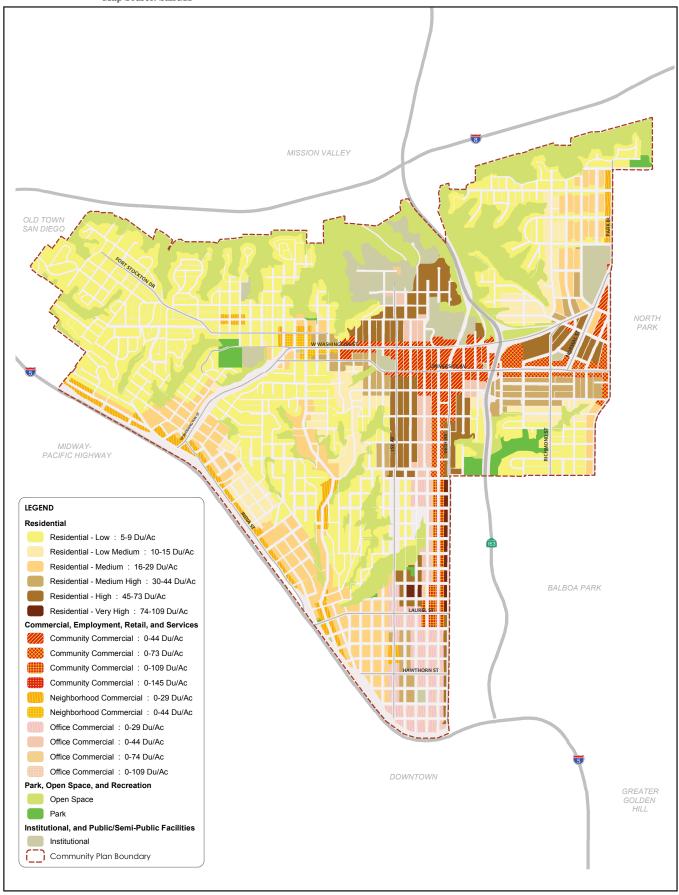


FIGURE 10-5 Lower-Density Alternative

### a. Land Use

The Lower-Density Alternative would retain the proposed Uptown CPU land uses, but would lower multi-family density throughout the community along transit corridors and nodes. Land use impacts under this alternative would be similar to the anticipated impacts to the proposed Uptown CPU. The Lower-Density Alternative would facilitate transit-oriented development and mixed use development, but to a lesser degree than the proposed Uptown CPU due to reduced density near areas within proximity to transit. Land use changes would be compatible with the implementation of the General Plan, but to a lesser degree. Like the proposed Uptown CPU, it would not conflict with adopted land use plans, policies, or ordinances, but land use impacts of this alternative would be slightly greater than the proposed Uptown CPU due to reduced consistency with applicable land use plans.

### b. Visual Effects and Neighborhood Character

Potential visual effects and impacts to neighborhood character under the Lower-Density Alternative would be similar to those anticipated under the proposed Uptown CPU. The Lower-Density Alternative would generally produce similar bulk and scale development as the proposed Uptown CPU land uses. The Lower-Density Alternative would also include proposed Uptown CPU policies that reduce the impact of future development on community character and related visual effects so that the overall impact in the community would be similar to the proposed Uptown CPU.

### c. Transportation and Circulation

The Lower-Density Alternative would generate fewer vehicular trips than the proposed Uptown CPU due to reduced multi-family residential located along Park Boulevard generally between Washington Street, University Avenue, and Normal Street; however even with these reductions, this alternative would result in significant and unavoidable impacts to roadway segments and intersections, the same as the proposed Uptown CPU. Transportation and circulation impacts would likely be similar to the proposed Uptown CPU.

The Lower-Density Alternative would contain the proposed Uptown CPU policies intended to promote a multimodal network that encourage walking, bicycling, and taking transit; however, these goals would be achieved to a lesser extent due to the reductions in development potential within areas accessible to transit. Thus, alternative transportation impacts of the Lower-Density Alternative would be slightly greater than the proposed Uptown CPU.

# d. Air Quality

The Lower-Density Alternative would decrease the amount of traffic generated; however the potential decreases in traffic and associated air quality emissions associated with decreases in development potential, could be cancelled out by the fact that the reductions would occur in areas accessible to transit. Thus, air quality impacts under this alternative would likely be similar to the proposed Uptown CPU. Like the proposed Uptown CPU, the Lower-Density Alternative would not conflict with or obstruct implementation of the applicable air quality plan nor would it result in a violation of any air quality standard or contribute substantially to an existing or projected air quality

violation. The Lower-Density Alternative's future operational emissions would be similar to those of the proposed Uptown CPU.

### e. Greenhouse Gas Emissions

The Lower-Density Alternative would decrease development potential over the proposed Uptown CPU, which could reduce GHG emissions; however, the GHG efficiencies of providing development in proximity to transit would be lost. The decrease in development potential would accommodate approximately 1,610 fewer multi-family units within the Lower-Density Alternative in areas where residents would have convenient access to transit and commercial services. This would result in a potential conflict with the implementation of CAP Strategies and the General Plan's City of Villages Strategy. Decreasing residential and commercial density in transit corridors and Community Villages within a TPA would not support the City of San Diego in achieving the GHG emissions reduction targets of the CAP since these residents would need to find housing or employment elsewhere that may not have accessibility to transit. While speculative as to the availability and use of transit elsewhere, it is likely that the residents not within a transit priority area would make greater use of autos – either through not having transit available or longer commute distances – thereby increasing vehicle miles traveled as compared to the proposed Uptown CPU, and thus, GHG emission impacts associated with the Lower-Density Alternative would be greater than the project.

### f. Noise

The Lower-Density Alternative would result in decreased densities along commercial mixed use transit corridors and nodes and multifamily areas. Noise impacts under this alternative would be similar to than the anticipated impacts under the proposed Uptown CPU because like the proposed Uptown CPU, the Lower-Density Alternative would permit development that could impact existing and future sensitive noise receptors. There is no mechanism in place to mitigate the noise impacts of existing noise sensitive uses or to address exterior noise impacts associated with future ministerial development. Both the Lower-Density Alternative and the proposed Uptown CPU would follow City noise regulations as well as state regulations such as the Code of Regulations Title 24; however, impacts would remain significant and unmitigated. Impacts of the Lower-Density Alternative would be similar to the proposed Uptown CPU.

# g. Historical Resources

The Lower-Density Alternative would retain the proposed implementation of supplemental development regulations to preserve the integrity and eligibility of potential historic districts. Like the proposed Uptown CPU, the Lower-Density Alternative would identify Potential Historic Districts that would be subject to supplemental development regulations that limit how and where modifications can be made to residential properties that could contribute to specified potential historic districts.

Like the proposed Uptown CPU, implementation of supplemental development regulations Protecting Potential Historic Districts would provide additional protection for potential historic districts, but would not ensure the successful preservation of all historical resources within the CPU area. Therefore, potential impacts to the Historic Districts from implementation of the Lower-

Density Alternative would be significant and unavoidable and would be similar to the proposed Uptown CPU.

As with the proposed Uptown CPU, future development under the Lower-Density Alternative has the potential to result in significant direct and/or indirect impacts to archaeological resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 6.7, Historical Resources. The extent of impacts to archaeological resources resulting from implementation of the Lower-Density Alternative would be similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the Lower-Density Alternative would result in potentially significant impacts related to archaeological resources at the program level and impacts would be similar to the project.

### h. Biological Resources

Like the proposed Uptown CPU, the Lower-Density Alternative would include MHPA boundary adjustments. The Lower-Density Alternative would result in similar impacts to biological resources as those anticipated under the proposed Uptown CPU. Implementation of the Lower-Density Alternative would also be required to adhere to all applicable federal, state, and local regulations regarding the protection of biological resources, as for all subsequent development project submittals under the proposed Uptown CPU. Therefore, impacts under this alternative would be similar to those identified for the proposed Uptown CPU and would be less than significant.

# i. Geologic Conditions

Impacts from the Lower-Density Alternative would be similar to those of the proposed Uptown CPU. Potential impacts related to seismic and geologic hazards, or to the instability of geological units and soils would be avoided or reduced to less than significant through adherence to existing state and local regulations, including the California Building Code, the San Diego Municipal Code, and the Seismic Hazards Mapping Act. Where required, site-specific geotechnical investigations would be conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. Similarly, project-level compliance with City-mandated grading requirements, and, if necessary, NPDES General Construction Storm Water Permit provisions and a prepared site-specific Storm water Pollution Prevention Plan would ensure that future grading and construction activities would avoid significant soil erosion impacts. Since the regulatory framework would apply to the Lower-Density Alternative, impacts would be the same as the proposed Uptown CPU.

# j. Paleontological Resources

As with the proposed Uptown CPU, future development under the Lower-Density Alternative has the potential to result in significant direct and/or indirect impacts to paleontological fossil resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 6.10, Paleontological Resources. The extent of impacts to paleontological resources resulting from implementation of the Lower-Density Alternative would be

similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the Lower-Density Alternative would result in potentially significant paleontological resource impacts associated with future ministerial development. Strict adherence to the mitigation framework would still be required to reduce potential impacts; however, impacts associated with future ministerial development would remain significant and unavoidable, the same as the proposed Uptown CPU.

### k. Hydrology and Water Quality

The land use pattern and distribution for the Lower-Density Alternative is generally the same as the proposed Uptown CPU. Like the Proposed Community Plan the Lower-Density Alternative would implement the MHPA boundary adjustments proposed in the Community Plan it is likely that the same amount of open space would be preserved under the Lower-Density Alternative when compared to the proposed Uptown CPU. Future development would be required to comply with existing federal, state, and local regulations relative to runoff and water quality at the project level, which would preclude the potential for impacts under both the Lower-Density Alternative and the proposed Uptown CPU. Thus, impacts of this alternative would be similar to the project.

### I. Public Services and Facilities

Impacts to Public Services and Facilities under the Lower-Density Alternative would be similar or less than the anticipated impacts to the proposed community plan because the anticipated population at build-out of the Lower-Density Alternative would be less than the anticipated population for the build-out of the proposed Uptown CPU. For police and fire protection services the difference in population would not impact either the police or fire department in their ability to provide service, nor would the departments require the construction of new facilities. For both the Lower-Density Alternative and the proposed Uptown CPU future projects would be required to pay for any potential impacts to schools reducing these impacts to less than significant. Similarly, both the Lower-Density Alternative and the proposed Uptown CPU include financing mechanisms to provide for libraries. However, in the case of both the Lower-Density Alternative and the proposed Uptown CPU there results in a deficit in population based parks and the need to build new recreational facilities. With the anticipated population of the Lower-Density Alternative would require 7.2 acres less new park land and fewer recreational facilities than the proposed project, but a deficit remains. However, like the proposed Uptown CPU and associated discretionary actions, any future construction of a public facility would require a separate environmental review to ensure impacts of construction and operation of the facility are addressed. Thus, public facilities and services impacts of the Lower-Density Alternative would be less than significant and similar to the proposed Uptown CPU.

### m. Public Utilities

Impacts to Public Utilities under this alternative would be similar to the anticipated impacts of the proposed Uptown CPU. Like the proposed Uptown CPU, the Lower-Density Alternative contains the proposed community plan policies and land use changes intended to improve compatibility with and implement the San Diego General Plan, the anticipated population at build-out of the Lower-Density

Alternative is lower than the anticipated population of the proposed Uptown CPU. As discussed in section 7.13, Public Utilities, the implementation of the proposed Uptown CPU would not result in significant impacts to storm water, sewer, water, communications, solid waste and recycling, or energy. It is anticipated that the population in the Lower-Density Alternative would be approximately 2,650 fewer than the proposed project. However, impacts related to providing storm water, sewer, water, communications, solid waste and recycling, and energy to future development under this alternative would be similar to the proposed Uptown CPU and impacts would be less than significant.

### n. Health and Safety

Impacts from the Lower-Density Alternative would be similar to the proposed Uptown CPU. Future development under the Lower-Density Alternative has the potential to result in exposure to hazardous materials, wastes, or emissions; airport hazards, and fire hazards. As the would result in a slighter lower population growth than the proposed Uptown CPU, there would be fewer people exposed to these potential hazards. Federal, state and local regulations that serve to reduce impacts a less-than-significant level would also cover the Lower-Density Alternative. Overall, impacts would be less than significant and similar to those anticipated under the proposed Uptown CPU.

# 10.6 Environmentally Superior Alternative

CEQA Guidelines section 15126.6(e)(2) requires the identification of an environmentally superior alternative among the alternatives analyzed in an EIR. The guidelines also require that if the No Project Alternative is identified as the environmentally superior alternative, then another environmentally superior alternative must be identified.

Based on a comparison of the alternatives' overall environmental impacts and their compatibility with the CPUs' goals and objectives, the Density Redistribution Alternative is the environmentally superior alternative for this Program EIR. While the Density Distribution Alternative would not be able to reduce the significant and unavoidable impacts of the proposed Uptown CPU, it would reduce impacts related to traffic circulation and air quality. At the same time, the Density Redistribution Alternative would not support the full implementation of the General Plan's City of Villages strategy of developing multi-modal centers that encourage walking, bicycling, and taking transit and contain a mixture of commercial and residential development because the density of future development under the Density Redistribution Alternative would be lower along transit commercial nodes except for the transit corridor along Park Boulevard between University Avenue and Washington Street and Normal Street. The Density Redistribution Alternative could also conflict with the implementation of the City's Climate Action Plan since the redistribution of density would result in a likely increase in greenhouse gas emission impacts and vehicle miles traveled.



# **Chapter 11.0 Mitigation Monitoring and Reporting Program**

# 11.1 Introduction

Section 15097 of the California Environmental Quality Act (CEQA) Guidelines requires that a Mitigation Monitoring and Reporting Program (MMRP) be adopted upon certification of an environmental impact report (EIR; including associated Findings), to ensure that the associated mitigation measures are implemented. The MMRP identifies the mitigation measures, specifies the entity (or entities) responsible for monitoring and reporting, and notes when in the process monitoring and reporting should be conducted.

This Program EIR (PEIR) describes the proposed Uptown Community Plan Update (CPU) and, based on direction by the City, evaluates associated potential impacts for the issues of land use; visual effects and neighborhood character; transportation and circulation; air quality; greenhouse gas emissions; noise; historical resources; biological resources; geologic conditions; paleontological resources; hydrology/water quality; public services and facilities; public utilities; and health and safety.

Pursuant to Public Resources Code Section 21081.6, an MMRP is only required for impacts identified as significant or potentially significant in the EIR analysis. Accordingly, based on the evaluation in Chapter 6.0, Environmental Analysis, of this PEIR, this MMRP addresses the following potentially significant impacts requiring mitigation: transportation and circulation, noise, historical resources, and paleontological resources.

The environmental analysis in Chapter 6.0 resulted in the identification of a mitigation framework to reduce potentially significant impacts for the noted issue areas under the proposed CPU. In some cases, the mitigation measures would reduce impacts to less than significant, while in other instances the identified mitigation measures would reduce the impact, but not to less than significant. Specifically, mitigation measures were identified for individual significant impacts related to transportation and circulation, noise, historical resources, and paleontological resources,

although these impacts would remain significant and unavoidable even with adherence to the mitigation framework. Mitigation measure NOISE 6.6-1 would reduce temporary construction noise impacts to less than significant.

The MMRP for the proposed CPU is under the jurisdiction of the City and other pertinent agencies, as specified in the following analyses. The MMRP addresses only the issue areas identified above as significant, with an overview of the applicable MMRP requirements for these issues provided below.

# 11.2 Uptown CPU

# 11.2.1 Transportation and Circulation

### 11.2.1.1 Intersections

### a. Impacts

Full implementation of the Uptown CPU would have a cumulative significant impact at six intersections.

### b. Mitigation Framework

The Traffic Impact Study identified improvements that would mitigate or reduce intersection impacts. As discussed in Section 6.3, only one intersection improvement measure, TRANS 6.3-5, is proposed as part of the Uptown CPU and associated discretionary actions.

- **TRANS 6.3-1:** Washington Street & Fourth Avenue (Impact 6.3-1): Widen Fourth Avenue in the southbound direction to add a second left-turn lane. Restripe the southbound approach to be two left-turn lanes, one through lane, and one right-turn lane.
- **TRANS 6.3-2:** Washington Street & Eighth Avenue/State Route 163 (SR-163) Off-Ramp (Impact 6.3-2): Widen Washington Street in the eastbound direction to four lanes and the westbound direction to three lanes. Widen the SR-163 Off-ramp to two lanes.
- **TRANS 6.3-3:** Washington Street/Normal Street & Campus Avenue/Polk Avenue (Impact 6.3-3): Widen Washington Street in the northeast direction to add an exclusive right-turn lane.
- **TRANS 6.3-4:** University Avenue & Sixth Avenue (Impact 6.3-4): Widen Sixth Avenue in the southbound direction to add a second left-turn lane.
- **TRANS 6.3-5:** Elm Street & Sixth Avenue (Impact 6.3-5): Widen Elm Street in the westbound direction to add a second right-turn lane.
- **TRANS 6.3-6:** Cedar Street & Second Avenue (Impact 6.3-6): Install a traffic signal at this intersection.

### c. Mitigation Funding, Timing, and Responsibility

As discussed in Section 6.3 of the PEIR, implementation of the intersection improvements cannot be guaranteed because funding sources are not guaranteed nor is the timing of their implementation. Potential funding sources are anticipated to potentially include development fees, individual property owners/developers, as well as grants from federal, state and/or other entities (e.g., San Diego Association of Governments [SANDAG]).

### 13.2.1.2 Roadway Segments

### a. Impacts

Implementation of the Uptown CPU would have a cumulatively significant impact at 34 roadway segments. The impacts at these roadway segments would occur because the Level of Service (LOS) would degrade to an unacceptable E or F, or because the v/c ratio increase would exceed the allowable threshold at a location operating at LOS E or F.

### b. Mitigation Framework

As discussed in Section 6.3, not all of the improvements identified below are included in the proposed CPU; and only measures TRANS 6.3-7d, TRANS 6.3-24, and TRANS 6.3-27 are included in the proposed IFS.

### **TRANS 6.3-7:** First Avenue (Impact 6.3-7)

- a. Washington Street to University Avenue: Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- b. University Avenue to Robinson Avenue: Widen the roadway to a 4 lane collector with continuous left-turn lane.
- c. Robinson Avenue to Laurel Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- d. Laurel Street to Hawthorn Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. This improvement project is identified in the Uptown IES
- e. Hawthorn Street to Grape Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- **TRANS 6.3-8:** Fourth Avenue from Arbor Drive to Washington Street (Impact 6.3-8): Widen the roadway to a 4-lane collector with continuous left-turn lane.
- **TRANS 6.3-9:** Fourth Avenue from Walnut Avenue to Laurel Street (Impact 6.3-9): Restore the roadway to a 3-lane one-way collector for vehicles and remove the dedicated multimodal lane.

- **TRANS 6.3-10:** Fifth Avenue from Robinson Avenue to Walnut Avenue (Impact 6.3-10): Restore the roadway to a 3-lane one-way collector for vehicles and remove the dedicated multimodal lane.
- **TRANS 6.3-11:** Sixth Avenue (Impact 6.3-11)
  - a. Washington Street to University Avenue: Widen the roadway to a 6-lane prime arterial.
  - b. University Avenue to Laurel Street: Widen the roadway to a 4-lane major arterial.
  - c. Laurel Street to Elm Street: Widen the roadway to a 4-lane collector.
- **TRANS 6.3-12**: Ninth Avenue from Washington Street to University Avenue (Impact 6.3-12): Restripe the roadway to a 2-lane collector with continuous left-turn lane.
- **TRANS 6.3-13**: Campus Avenue/ Polk Avenue from Washington Street to Park Boulevard (Impact 6.3-13): Restripe the roadway to a 2-lane collector with continuous left-turn lane.
- **TRANS 6.3-14:** Cleveland Avenue from Tyler Street to Richmond Street (Impact 6.3-14): Restripe the roadway to a 2-lane collector with continuous left-turn lane.
- **TRANS 6.3-15:** Fort Stockton Drive from Sunset Boulevard to Goldfinch Street (Impact 6.3-15): Restripe the roadway to a 2-lane collector with continuous left-turn lane.
- **TRANS 6.3-16**: Grape Street from First Avenue to Sixth Avenue (Impact 6.3-16): Restripe the roadway to a 2-lane collector with continuous left-turn lane.
- **TRANS 6.3-17**: Hawthorn Street from First Avenue to Sixth Avenue (Impact 6.3-17): Restripe the roadway to a 2-lane collector with continuous left-turn lane.
- **TRANS 6.3-18**: India Street from Washington Street to Winder Street (Impact 6.3-18): Restripe the roadway to a 2-lane collector with continuous left-turn lane.
- **TRANS 6.3-19:** India Street (Impact 6.3-19)
  - a. Glenwood Drive to Sassafrass Street: Widen the roadway to a 4-lane one-way collector.
  - b. Sassafrass Street to Redwood Street: Widen the roadway to a 3-lane one-way collector.
- **TRANS 6.3-20:** Laurel Street from Columbia Street to Sixth Avenue (Impact 6.3-20): Widen the roadway to a 4-lane collector.
- **TRANS 6.3-21:** Lincoln Avenue from Washington Street to Park Boulevard (Impact 6.3-21): Restripe the roadway to a 2-lane collector with continuous left-turn lane.
- **TRANS 6.3-22:** Park Boulevard from Mission Avenue to El Cajon Boulevard (Impact 6.3-22): Widen the roadway to a 4-lane one-way collector.

- **TRANS 6.3-23:** Park Boulevard from Robinson Avenue to Upas Street (Impact 6.3-23): Widen the roadway to a 4-lane one-way collector.
- TRANS 6.3-24: Richmond Street (Impact 6.3-24)
  - a. Cleveland Avenue to Robinson Avenue: Restripe the roadway to a 2-lane collector with continuous left-turn lane. This improvement project is identified in the Uptown IFS.
  - b. Robinson Avenue to Upas Street: Restripe the roadway to a 2-lane collector with continuous left-turn lane.
- **TRANS 6.3-25:** Robinson Avenue (Impact 6.3-25)
  - a. First Avenue to Third Avenue: Restripe the roadway to a 2-lane collector with continuous left-turn lane.
  - b. Third Avenue to Eighth Avenue: Widen the roadway to a 4-lane collector.
- **TRANS 6.3-26:** San Diego Avenue from Hortensia Street to Pringle Street (Impact 6.3-26): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- **TRANS 6.3-27:** State Street from Laurel Street to Juniper Street (Impact 6.3-26): Restripe the roadway to a 2-lane collector with continuous left-turn lane. This improvement project is identified in the Uptown IFS.
- **TRANS 6.3-28:** University Avenue from Ibis Street to Fifth Avenue (Impact 6.3-28): Widen the roadway to a 4-lane collector.
- **TRANS 6.3-29:** University Avenue from Sixth Avenue to Eighth Avenue (Impact 6.3-29): Widen the roadway to a 4-lane major arterial and install a raised median.
- **TRANS 6.3-30:** University Avenue from Normal Street to Park Boulevard (Impact 6.3-30): Widen the roadway to a 4-lane collector.
- **TRANS 6.3-31:** Washington Street from Fourth Avenue to Sixth Avenue (Impact 6.3-31): Widen the roadway to a 6 lane major arterial.
- **TRANS 6.3-32:** Washington Street from Richmond Street to Normal Street (Impact 6.3-32): Restripe the roadway to a 6-lane prime arterial and remove on-street parking.

### c. Mitigation Funding, Timing, and Responsibility

As discussed in Section 6.3 of the PEIR, implementation of the roadway segment improvements cannot be guaranteed because funding sources are not guaranteed nor is the timing of their implementation. Potential funding sources are anticipated to potentially include development fees, individual property owners/developers, as well as grants from federal, state and/or other entities (e.g., SANDAG).

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the proposed Uptown CPU, along with the availability of funding as outlined above. The overall responsibility for mitigation monitoring, enforcement, and reporting would be with the City of San Diego, with certain elements of these tasks to potentially be delegated to applicable parties. Documentation of mitigation-related construction efforts, for example, could be provided by contractors though submittal of daily or weekly construction logs (with verification by City staff as applicable).

### 13.2.1.3 Freeway Segments

### a. Impacts

As described in Section 6.3 of the PEIR, six freeway segments would have significant cumulative impacts with implementation of the proposed Uptown CPU.

### b. Mitigation Framework

Improvements identified in the SANDAG Regional Transportation Plan (RTP) would enhance operations along the impacted freeway segments, although it is currently unknown if the improvement would reduce the impact to than significant. Thus, impacts to freeway segments are considered significant and unavoidable at the programmatic level. Specifically, the nature and extent of these measures are beyond the full control of the City, as California Department of Transportation (Caltrans) has approval authority over freeway improvements.

The following are the freeway mainline improvements identified in SANDAG's RTP:

- TRANS 6.3-33: Interstate 5 (I-5) northbound and southbound from Old Town Avenue to Imperial Avenue: SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-5 between Old Town Avenue and Imperial Avenue. This project is expected to be constructed by year 2050. This measure provides partial mitigation, since it improves freeway operation in the vicinity of the project. (Impact 6.3-33)
- **TRANS 6.3-34:** Interstate 8 (I-8) eastbound and westbound from Hotel Circle (W) to State Route 15 (SR-15): SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-8 between Hotel Circle (W) and SR-15. This project is expected to be constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project. (Impact 6.3-34)
- **TRANS 6.3-35:** SR-15 northbound and southbound from I-805 to SR-94: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along SR-15 between Interstate 805 (I-805) and State Route 94 (SR-94). This project is expected to be constructed by year 2035. This measure provides partial mitigation, since it reduces the traffic demand on the freeway general purpose lane. (Impact 6.3-35)

**TRANS 6.3-36:** I-805 northbound and southbound from I-8 to SR-15: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along I-805 between I-8 and SR-15. This project is expected to be constructed by year 2030. This measure provides partial mitigation, since it reduces the traffic demand on the freeway general purpose lane. (Impact 6.3-36)

**TRANS 6.3-37:** SR-94 eastbound and westbound from 25th Street to SR-15: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along SR-94 between 25th Street and SR-15. This project is expected to be constructed by year 2020. This measure provides partial mitigation, since it reduces the traffic demand on the freeway general purpose lanes. (Impact 6.3-37)

**TRANS 6.3-38:** SR-163 northbound from I-8 to Robinson Avenue and SR-163 southbound from I-8 to I-5: No improvements are identified for this state route segment in SANDAG'S 2050 RTP. (Impact 6.3-38)

### c. Mitigation Funding, Timing, and Responsibility

Mitigation measures identified to address impacts to freeway segments would not be implemented due to a lack of guaranteed funding sources and the City's lack of jurisdiction over freeway facilities. Similarly, the timing and responsibility for mitigation monitoring, enforcement, and reporting are currently unknown, although it is assumed that both the City of San Diego and Caltrans would be involved in mitigation monitoring, enforcement, and reporting.

### **13.2.1.4 Ramp Meters**

### a. Impacts

As described in Section 6.3 of the PEIR, three ramp meters would have significant cumulative impacts with implementation of the proposed Uptown CPU.

# b. Mitigation Framework

The following measure is identified to minimize impacts at freeway ramps. However, the nature and extent of this measure is beyond the full control of the City, as Caltrans has approval authority over freeway facilities improvements.

**TRANS 6.3-39:** The City of San Diego shall coordinate with Caltrans to address ramp capacity at impacted on-ramp locations. Improvements could include additional lanes, interchange reconfiguration, etc.; however, specific capacity improvements are still undetermined, as these are future improvements that must be defined more over time. Furthermore, implementation of freeway improvements in a timely manner is beyond the full control of the City since Caltrans has approval authority over freeway improvements. (Impacts 6.3-39 – 6.3-41)

### c. Mitigation Funding, Timing, and Responsibility

The mitigation measures to address freeway ramps does not have an identified funding source, but may include SANDAG and/or Caltrans, as noted. Similarly, the timing and responsibility for mitigation monitoring, enforcement and reporting are currently unknown, although it is assumed that both the City of San Diego and Caltrans would be involved in mitigation monitoring, enforcement and reporting.

### 11.2.2 Noise

### 11.2.2.1 Ambient Noise

### a. Impacts

An increase in ambient vehicular traffic noise in the Uptown CPU area would result from continued build-out of the proposed CPU and increases in traffic due to regional growth. A significant increase would occur adjacent to several street segments in the CPU area that contain existing noise-sensitive land uses. The increase in ambient noise levels could result in the exposure of existing noise sensitive land uses to noise levels in excess of the compatibility levels established in the General Plan. Thus, impacts to existing noise sensitive land uses would be significant.

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

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

# b. Mitigation Framework

Increases in ambient noise levels resulting in the exposure of existing noise sensitive land uses to noise levels in excess of the compatibility levels established in the General Plan Noise Element, would be significant and unavoidable. No feasible mitigation has been identified at the program level to reduce this impact to less than significant.

### 11.2.2.2 Vehicular Noise

# a. Impacts

In the Uptown CPU area, noise levels for all land uses would be incompatible (i.e., greater than 75 A-weighted decibels community noise equivalent level (dB(A) CNEL) closest to the freeways and specific segments of Sixth Avenue and Grape Street. These areas are currently developed and the proposed

Uptown CPU and associated discretionary actions would not change the land use in these areas. Thus, while land uses in these areas would be exposed to noise levels that exceed General Plan standards, this noise exposure would not be a significant noise impact resulting from implementation of the proposed CPU and associated discretionary actions. No mitigation is required at the program level.

A mitigation framework exists for new discretionary development in areas exposed to high levels of vehicle traffic noise. Individual projects would be required to demonstrate that exterior and interior noise levels would be compatible with City standards. Noise compatibility impacts associated with the proposed Uptown CPU and associated discretionary actions would be less than significant with implementation of existing regulations and noise standards. However, in the case of ministerial projects, there is no procedure to ensure that exterior noise is adequately attenuated. Therefore, exterior noise impacts for ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant and unavoidable.

### b. Mitigation Framework

Significant and unavoidable exterior traffic noise impacts associated with existing noise sensitive land uses and construction of new noise-sensitive land uses that require only a ministerial permit would be significant and unavoidable. No feasible mitigation has been identified at the program level to reduce these impacts to less than significant.

# **11.2.2.3 Temporary Construction Noise**

### a. Impacts

Construction activities related to implementation of the proposed Uptown CPU and associated discretionary actions would potentially generate short-term noise levels in excess of 75 dB(A)  $L_{eq}$  at adjacent properties. While the City regulates noise associated with construction equipment and activities through enforcement of noise ordinance standards (e.g., days of the week and hours of operation) and imposition of conditions of approval for building or grading permits, there is a procedure in place that allows for a permit to deviate from the noise ordinance. Due to the highly developed nature of the Uptown CPU area with sensitive receivers potentially located in proximity to construction sites, there is a potential for construction of future projects to expose existing sensitive land use to significant noise levels. While future development projects will be required to incorporate feasible mitigation measures, due to the close proximity of sensitive receivers to potential construction sites, the program-level impact related to construction noise would be significant. Additionally, pile driving within 95 feet of existing structures has the potential to exceed 0.20 inch per second, and would be a potentially significant construction vibration impact.

# b. Mitigation Framework

In order to mitigate impacts related to construction noise, the following mitigation measures would be implemented.

- **NOISE 6.6-1:** At the project level, future discretionary development projects will be required to incorporate feasible mitigation measures. Typically, noise can be reduced to comply with City standards when standard construction noise control measures are enforced at the project site and when the duration of the noise-generating construction period is limited to one construction season (typically one year) or less.
  - Construction activities shall be limited to the hours between 7:00 a.m. and 7:00 P.M. Construction is not allowed on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays. (Consistent with Section 59.5.0404 of the San Diego Municipal Code).
  - Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
  - Locate stationary noise-generating equipment (e.g., compressors) as far as possible from adjacent residential receivers.
  - Acoustically shield stationary equipment located near residential receivers with temporary noise barriers.
  - Utilize "quiet" air compressors and other stationary noise sources where technology exists.
  - The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
  - Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem.

In order to mitigate impacts relative to vibration during construction, the following mitigation measure would be implemented.

- **NOISE 6.6-2:** For discretionary projects where construction would include vibration-generating activities, such as pile driving, within 95 feet of existing structures, site-specific vibration studies shall be conducted to determine the area of impact and to present appropriate mitigation measures that may include the following:
  - Identify sites that would include vibration compaction activities such as pile driving and have the potential to generate groundborne vibration and the sensitivity of nearby structures to groundborne vibration. This task shall be conducted by a qualified structural engineer.

- Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies would be identified for when vibration levels approach the limits.
- At a minimum, monitor vibration during initial demolition activities and during pile-driving activities. Monitoring results may indicate the need for more or less intensive measurements.
- When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures.
- Conduct post-survey on structures where either monitoring has indicated high levels or complaints of damage have been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.

### c. Mitigation Funding, Timing, and Responsibility

Funding for the described noise mitigation would be provided on a project-specific basis by the associated property owners and/or developers. Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the Uptown CPU, with mitigation for individual projects generally to be implemented prior to or during construction. Responsibility for noise-related mitigation monitoring, enforcement and reporting would be with the City of San Diego.

# 11.2.3 Historical Resources

# 11.2.3.1 Historic Structures, Objects, or Sites

# a. Impacts

As described in Section 6.7, Historical Resources, of the PEIR, implementation of the proposed Uptown CPU and associated discretionary actions could result in an alteration of a historic building, structure, object, or site and could adversely impact a prehistoric archaeological resource including religious or sacred use sites and human remains. These impacts are potentially significant and mitigation is required.

# b. Mitigation Framework

The City of San Diego's General Plan, combined with Federal, State, and local regulations, provide a regulatory framework for project-level historical resources evaluation/analysis criteria and when applicable, mitigation measures for future discretionary projects. All development projects with the potential to affect historical resources such as designated historical resources; historical buildings, districts, landscapes, objects, and structures; important archaeological sites; tribal cultural

resources, and traditional cultural properties—are subject to site-specific review in accordance with the City's Historical Resources Regulations and Historical Resources Guidelines, through the subsequent project review process. The following mitigation measures (HIST 6.7-1 and HIST 6.7-2) provide a framework that would be required of all future development projects with the potential to impact significant historical resources.

### **HIST 6.7-1:** Historic Buildings, Structures, and Objects

Prior to issuance of any permit for a future development project implemented in accordance with the proposed Uptown CPU that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.

Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:

- Preparing a historic resource management plan;
- Adding new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);
- Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
- Screening incompatible new construction from view through the use of berms, walls and landscaping in keeping with the historic period and character of the resource;
- Shielding historic properties from noise generators through the use of sound walls, double glazing and air conditioning; and
- Removing industrial pollution at the source of production.

Specific types of historical resource reports, outlined in Section III of the HRG, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate mitigation to reduce the impacts to below

a level of significance, where possible. If required, mitigation programs can also be included in the report.

To further increase protection of potential resources – specifically potential historic districts – the City is proposing to amend the Historical Resources Regulations to include supplemental development regulations to assist in the preservation of specified potential historic districts until they can be intensively surveyed and brought forward for designation.

### **HIST 6.7-2:** Archaeological and Tribal Cultural Resources

Prior to issuance of any permit for a future development project implemented in accordance with the proposed Uptown CPU that could directly affect an archaeological or tribal cultural resource, the City shall require the following steps be taken to determine: (1) the presence of archaeological or tribal cultural resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socioeconomic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities.

#### **Initial Determination**

The environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g. Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and may conduct a site visit, as needed. If there is any evidence that the site contains archaeological or tribal cultural resources, then an archaeological evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.

#### <u>Step 1:</u>

Based on the results of the Initial Determination, if there is evidence that the site contains a historical resource, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archaeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeology Center and any tribal repositories or museums.

In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archeological research in similar areas, models that predict site distribution, and archaeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report.

Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance, based on the City Guidelines, must be performed by a qualified archaeologist.

#### Step 2

Where a recorded archaeological site or Tribal Cultural Resource (as defined in the Public Resources Code) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to the provisions in Public Resources Code Section 21080.3.1 and 21080.3.2., in accordance with Assembly Bill 52. It should be noted that during the consultation process tribal representative(s) will be directly involved in making recommendations regarding the significance of a tribal cultural resource which also could be a prehistoric archaeological site. A testing program may be recommended which requires reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). The archaeological testing program, if required will include evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines. Results of the consultation process will determine the nature and extent of any additional archaeological evaluation or changes to the proposed project.

The results from the testing program shall be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. However, this process would not proceed until such time that the tribal consultation has been concluded and an agreement is reached (or not reached) regarding significance of the resource and appropriate mitigation measures are identified. When appropriate, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation (DPR) site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

#### Step 3:

Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. When tribal cultural resources are present and also cannot be avoided, appropriate and feasible mitigation will be determined through the tribal consultation process and incorporated into the overall data recovery program, where applicable or project specific mitigation measures incorporated into the project. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to distribution of a draft CEQA document and shall include the results of the tribal consultation process. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 50987.98) and State Health and Safety Code (Section

7050.5), and in the federal, state, and local regulations described above shall be undertaken. These provisions will be outlined in the Mitigation Monitoring and Reporting Program (MMRP) included in a subsequent project-specific environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

### Step 4:

Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.

Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g. collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.

Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and tribal cultural resources containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.

#### Step 5:

For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards, unless otherwise determined during the tribal consultation process. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., Assembly Bill 2641 and California Native American Graves Protection and Repatriation Act of 2001) and federal (i.e., Native American Graves Protection and Repatriation Act) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation of all recovered artifacts must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance. When tribal cultural resources are present, or non-burial-related artifacts associated with tribal cultural resources area suspected to be recovered, the treatment and disposition of such resources will be determined during the tribal consultation process. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, 36 Code of Federal Regulations 79 of the Federal Register. Additional information regarding curation is provided in Section II of the Guidelines.

# c. Mitigation Funding, Timing, and Responsibility

Funding for the described mitigation related to archaeological and historical resources would be provided on a project-specific basis by the associated property owners and/or developers. Mitigation Measures HIST 6.7-1 and HIST 6.7-2 would be implemented prior to issuance of any permit for a future development project under the proposed Uptown CPU that could directly affect either: (1) an archaeological resource; or (2) a building/structure in excess of 45 years of age that has been determined to be historically significant by the City. Responsibility for mitigation monitoring, enforcement and reporting related to archaeological and historical resources would be with the City of San Diego.

## 11.2.3.2 Prehistoric Resources, Sacred Sites, and Human Remains

### a. Impacts

As described in Section 6.7 of the PEIR, prehistoric resources, sacred sites, and human remains could occur within the Uptown CPU area. As a result, future development pursuant to the Uptown CPU could have a significant impact on important prehistoric resources, human remains, religious or sacred resources.

## b. Mitigation Framework

Implementation of Mitigation Measure HIST 6.7-2, as described above under Section 11.2.3.1, Historic Structures, Objects, or Sites, would minimize program-level (and project-level) impacts to prehistoric resources, sacred sites, and human remains, but not to below a level of significance.

## c. Mitigation Funding, Timing, and Responsibility

Funding for the described mitigation related to religious and sacred resources would be provided on a project-specific basis by the associated property owners and/or developers. Mitigation timing and responsibilities for mitigation monitoring, enforcement and reporting related to religious and sacred resources would be the same as that described above under Section 11.2.3.1, Historic Structures, Objects, or Sites.

# 11.2.4 Paleontological Resources

# 11.2.4.1 Paleontological Resources

# a. Impacts

Because of high sensitivity for paleontological resources within the San Diego, Pomerado Conglomerate, and Mission Valley Formations, grading into these formations could potentially destroy fossil resources. Therefore, implementation of future discretionary and ministerial projects within the proposed Uptown CPU area within these formations has the potential to result in significant impacts to paleontological resources.

# b. Mitigation Framework

In order to reduce the potential adverse impact to paleontological resources associated with discretionary projects, the project would incorporate the mitigation measure identified in the General Plan PEIR addressing paleontological resource impacts.

The following measure would apply to any discretionary project that proposes subsurface disturbance within a high sensitivity formation. If no subsurface disturbance is planned, then paleontological resources would not be impacted and development of a project-specific paleontological monitoring and discovery treatment plan would not be necessary. The following

mitigation measure would reduce impacts to paleontological resources, but not to below a level of significance because the measure would not be applied for ministerial projects.

PALEO 6.10: Prior to the approval of subsequent discretionary development projects implemented in accordance with the proposed Uptown CPU, the City shall determine the potential for impacts to paleontological resources within a high sensitivity formation based on review of the project application submitted, and recommendations of a project-level analysis completed in accordance with the steps presented below. Future projects shall be sited and designed to minimize impacts on paleontological resources in accordance with the City's Paleontological Resources Guidelines and CEQA Significance Thresholds. Monitoring for paleontological resources required during construction activities shall be implemented at the project-level and shall provide mitigation for the loss of important fossil remains with future subsequent development projects that are subject to environmental review.

#### I. Prior to Project Approval

- A. The environmental analyst shall complete a project-level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable USGS Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:
  - Required over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resources potential geologic deposit/formation/rock unit.
  - Require over 2,000 cubic yards of excavation and/or 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit.
  - Require construction within a known fossil location or fossil recovery site.
     Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.
- B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required.
  - Monitoring is always required when grading on a fossil recovery site or a known fossil location.
  - Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).
  - Monitoring may be required for shallow grading (<10 feet) when a site
    has previously bene graded and/or unweathered geologic
    deposits/formations/rock units are present at the surface.</li>

Monitoring is not required when grading documented artificial fill. When
it has been determined that a future project has the potential to impact a
geologic formation with a high or moderate fossil sensitivity rating a
Paleontological MMRP shall be implemented during construction grading
activities.

# c. Mitigation Funding, Timing, and Responsibility

Funding for the described mitigation related to paleontological resources would be provided on a project-specific basis by the associated property owners and/or developers. As noted in Mitigation Measure PALEO-1, applicable elements of this measure would be implemented prior to issuance of any construction permits, during construction, and post-construction. Responsibility for mitigation monitoring, enforcement and reporting related to paleontological resources would be with the City of San Diego.



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