The City of SAN DIEGO

Final Program Environmental Impact Report for Complete Communities: Housing Solutions and Mobility Choices San Diego, California

City of San Diego
SCH No. 2019060003
May 2020

The City of SAN DIEGO
Planning Department
Environment & Mobility Planning Division

FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT

Project No. N/A
SCH No. 2019060003

SUBJECT: COMPLETE COMMUNITIES: HOUSING SOLUTIONS AND MOBILITY CHOICES

Applicant: City of San Diego Planning Department

FINAL DOCUMENT – May 5, 2020

In response to comments received during public review, minor revisions and clarifications have been made to the document which do not change the conclusions of the Draft Program Environmental Impact Report (PEIR) regarding the project's potential environmental impacts and required mitigation. As defined in CEQA Guidelines Section 15088.5, minor revisions and clarifications to the document – which are shown in ~~strikeout~~/underline format – do not represent "significant new information" and therefore, recirculation of the Draft PEIR is not warranted. No new significant environmental impacts would occur from these modifications, and similarly, no substantial increase in the severity of environmental impacts would occur.

PROJECT DESCRIPTION:

The proposed project includes amendments to the San Diego Municipal Code (SDMC) to implement the **Complete Communities: Housing Solutions** (Housing Program). Future development projects that provide affordable housing and provide or contribute toward neighborhood-serving improvements would be allowed additional square footage and building height, which would allow for additional units beyond what is otherwise allowed in the respective base zone, Planned District Ordinance, or Community Plan. Existing height restrictions in the Coastal Zone in addition to height restrictions in proximity to airports would continue to apply. Additionally, projects that qualify for participation in the Housing Program could be approved through a ministerial process, ~~with certain exceptions~~ unless site-specific conditions warrant a discretionary approval.

In exchange for additional density, building square footage and height, the Housing Program would require all projects to provide new community-serving infrastructure improvements through either payment of a fee into a Neighborhood Enhancement Fund or by accommodating a public promenade that meets specified standards including minimum street frontage requirements.

The following link includes additional information on the **Housing Program**: https://www.sandiego.gov/planning/programs/completecommunities/housingsolutions

The proposed project also includes amendments to the City's SDMC and Land Development Manual (LDM) to implement the **Complete Communities: Mobility Choices** (Mobility Choices Program) and support adoption of a new CEQA significance threshold for transportation that implements Senate Bill 743 (SB 743). It also includes the adoption of a fee to mitigate vehicle miles traveled (VMT) impacts from new development. The purpose of the Mobility Choices Program is to implement ~~Senate Bill 743 (~~SB 743~~)~~ by ensuring that new development mitigates transportation impacts based on VMT ~~impacts~~ to the extent feasible, while incentivizing development within the City's ~~transit priority areas (TPAs) and~~ urban areas (Mobility Zones 1, 2, and 3). ~~that will be supported by an~~ The Mobility Choices Program will support investments in active transportation and transit infrastructure – in the areas where that infrastructure is needed most – where the most reductions in overall vehicle miles traveled and greenhouse gas emissions reductions can be realized.

The Mobility Choices Program would apply citywide to any new development for which a building permit is issued except for:

- Residential development with 10 or fewer dwelling units; or
- Any non-residential development less than 10,000 square feet gross floor area; or
- Residential development that includes at least 20 percent affordable housing as defined in SDMC Section 143.0730 for the provision of amenities requirement; or
- Public projects; or
- Development within one-quarter mile of existing passenger rail; or
- Development located in Downtown.

For development within Mobility Zone 4 (within more suburban areas outside of the urban core), payment of a Mobility Choices Fee would be required. The Mobility Choices Fee would be used to fund active transportation and VMT reducing infrastructure projects in Mobility Zone 1, 2, and 3. Consistent with SB 743's mandate to reduce VMT, the Mobility Choices Fee would be used in areas that have the greatest capacity to realize VMT reductions within the City. Deed restricted affordable housing within Mobility Zone 4 that meets specified criteria would be exempt from payment of the Mobility Choices Fee.

The following link includes additional information on the **Mobility Choices Program**: https://www.sandiego.gov/planning/programs/mobility/mobilitychoices

PROJECT LOCATION:

The City is located within San Diego County in the southwestern corner of California. San Diego County is bordered by Riverside County to the north, Orange County at the northwest corner, Imperial County to the east, the Republic of Mexico to the south, and the Pacific Ocean on the west. The applicable project areas for the **Housing Program** include zones within TPAs that allow for multi-family residential development. The location of TPAs are based on the adopted San Diego Association of Governments (SANDAG) 2050 Regional Transportation Plan. TPAs are defined in SB 743 and established in Section 21099 of the California Public Resources Code, which states: "Transit priority area" means "an area within one-half mile of a major transit stop that is existing or planned." "Major Transit Stop," is defined as, "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes each having a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods."

The proposed **Mobility Choices Program** would apply citywide to new development, subject to certain exceptions. Physical impacts associated with the construction of active transportation infrastructure and amenities resulting from implementation of the program would occur within Mobility Zones 1, 2, and 3. ~~Downtown Community Plan Area, in TPAs, and more urban areas.~~ These improvements would largely occur within existing road rights-of-way or within the development footprint of future development projects.

ENVIRONMENTAL DETERMINATION:

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

Based on the analysis conducted for the project described above, the City of San Diego has prepared the following ~~Draft~~ Final PEIR in accordance with CEQA. The analysis conducted identified that the proposed project could result in significant and unavoidable impacts in the areas of **Air Quality (Conflicts with Air Quality Plans, Air Quality Standards, and Sensitive Receptors); Biological Resources (Sensitive Species, Sensitive Habitats, and Wetlands); Historical, Archaeological, and Tribal Cultural Resources (Historic Buildings, Structures, Objects or Sites; Prehistoric or Historic Archaeological Resources, Sacred Sites, and Human Remains; and Tribal Cultural Resources); Hydrology/Water Quality (Flooding and Drainage Patterns); Noise (Noise Levels, and Groundborne Vibration); Public Services and Facilities (Public Facilities, Deterioration of Existing Neighborhood Parks and Recreational Facilities, and Construction or Expansion of Recreational Facilities); Transportation (Vehicle Miles Traveled); Public Utilities and Infrastructure (Water Supply, and Utilities); Wildfire (Wildfire, Pollutants from Wildfire, Infrastructure, and Flooding or Landslides);** and **Visual Effects and Neighborhood Character (Scenic Vistas or Views, Neighborhood Character, Distinctive or Landmark Trees, and Landform Alteration)**. All other impacts analyzed in this ~~Draft~~ Final PEIR were found to be less than or not significant.

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

RESULTS OF PUBLIC REVIEW:

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

( ) Comments were received but did not address the accuracy or completeness of the draft environmental document. No response is necessary and the letters are incorporated herein.

(X) 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.

December 13, 2019
Date of Draft Report

May 5, 2020
Date of Final Report

Alyssa Muto, Deputy Director
Planning Department

Analyst: Oscar Galvez, Senior Planner, Planning Department

PUBLIC REVIEW DISTRIBUTION:

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

FEDERAL GOVERNMENT
Federal Aviation Administration (1)
U.S. Department of Transportation (2)
U.S. Department of Housing & Urban Development (7)
U.S. Environmental Protection Agency (19)
U.S. Fish and Wildlife Service (23)
U.S. Army Corps of Engineers Los Angeles District (26)

STATE OF CALIFORNIA
Caltrans District 11 (31)
California Department of Fish & Wildlife (32)
California Environmental Protection Agency (37A)
Housing & Community Development Department (38)
Department of Toxic Substances Control
California Natural Resources Agency (43)
California Regional Water Quality Control Board (44)
Department of Water Resources (45)
State Clearinghouse (46)
State Clearinghouse/Delicia Wynn (46A)
California Coastal Commission (47/48)
California Transportation Commission (51)
California Department of Transportation (51A/51B)
State Water Resources Control Board (55)
Native American Heritage Commission (56)
Office of Planning and Research (57)

COUNTY OF SAN DIEGO
Air Pollution Control District (65)
Department of Planning and Development Services (68)
County Water Authority (73)
Department of Environmental Health (75)

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

Council President Gómez, District 9
Erik Caldwell, Deputy Chief Operating Officer, Office of the Mayor
Brad Richter, Deputy Director, Urban Division, Office of the COO

Office of the City Attorney
Corrine Neuffer, Deputy City Attorney

Planning Department
Mike Hansen, Director
Tom Tomlinson, Assistant Director
Alyssa Muto, Deputy Director
Laura Black, Deputy Director
Heidi Vonblum, Program Manager
Brian Schoenfisch, Program Manager
Tait Galloway, Program Manager
Kelley Stanco, Development Project Manager
Kristen Forburger, Development Project Manager
Samir Hajjiri, Senior Traffic Engineer
Maureen Gardiner, Senior Traffic Engineer
Oscar Galvez, Senior Planner
Vickie White, Senior Planner
Myra Herrmann, Senior Planner
Jordan Moore, ~~Assistant~~ Associate Planner
Elena Pascual, Associate Planner

Development Services Department
Elyse Lowe, Director
Gary Geiler, Deputy Director
Raynard Abalos, Program Manager
Anna McPherson, Program Manager

Fire-Rescue Department
Larry Trame, Assistant Fire Marshal

Police Department
Eddie Wallin, Police Officer II

Real Estate Assets Department
Cybele Thompson, Director

Libraries
Library Department-Gov. Documents (81)
Central Library (81A)
Balboa Branch Library (81B)
Beckwourth Branch Library (81C)
Benjamin Branch Library (81D)
Carmel Mountain Ranch Branch (81E)
Carmel Valley Ranch Branch (81F)
City Heights/Weingart Branch Library (81G)
Clairemont Branch Library (81H)

College-Rolando Branch Library (81I)
Kensington-Normal Heights Branch Library (81K)
La Jolla/Riford Branch Library (81L)
Linda Vista Branch Library (81M)
Logan Heights Branch Library (81N)
Malcolm X Library & Performing Arts Center (81O)
Mira Mesa Branch Library (81P)
Mission Hills Branch Library (81Q)
Mission Valley Branch Library (81R)
North Clairemont Branch Library (81S)
North Park Branch Library (81T)
Oak Park Branch Library (81U)
Ocean Beach Branch Library (81V)
Otay Mesa-Nestor Branch Library (81W)
Pacific Beach/Taylor Branch Library (81X)
Paradise Hills Branch Library (81Y)
Point Loma/Hervey Branch Library (81Z)
Rancho Bernardo Branch Library (81AA)
Rancho Penasquitos Branch Library (81BB)
READ/San Diego (81CC)
San Carlos Branch Library (81DD)
San Ysidro Branch Library (81EE)
Scripps Miramar Rancho Branch Library (81FF)
Serra Mesa Branch Library (81GG)
Skyline Hills Branch Library (81HH)
Tierrasanta Branch Library (81II)
University Community Branch Library (81JJ)
North University Branch Library (81JJJ)
University Heights Branch Library (81KK)
Malcolm A. Love Library (457)

City Advisory Boards or Committees
Historical Resources Board (87)
San Diego Housing Commission (88)
Parks and Recreation Board (89)

OTHER CITY GOVERNMENTS
City of Chula Vista (94)
City of Coronado (95)
City of Del Mar (96)
City of El Cajon (97)
City of Escondido (98)
City of Imperial Beach (99)
City of La Mesa (100)
City of Lemon Grove (101)
City of National City (102)
City of Poway (103)
City of Santee (104)
City of Solana Beach (105)

OTHER AGENCIES
San Diego Association of Governments (108)
San Diego Unified Port District (109)
San Diego County Regional Airport Authority (110)
Metropolitan Transit System (112/115)
San Diego Gas & Electric (114)
San Dieguito River Park JPA (116)

SCHOOL DISTRICTS
Chula Vista School District (118)
Del Mar Union School District (119)
Grossmont Union High School District (120)
La Mesa-Spring Valley School District (121)
Lemon Grove School District (122)
National School District (123)
Poway Unified School District (124)
San Dieguito Union High School District (126)
San Ysidro School District (127)
Santee School District (128)
Solana Beach School District (129)
South Bay Unified School District (130)
Sweetwater Union High School District (131)
San Diego Unified School District (132A/132B)
San Diego Community College District (133)

COMMUNITY PLANNING GROUPS, ASSOCIATIONS, BOARDS, AND COMMITTEES
Community Planning Committee (194)
Balboa Park Committee (226A)
Black Mountain Ranch-Subarea I (226C)
Otay Mesa-Nestor Planning Committee (228)
Otay Mesa Planning Committee (235)
Barrio Logan Planning Group (240)
Downtown Community Planning Group
Clairemont Mesa Planning Committee (248)
Greater Golden Hill Planning Committee (259)
Serra Mesa Planning Committee (263A)
Kearney Mesa Community Planning Group (265)
Linda Vista Community Planning Committee (267)
La Jolla Community Planning Association (275)
City Heights Area Planning Committee (287)
Kensington-Talmadge Planning Committee (290)
Normal Heights Community Planning Committee (291)
Eastern Area Planning Committee (302)
Midway/Pacific Highway Community Planning Group (307)
Mira Mesa Community Planning Committee (310)
Mission Bay Park Committee (320)
Mission Beach Precise Planning Board (325)
Mission Valley Planning Group (331)

Navajo Community Planners, Inc. (336)
Carmel Valley Community Planning Board (350)
Del Mar Mesa Community Planning Board (361)
North Park Planning Committee (363)
Ocean Beach Planning Board (367)
Old Town Community Planning Board (368)
Pacific Beach Community Planning Committee (375)
Pacific Highlands Ranch-Subarea III (377A)
Rancho Peñasquitos Planning Board (380)
Peninsula Community Planning Board (390)
Rancho Bernardo Community Planning Board (400)
Sabre Springs Community Planning Group (406B)
San Pasqual-Lake Hodges Planning Group (426)
San Ysidro Planning and Development Group (433)
Scripps Miramar Ranch Planning Group (437)
Miramar Ranch North Planning Committee (439)
Skyline Paradise Hills Planning Committee (443)
Torrey Hills Community Planning Board (444A)
Southeastern San Diego Planning Committee (449)
Encanto Neighborhoods Community Planning Group (449A)
College Area Community Planning Board (456)
Tierrasanta Community Council (462)
Torrey Highlands – Subarea IV (467)
Torrey Pines Community Planning Board (469)
University City Community Planning Group (480)
Uptown Planners (498)

TOWN/COMMUNITY COUNCILS
Town Council Presidents Association (197)
Barrio Station, Inc. (241)
Downtown Community Council (243)
Harborview Community Council (245)
Clairemont Town Council (257)
Serra Mesa Community Council (264)
La Jolla Town Council (273)
Rolando Community Council (288)
Oak Park Community Council (298)
Darnell Community Council (306)
Mission Valley Community Council (328C)
San Carlos Area Council (338)
Carmel Mountain Ranch Community Council (344)
Ocean Beach Town Council, Inc. (367A)
Pacific Beach Town Council (374)
Rancho Peñasquitos Town Council (383)
Rancho Bernardo Community Council, Inc. (398)
San Dieguito Planning Group (412)
United Border Community Town Council (434)
Murphy Canyon Community Council (463)

HISTORICAL, ARCHAEOLOGICAL, AND TRIBAL GROUPS

Carmen Lucas (206)
South Coastal Information Center (210)
San Diego Historical Society (211)
San Diego Archaeological Center (212)
Save Our Heritage Organization (214)
Ron Chrisman (215)
Clint Linton (215B)
Frank Brown - Inter-Tribal Cultural Resource Council (216)
Campo Band of Mission Indians (217)
San Diego County Archaeological Society Inc. (218)
Native American Heritage Commission
Kuumeyaay Cultural Heritage Preservation (223)
Kuumeyaay Cultural Repatriation Committee (225)

NATIVE AMERICAN DISTRIBUTION

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

OTHER INTERESTED AGENCIES, ORGANIZATIONS, AND INDIVIDUALS

Daily Transcript (135)
San Diego Union-Tribune City Desk (140)
San Diego County Apartment Association (152)
San Diego Chamber of Commerce (157)
Building Industry Association (158)
San Diego River Park Foundation (163)
San Diego River Coalition (164)
Sierra Club San Diego Chapter (165)
San Diego Canyonlands (165A)
San Diego Natural History Museum (166)
San Diego Audubon Society (167)
Jim Peugh (167A)

San Diego River Conservancy (168)
Environmental Health Coalition (169)
California Native Plant Society, San Diego Chapter (170)
San Diego Coastkeeper, Matt O'Malley (173)
Citizens Coordinate for Century 3 (179)
Endangered Habitat League (182)
Endangered Habitat League (182A)
Citizens Coordinate for Century 3 (189)
League of Women Voters (192)
National City Chamber of Commerce (200)
Alliance of Californians for Community Empowerment
Alliance San Diego
Allied Gardens/Grantville Community Council
Bayside Community Center
Bayview Community Development Corporation
Casa Familiar
Castle Neighborhood Association
Catholic Charities San Diego
Center on Policy Initiatives
Chelsea Investment Corp
Circulate SD
City Heights Community Development Corporation
Community Housing Works
Community Organizer
County of San Diego Department of Housing and Community Development
CSA SD County
EDC
Episcopal Community Services
Father Joe's Villages
Grow San Diego
Housing the Next 1 Million
Housing You Matters
Interfaith Shelter Network
Jewish Family Services San Diego
Legal Aid Society of SD
LGBT Center
Local Initiatives Support Corporation
London Moeder Advisors
MAAC Project
Malick Infill Development
Mexican American Business & Professional Association
Mid-City CAN
Nile Sisters Development Initiative
Park to Bay - Designer
PATH San Diego
Point Loma Nazarene University
Rick Engineering
Supporters Alliance for Environmental Responsibility (SAFER)
San Diego Housing Federation

San Diego Organizing Project
SD Building and Construction Trades Council
SD Community Land Trust
SD County Building Trades Council Family Housing Corporation
SD Regional EDC
SD Urban Land Institute
SDSU
South County EDC
Southern California Rental Housing Association
St Paul's Senior Services
The American Legion
The Chicano Federation
The San Diego Foundation
UCSD Planning
Urban Collaborative Project
USD Real Estate
YIMBY Democrats

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Chapter 0.0
Summary of Edits to Draft PEIR

Minor revisions to the Draft PEIR were made in strike-out/underline format since public review. The revisions reflect minor changes to the ordinances since public review and clarifications in the PEIR that do not affect its analysis or conclusions. PEIR changes are also summarized below.

0.1 Mobility Zones

The naming conventions for Mobility Zones were modified in the Mobility Choices Ordinance. As a result, references to Transit Priority Areas (TPAs) and Mobility Zones 1, 2, and 3 were updated as described in Table 0-1. Specifically, what was referred to as TPA in the Mobility Choices Ordinance is now referred to as Mobility Zone 1; what was referred to as Mobility Zone 1 is now referred to as Mobility Zone 2; what was referred to as Mobility Zone 2 is now referred to as Mobility Zone 3; and what was referred to as Mobility Zone 3 is now referred to as Mobility Zone 4. Figures 3-3 and 3-4 were also updated accordingly.

Table 0-1
Mobility Zone Naming Convention Changes

Draft PEIR	Final PEIR
TPA: Areas within SANDAG-defined TPAs with refinements to remove areas with barriers to transit service access due to a canyon, freeway, or other large immovable barrier.	**Mobility Zone 1**: Downtown Community Planning Area.
Mobility Zone 1: Areas within the Downtown Community Plan Area.	**Mobility Zone 2**: Any parcel that falls wholly or partially within an area defined as a transit priority area.

Table 0-1 Mobility Zone Naming Convention Changes	
Draft PEIR	**Final PEIR**
Mobility Zone 2: Areas outside of TPAs within communities that have an aggregated VMT of 85 percent of the regional average or less for either household per capita VMT or VMT per employee.	**Mobility Zone 3**: Community planning area boundary with a VMT efficiency that is at 85 percent or less of the regional average for either resident VMT per capita or employee VMT per employee, as determined by the City Manager.
Mobility Zone 3: Areas not located within a TPA or Mobility Zones 1 or 2	**Mobility Zone 4**: Any area not located within Mobility Zone 1, 2, or 3.

0.2 Housing Program Acreages

The Final PEIR incorporates minor updates to the Housing Program acreages into Tables 2-1, 3-2, 4-1, and 4.13-1. These changes were a result of data cleanup to remove some duplicate polygons and other minor data errors. Additionally, Figure 3-2 and Figures 4.1-1 through 4.15-2 were updated to reflect minor updates to the Housing Program areas.

0.3 VMT Thresholds

The Final PEIR includes clarifying language regarding the VMT threshold. The language clarifies that in order to implement SB 743, the Mobility Choices Program includes the adoption of a new CEQA significance threshold for transportation. Refer to Sections S.2.2, S.3, 3.5.2, 3.5.2.1, 3.5.2.2, 4.13.3, 4.13.4, and 4.13.5.1.

0.4 Minor Editorial Revisions

Minor grammatical changes and clarifications were made in the Final PEIR.

Complete Communities:
Housing Solutions and Mobility Choices Program EIR
Letters of Comment and Responses

Letters of comment to the Draft PEIR were received from the following agencies, organizations, and individuals. Several comment letters received during the Draft PEIR public review period contained accepted revisions that resulted in changes to the Final EIR text. These changes to the text are indicated by strike-out (deleted) and underline (inserted) markings. The letters of comment and responses follow.

A State Clearinghouse RTC-2
B California Department of Transportation RTC-3
C Deal, Walter RTC-6
D Delano and Delano on behalf of Uptown United RTC-19
E Environmental Health Coalition RTC-31
F Hecht-Solberg on behalf of Alexandria Real Estate RTC-34
G Rancho Bernardo Community Planning Board RTC-36
H Viejas Band of Kumeyaay Indians RTC-42

Letter A

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Gavin Newsom
Governor

Kate Gordon
Director

March 13, 2020

Oscar Galvez
San Diego, City of
9485 Aero Drive, MS 413
San Diego, CA 92123

Subject: Transit Priority Area Housing and Infrastructure Incentive Program
SCH#: 2019060003

Dear Oscar Galvez:

A-1 The State Clearinghouse submitted the above named EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on 3/12/2020, and the comments from the responding agency (ies) is (are) available on the CEQA database for your retrieval and use. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

Check the CEQA database for submitted comments for use in preparing your final environmental document: https://ceqanet.opr.ca.gov/2019060003/3. Should you need more information or clarification of the comments, **we recommend that you contact the commenting agency directly.**

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL 1-916-445-0613 state.clearinghouse@opr.ca.gov www.opr.ca.gov

A-1 Comment noted.

Letter B

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
PHONE (619) 688-3137
FAX (619) 688-4299
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

January 27, 2020

11-SD-VAR
PM VAR
Complete Communities: Housing Solutions and Mobility Choices
DEIR/SCH#2019060003

Oscar Galvez
Senior Planner
City of San Diego
9485 Aero Drive., M.S. 413
San Diego, CA, 92123

Dear Mr.Galvez:

B-1 Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environmental Impact Report for the Complete Communities: Housing Solutions and Mobility Choices located near Interstates 5, 8, 15, 805, and State Routes 94, 905, 52, 54, 56, 75, 125, 163. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Caltrans has the following comments:

B-2 **Complete Streets and Mobility Network**

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation system. Early coordination with Caltrans, in locations that may affect both Caltrans and the City of San Diego or other lead agency, is encouraged.

B-1 Comment noted.

B-2 Comment noted.

To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the City to evaluate potential Complete Streets projects.

B-3 **Land Use and Smart Growth**

Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation system integrated through applicable "smart growth" type land use planning and policies.

The City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction, as well as coordinate with Caltrans as development proceeds and funds become available to ensure that the capacity of on-/off-ramps is adequate.

B-4 **Mitigation**

Caltrans endeavors that any direct and cumulative impacts to the State Highway System be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

Mitigation measures to State facilities should be included in TIS/TIA. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation. This includes the actual implementation and collection of any "fair share" monies, as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts.

B-3 Comment noted. The City will continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where agencies have joint jurisdiction, and coordinate on on-/off-ramp capacity needs.

B-4 The evaluation of potential impacts associated with traffic reflect the programmatic analysis for the proposed project, consistency with Senate Bill 743, and the most recent CEQA Guidelines Appendix G. Specifically, PEIR Section 4.13.4 (issue 2) analyzes whether the proposed project would meet VMT standards set by SANDAG. Overall, although the proposed project is anticipated to result in the implementation of infrastructure improvements and a more efficient land use pattern that could result in per capita VMT reductions, at a programmatic level, impacts are determined to be significant and unavoidable because it is unknown at this level of review whether future improvements would be implemented at the time a future development project's VMT impacts could occur, and whether those impacts would be mitigated to a less than significant level. A Statement of Overriding Considerations and Findings would be required by the City upon adoption of the proposed project.

A project-specific Traffic Impact Study was not completed for the project due to the speculative nature of potential development under these Ordinances. Additionally, the analysis was based on a VMT threshold of significance for transportation impacts. The City will continue to coordinate with Caltrans to identify a mechanism to ensure collection of fair share monies and implementation of mitigation for Caltrans facilities.

Right-of-Way

B-5 Any work performed within Caltrans' Right-of-Way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts within the Caltrans' R/W, and any corresponding technical studies.

If you have any questions, please contact Kimberly Dodson, of the Caltrans Development Review Branch, at (619) 688-2510 or by e-mail sent to Kimberly.Dodson@dot.ca.gov

Sincerely,

MAURICE EATON, Branch Chief
Local Development and Intergovernmental Review

B-5 Comment noted.

Letter C

PEIR for the so-called "Complete Communities: Housing Solutions and Mobility Choices" Plan: Comments and Recommendations

Walter J. Deal
San Diego, CA

C-1 It is clearly a futile effort to comment on or make recommendations for the so-called "Complete Communities" Plan and its Preliminary Environmental Impact Report (PEIR) with the expectation such comments and recommendations will be seriously considered. Actions which would have made the Plan less detrimental to the environment and to the quality of life of the People of San Diego were well-known to and disregarded long ago by the Housing Industry and its allies in City Government. The fix is in.

All one can do is to tell the truth as one sees it, in hopes that the legal process, as opposed to the political process, will deal with facts, protecting the environment, and protecting the best interests and the quality of life of the People of San Diego, rather than have the first priority be the profits of the Housing Industry. One can even hope that some of the recommendations in this document will eventually be adopted, to the benefit of the environment and the quality of life of the People of San Diego.

Terminology: In these comments, the so-called and devoid-of-meaning term "Complete Communities" Plan (in a complete community, housing would be close to workplaces, shopping areas, etc. – hardly an integral requirement of the "Complete Communities" sham) will be referred to as the HIGAS (pronounced "high gas"), where HIGAS is the Housing Industry Government Alliance Scheme. HIGA is made up of the Housing Industry (well-connected and "generous" developers and major property owners, especially owners of upzonable properties, who typically live in wealthy enclaves and even in other countries) and its allies (instead of "allies," it's tempting to use the possibly-more-accurate terms "agents" or "puppets," but I'll forbear) in City Government.

In this document, recommendations for changes in the PEIR are in **bold type**. City Code Sections, proposed Code Sections, and excerpts from the PEIR are *italicized*; some are also ***bolded*** for emphasis.

Contents:

A. Historical Background (which puts into perspective the origins and forces driving the HIGAS)
B. Comments on the HIGAS (which gives perspective on the proposed City Code Sections which are addressed in the PEIR, and also gives background to false or misleading statements in the PEIR)
C. The HIGAS PEIR: Comments and Recommendations

C-2 ## A. Historical Background

The historical seedier sides of San Diego City Government are not directly admitted, although they are on display, in the HIGAS and its PEIR. However, the historical background of corrupt and/or incompetent decision-making by the San Diego City Government does inform analysis of its decisions in the language and priorities of the HIGAS. Just a few snippets:

1. "Enron by the Sea" where San Diego came close to bankruptcy because of its pension fund debacle, which mainly benefitted high-level City employees.

2. The most amusing snippet: City Council members receiving bribes and other favors from owners of strip clubs they were in bed with (actually, they were more likely to have been in bed with the employees, rather than the owners, of the strip clubs).

3. Qualcomm/SDCCU stadium redevelopment. The land occupied by the stadium could reasonably be valued at about $500 million when prepared for development (more than 100 acres of prime real estate). An additional $1

C-1 The commenter's opposition to the project is noted. This introductory comment does not suggest an inadequacy in the analysis of the PEIR.

C-2 Comment noted. This comment does not suggest an inadequacy in the analysis of the PEIR.

billion or so could go into buildings, etc., giving on the order of $1½ billion in value subject to property taxes – a BIG boost to the City's budget.

City officials and their developer cronies first sought to hoodwink the People of San Diego into approving a plan that would pay the City pennies on the dollar for the land – the "Soccer City" plan, or "Sucker City" as it came to be known. When it became clear that that would be too much for even San Diego voters to fall for, the developers and City officials went to a back-up plan in league with SDSU. This plan, eventually approved by voters, will sell the land to SDSU at a bargain-basement cost; and the land can be used for both educational and development purposes. (It's still being sorted out what will happen with the property tax revenues the City is forgoing as a lost opportunity cost.) Presumably, SDSU officials decided that half a loaf was better than none.

In terms of development of the property, developers clearly are still calling the shots. Just one example: The obvious best use of housing on the site would be housing reserved mainly for students, faculty, and staff who generally are of low to moderate income. With the new campus facilities nearby and the main campus a short trolley ride away, this could be a real Complete Community.

The reality is that, according to current news reports, 10% (!!) of the housing on the site will be affordable. The other 90% can be whatever the developers want – most likely so-called "market-rate" (i.e., luxury) housing. The idea of requiring, say, 75% of the housing to be reserved for and affordable for students, faculty, and staff is a clear non-starter in the eyes of developers, their allies in City Government, and SDSU officials. It will be interesting to see if discovery in the inevitable lawsuit against this project discloses how SDSU officials were "persuaded" to have the possibility of 90% of the housing in the project be out of the reach of its students and most faculty and staff.

This brings us to the main point of the Historical Background section:

4. The constant throughout the years has been role of the Housing Industry as the puppet master of San Diego City Government. The HIGA has given San Diego jobs separated from housing with consequent long commutes, class and racial segregation in housing, traffic congestion, deteriorating and unrepaired roads, inadequate infrastructure (water, sewer, parks, fire and police protection, and on and on), and a multi-billion dollar backlog of infrastructure needs. The ultimate goal of the HIGA, of course, is to turn San Diego into a quarter-scale Los Angeles.

In short, the City Government has looked, and continues to look, first to the wants and the profits of the Housing Industry, not to the environment or the needs and quality of life of the People of San Diego. The HIGAS with its PEIR is just another example of City Government genuflecting to the Housing Industry, rather than making the needs and the quality of life of the People of San Diego the first priority.

C-3 **B. Comments on the HIGAS**

1. The priority of the HIGAS: free rein and maximum profits

The HIGAS obviously was written by the Housing Industry and its allies in City Government. The thrust is to allow the Housing Industry essentially free rein in any of the areas covered by the HIGAS, with the goal of maximizing profits for the Housing Industry. Are there any requirements for more-than-token amounts of affordable housing, jobs close to housing, mitigation of the adverse effects of such developments, and on and on? Of course not. There are only incentives if the Housing Industry calculates that profits are maximized by, for example, additional affordable housing. Protections for the People of San Diego? You must be kidding.

C-4 2. A writing sample:

In the regulations for the HIGAS, proposed City Code Section §143.1010(d) states:
§143.1010 Incentives in Exchange for Transit Priority Area Housing and Infrastructure Amenities

2

C-3 The majority of this comment does not suggest an inadequacy in the analysis of the PEIR. The PEIR does identify potential impacts of the project and how both existing regulations and the proposed development regulations would minimize adverse effects. Although a number of regulations would apply to minimize adverse effects of the project, many impacts were found to be significant and unavoidable. Regarding a requirement to provide affordable housing, the Complete Communities: Housing Solutions Program (Housing Program) will require applicants to provide a written agreement to provide affordable dwelling units, entered into by the applicant and the San Diego Housing Commission and secured by a deed of trust. The ordinance identifies minimum affordability requirements, including requirements based on income level.

C-4 Comment noted. This comment does not suggest an inadequacy in the analysis of the PEIR. The error in the ordinance reference has been corrected.

An applicant proposing development that is consistent with the criteria in Section 143.1002 shall be entitled to the following incentives:

...

(d) Waiver of the following regulations of any applicable overlay zone, with the exception of the Coastal Height Limit Overlay Zone, the Airport Land Use Compatibility Overlay Zone, the Airport Approach Overlay Zone, the Airport Environs Overlay Zone, and ***overlay zones specified in Section 143.1002(b)(4):*** [Emphasis added]

This sounds as though there will be protections for overlay zone areas described in Section 143.1002(b)(4), presumably some other existing overlay zones. Now look at the actual proposed Section 143.1002(b)(4), which states:

§143.1002 When the Complete Communities Housing Solutions Regulations Apply

(b) The following types of development are not eligible to request the application of the regulations in this Division:

…

(4) Development that proposes to utilize the density bonus provided in Chapter 14, Article 3, Division 7 (Affordable Housing Regulations).

Development projects must choose whether to utilize the Affordable Housing Regulations or the Complete Communities Housing Solutions Regulations and may not utilize both. [Emphasis added]

In other words, no such overlay zone protections at all. The proposed section which says something about overlay zones has no mention of actual overlay zones!

C-5 [Various Code Sections and proposed Code Sections discuss the coastal and airport overlay zones, which are currently protected by voter-approved statutes and (presumably) by federal regulations for airports – at least, until the Housing Industry gets its way and the Coastal Zone overlay zone is rescinded. To see what HIGA has planned, see the Editor's Note at the beginning of the proposed Code Sections for the HIGAS: *This Division, as adopted by O-XXXXX N. S.,* ***will not apply within the Coastal Overlay Zone until the California Coastal Commission unconditionally certifies it as a Local Coastal Program Amendment***.] [Emphasis added]

That is, when the Housing Industry and its allies in City Government wrote the HIGAS (and probably had Housing Industry attorneys vet every word that could apply to them), they were bending over backwards (if that's the right direction) to word the document carefully to protect the profits and interests of the Housing Industry, but couldn't be bothered to get straight whatever protection might have been intended to be put in Section 143.1002(b)(4) if, indeed, any protections were intended. [Note: I cheerfully recognize that there may bee typos and other misteaks in this dockumint. However, I don't have a large staff to review, proofread, and vet the document, as the City does.]

C-6 3. The HIGAS stifles potential innovative housing solutions.

The HIGAS Section §143.015(a)(2) states:

(A) The affordable dwelling units shall be designated units fully integrated into the development and be comparable in bedroom mix, design and overall quality of construction to the market-rate dwelling units in the development, as determined by the San Diego Housing Commission, except that the affordable dwelling units shall not be required to exceed three bedrooms per dwelling unit. The square footage and interior features of the affordable units shall be good quality and consistent with current building standards for new housing in the City of San Diego.

That is, the affordable dwelling units are to be cookie-cutter duplicates of other units in the development. Just one example of how this requirement might stifle innovation: Many young people are accustomed to shared housing (the mini-dorms hated by nearby families and loved by investors) as college students or as young adults. One possibility for a development would be, say, floors in a multi-story building consisting of several (say, 4-6) studio-size units (a bedroom and a bath) with a common large kitchen and living area. Such a housing arrangement might be very attractive to young people, and would be much less expensive to build than a set of conventional apartments, and hence more affordable to young people. No way can this happen under the HIGAS.

3

C-5 Comment noted. This comment does not suggest an inadequacy in the analysis of the PEIR.

C-6 Comment noted. This comment does not suggest an inadequacy in the analysis of the PEIR.

It is not known whether innovative housing solutions were stifled by the HIGAS because of demands by the Housing Industry or just normal bureaucratic inability to think outside the proverbial box.

C-7 4. Affordable housing – smoke and mirrors

The HIGAS appears to require 10% of the housing units be "affordable" to households with incomes less than $100,000 per year §143.1015(a)(1)(A) [see the Note below for a brief discussion of income levels and requirements]. However, the close-to-uninterpretable clause "*excluding any additional dwelling units allowed under a floor area ratio bonus…*" (a clause undoubtedly inserted by the Housing Industry and/or its allies in City Government) indicates the percentage may be even lower. That is, the HIGAS will allow 90% or more of the housing units to be affordable only to households with incomes over $100,000 per year.

[Note on income levels. The Housing Commission gives the 2019 area median income (AMI) in 2019 as $86,300. A City website gives a lower figure, but without attribution or date. It can be assumed that City officials will interpret the numbers in the most favorable way for the Housing Industry; that is, as high as possible. The HIGAS requires 10% of the dwelling units to be affordable to low-income households (except for not counting floor area ratio bonus units as mentioned above). It also requires 10% of the dwelling units to be affordable to households to households with incomes below 120% of AMI, which using the 2019 Housing Commission figures is $103,560. ALL of such units could easily be targeted to households with incomes in the $100,000-$103,000 range. There is absolutely no requirement that dwelling units be affordable to households between, say, 60% of AMI and 100% of AMI.]

If the goal of HIGAS were to provide affordable housing, especially in Transit Priority Areas, decrease greenhouse gas emissions, and lower traffic congestion, it's obvious what should have been done: Require, say, 75% of such dwelling units to be affordable to households with incomes below the AMI. Lower-income residents would obviously be more likely to use public transit than six-figure-income people who will live in the "market rate" dwellings that can make up 90% or more of the dwelling units.

Will HIGAS have any significant effect on the shortage of affordable housing if 10%, or even 20%, of dwelling units are reserved for low-income or moderate-income residents? Of course not. [Parenthetically, City officials like to use the word "crisis" to describe the housing shortage as they attempt to run roughshod over the quality of life of the People of San Diego. I won't use that term. How can a situation that has continued for at least a decade be a "crisis"?]

C-8 5. Affordable Housing? Do the Math

Notes:
1. I won't bother with considering prices for dwelling units that will be sold. Affordability depends very greatly on interest rates, etc., and it's almost impossible to do meaningful calculations.
2. The Housing Industry could, of course, offer dwelling units at less than the maximum rates allowable under the proposed regulations. The Housing Industry would be equally likely to offer annual free Hawaiian vacations, passes to Sea World, etc. to renters.

§143.1002 When the Complete Communities Housing Solutions Regulations Apply
Selected portions:
(a)(1)(C) (C) The affordable dwelling units may be provided through either of the following means:
(i) A portion of the total dwelling units in the development ***being reserved for*** *very low income, low income, median income, or moderate-income households in accordance with* ***Section 143.1004****; or*

§143.1015 Required Provision of Affordable Dwelling Units
(1) Provides a minimum number of affordable dwelling units in accordance with all of the following:
(A) Ten (10) percent of the dwelling units within the development, excluding any additional dwelling units allowed under a floor area ratio bonus, shall be constructed at the following affordability levels:

4

C-7 As described in PEIR Section 3.5.1.1, the Housing Program includes affordable housing requirements for every income level. The commenter's views are noted; however, this comment does not suggest an inadequacy in the analysis of the PEIR.

C-8 The comment includes a number of citations from the Housing Program and opinions about the program. Regarding a requirement to provide affordable housing, the Housing Program will require applicants to provide a written agreement to provide affordable dwelling units, entered into by the applicant and the San Diego Housing Commission and secured by a deed of trust. The commenter's opinions are noted; however, this comment does not suggest an inadequacy in the analysis of the PEIR.

*(i) Rental dwelling units **shall be made available for** rent by very low income households or low income households at a cost, including an allowance for utilities, that does not exceed 30 percent of 60 percent of the area median income, as adjusted for household size.*
(B) An additional ten (10) percent of the dwelling units within the development, excluding any additional dwelling units allowed under the floor area ratio bonus shall be affordable to households whose income does not exceed 120 percent of the area median income, as adjusted for household size.
*(i) Rental dwelling units **shall be made available for** rent by very low income households or low income households at a cost, including an allowance for utilities, that does not exceed 30 percent of 120 percent of the area median income, as adjusted for household size.*

Math and Comments:

(1) Section 143.1004 is mentioned in the proposed code sections above. I haven't been able to find such a Section anywhere in the proposed Regulations or City Municipal Code (??).

(2) The 2019 AMI is $86,300 [see Note on income levels above], or about $7,190 per month, and probably will be higher by the time these Regulations become effective. If one uses a different AMI, the absolute dollar figures change. However, the percent of monthly income for housing costs for the so called "Complete Communities" (see below: 30% or more for very low income households, and 45%-72% for low income) don't change.

In the City's definition of terms:
Very low income means incomes below 50% of the AMI, that is, below about $3,595 per month.
Low income means between 50% and 80% of AMI, or between about $3,595 and $5,750 per month.

The two sections (i) above say that the dwelling units available to very low income households will be at a cost in 2019 dollars not more than about $1,295 per month (30% of 60% of the AMI), so such households would have monthly housing costs greater than or equal to 30% of their monthly income. The dwelling units available to low income households will be at a cost not more than about $2,590 per month (30% of 120% of the AMI), so such households would have monthly housing costs between about 45% and 72% of monthly income. I won't bother with the ludicrous possibility of very low income households trying to afford $2,595 per month housing cost, even though such dwelling units will be "available" to them.

In short, the so-called "affordability" stipulations won't make much affordable housing available.

(3) Note the careful wording: The regulations mention "A portion of the total dwelling units in the development being reserved for… in accordance with Section 143.1004" – a Section that apparently doesn't exist.

Then in the details the language switches to "Rental dwelling units shall be made available for rent…." "Available for" is very different from "reserved for." A Rolls Royce is available for me to buy; that doesn't mean one is reserved for me to buy at a price I can afford. The Housing Industry was very clever in its bait ("reserved for") and switch ("shall be available for").

In short, developers and rental agents can make dwelling units "available" to anyone, including very low income and low income households. If these households can't afford the housing cost (30% or more of the income of very low income households, or 45%-72% of the monthly income for low income residents), then the dwelling units can be rented to someone who can.

An additional factor is that, if the rental rates are low relative to other local rental rates, the developers and rental agents can demand extra fees to make up the difference – price-gouging that's very hard to police.

C-9 **C. The HIGAS PEIR: Comments and Recommendations**

1. "Significant and unavoidable" – your mother would wash your mouth out with soap!

A word search indicates that the term "significant and unavoidable" appears 110 times in the HIGAS PEIR. The term "unavoidable" is obviously a falsehood. Essentially all of the significant adverse effects would have been avoided if options had been chosen by HIGA which were more environmentally sound and did not degrade the quality of life of the People of San Diego. **It is recommended that in the PEIR the falsehood "significant and unavoidable" be replaced by the more accurate and truthful term "significant, intended, and unwarranted."**

C-10 2. Affordable housing? Get real.

[PEIR] *Section 3.5.1.1 Affordable Requirements*
The Housing Program requires development to provide new affordable housing units.... Participation in the Housing Program requires construction of a minimum number of dwelling units be [sic] *affordable to very low-income, low-income, median-income, or moderate-income households.*

In view of the comments above [4. Affordable housing – smoke and mirrors and 5. Affordable housing? Do the math] that show the purported affordable housing requirements are either a sham or a token (take your choice of term):

It is recommended that this paragraph be worded more truthfully as, "The Housing Program requires development to provide a token number of new so-called "affordable" housing units, with housing costs likely to be 30% or more of household income for very low income households, and between about 45% and 72% of household income for low income households...." That is, there is no requirement for more than a token number of affordable housing units, and even these aren't required to be affordable (in any reasonable definition of the term). Providing more than a token number of affordable housing units, or making them actually be affordable, is an option for developers and property owners, not a requirement.

C-11 3. Environment and Quality of Life Issues

As noted above, the all-too-clear purpose of the HIGAS and its PEIR is to protect the interests and maximize the profits of the Housing Industry, with short shrift given to the environment and to the quality of life of the People of San Diego. The HIGAS will increase greenhouse gas emissions, increase traffic congestion, increase demands on already-inadequate infrastructure, and move San Diego closer to its destiny as a quarter-scale Los Angeles. The most important statement, amid hundreds of pages of filler, is Section 7.1 which states:

C-12 *7.1 Significant and Unavoidable Impacts*
In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15126.2(c), 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).*
Complete Communities: Housing Solutions and Mobility Choices (proposed project), would result in significant and unavoidable impacts related to air quality; biological resources; historical, archaeological, and tribal cultural resources; hydrology/water quality; noise; public services and facilities; transportation; public utilities and infrastructure; wildfire; and visual effects and neighborhood character*.* [Emphasis added]

The significance of impacts and availability of any feasible mitigation measures is summarized in the Executive Summary Table S-1. ***Where feasible****, the proposed ordinance has incorporated language that would reduce potentially significant impacts; however, the following issue areas would remain significant and unavoidable:*
[Following in the PEIR is an extensive summary list of the significant, intended, and unwarranted adverse effects.]

6

C-9 The phrase "significant and unavoidable" is a term used in a CEQA document to express that after an impact is determined to be significant, there is no feasible mitigation available that would reduce the impact to less than significant levels. This is an acceptable finding under CEQA (see CEQA Guidelines Section 15091(a)(3)). The purpose of CEQA is to fully disclose all potential impacts from a project.

C-10 See response to comment C-8. Comment noted. This comment does not suggest an inadequacy in the analysis of the PEIR.

C-11 The objectives of the project are listed in PEIR Section 3.3. Potential impacts associated with GHG are analyzed in PEIR Section 4.6. As discussed therein, the proposed project would be consistent with the General Plan's City of Villages strategy, and the City's Climate Action Plan (CAP) by incentivizing high-density multi-family housing development within TPAs. As the proposed project is intended to support citywide GHG emissions reduction targets under the CAP through implementation of GHG efficient land use strategies, impacts related to GHG emissions would be less than significant.

With respect to increasing traffic, potential impacts associated with transportation are analyzed in PEIR Section 4.13. The evaluation of potential transportation impacts associated with transportation reflects the programmatic analysis for the proposed project,

C-11 (cont.)

consistency with Senate Bill 743, and the most recent CEQA Guidelines Appendix G. Specifically, PEIR Section 4.13.4 (Issue 2) analyzes whether the proposed project would meet VMT standards set by SANDAG. Overall, although the proposed project is anticipated to result in the implementation of infrastructure improvements that could result in per capita VMT reductions, at a programmatic level, impacts are determined to be significant and unavoidable because it is unknown at this level of review whether future improvements would be implemented at the time a future development project's VMT impacts could occur and whether those impacts would be mitigated to a less than significant level. A Statement of Overriding Considerations will be considered by the City prior to approval of the proposed project.

The proposed project Housing Program and Mobility Choices Program includes public infrastructure requirements that would provide for additional transportation infrastructure and amenities to support reductions in individual automobile use, thereby reducing demands on roadways.

C-12 The majority of this comment reiterates the language as it appears in PEIR Section 7.1. References in the FPEIR text to Table S-1 have been revised to refer to Table ES-1, for consistency with the table. This is not a substantive revision and does not affect the adequacy of the PEIR.

Comments:

(a) Presumably "Executive Summary Table S-1" refers to Table ES-1. The Housing Industry and its allies in City Government should have been as careful with their wording and proofreading as they were to make sure the wording of the HIGAS protects the interests of the Housing Industry. **It is recommended that the PEIR be carefully proofread and vetted for all topics, not just those which protect the interests of the Housing Industry.**

(b) One might comment on the Significant, Intended, and Unwarranted Impacts in Section 7.1 However, the listing of these by its advocates (the Housing Industry and its allies in the City Government) is more damning than anything an outsider could say.

C-13 (c) The HIGAS alludes to the "applicant's willingness to implement all feasible mitigation measures" and "Where feasible, the proposed ordinance has incorporated language that would reduce potentially significant impacts." Utter nonsense. Unless, of course, "feasible" means "can be implemented without reducing profits of the Housing Industry." Mitigation is notably absent from the HIGAS.
It is recommended that the PEIR state in Section 7.1: In this context, "feasible" means "will not reduce the options available to or the profits of developers and property owners, especially owners of upzonable properties in areas to which these Regulations apply."

C-14 That is, the HIGAS was chosen by and for the Housing Industry and its allies in City Government in spite of superior alternatives which might not have been as profitable for the Housing Industry.

It is recommended that, at the least, the PEIR should spell out the reasons why the HIGAS did not include provisions which are both environmentally superior and more attuned to the interests, needs, and quality of life of the People of San Diego.

One speculates that the Housing Industry and its allies in the City Government were unable to give reasons without failing the Pinocchio Test.

As noted above, one option which would decrease traffic congestion, decrease greenhouse gas emissions, increase use of mass transit, and have fewer adverse effects on the quality of life of the People of San Diego would be to require beyond-token amounts of affordable housing, say, 75% in Transit Priority Areas.

Another more-than-feasible mitigation measure that would decrease traffic congestion, decrease greenhouse gas emissions, increase use of mass transit, and have fewer adverse effects on the quality of life of the People of San Diego is at the end of this discussion (see the paragraph beginning, "A final thought…").

C-15 4. "So sue us! We can spend your own money to fight you!"

The HIGAS PEIR is clearly an open invitation to lawsuits about the City's dereliction of its duty to the environment and to the quality of life of the People of San Diego. In a way, it is surprising that the City Attorney's office did not tell City officials that the HIGAS would be an open invitation to lawsuits and would be impossible to defend or justify in court. One possibility is that the HIGAS could be considered to be a full employment, make-work project for City attorneys and outside counsel.

Two recommendations are appropriate here:

1. The HIGAS and its PEIR should be completely rethought and rewritten to protect the environment and the quality of life of the People of San Diego, rather than to protect the options available to and the profits of the Housing Industry, and thereby make lawsuits against the HIGAS and its EIR unnecessary. (Lots of luck with that!)

2. A Chapter 11.0 be added to the PEIR, to read along the lines of:
Chapter 11.0 Legal Defense
The so-called "Complete Communities" Plan, Regulations, and EIR are likely to be so deficient, so detrimental to the environment, and so detrimental to the quality of life of the People of San Diego that it is

7

C-13 The PEIR relies on the definition of feasibility as it appears in CEQA Guidelines Section 15364: "Feasibility" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

C-14 Alternatives to the proposed project are analyzed in PEIR Chapter 8. These alternatives include the No Project Alternative, Limited Transit Priority Area Alternative, and the Incentives Available Citywide Except Height Incentive Alternative. These alternatives represent a reasonable range of alternatives as required by CEQA Guidelines Section 15126.6 and, as highlighted in Chapter 8, were selected in consideration of the following factors:

- The extent to which the alternative would feasibly accomplish most or all of the basic objectives of the proposed project;
- The extent to which the alternative would avoid or substantially lessen any of the identified significant environmental effects of the proposed project.
- 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]).

While there may be other possible alternatives, CEQA does not require all possible options to be evaluated.

highly probable that lawsuits against them defended by the City of San Diego will be successful, at considerable cost (potentially in the tens of millions of dollars) to the taxpayers of San Diego for litigation by the City Attorney, outside counsel, and both judgments and legal fees for plaintiffs likely to be awarded by a court. Consequently, legal defense of such a Plan, Regulations, and EIR is to be undertaken, not by the City of San Diego, but by members of the Housing Industry, who are the only entities who will significantly benefit and, more important, profit by enactment of the Plan and its Regulations.

The HIGAS and its PEIR makes a mockery of Community Planning Groups and existing protections such as Overlay Zones, a clear invitation to litigation.

(a) First, there is likely to be litigation because the City Government, in its headlong rush to approve the HIGAS, is failing to follow well-established procedures with respect to community input in the planning process, including taking seriously input from Community Planning Groups. Incompatibility with existing Community Plans and Overlay Zones is obviously subject to litigation.

(b) Here's a specific example of likely litigation, which comes from the HIGAS *de facto* rescission of Community Plans and Overlay Zones. There are roughly 200 homes in the Bay Park neighborhood with views over Mission Bay and/or the Pacific Ocean, with protection of such views a long-established City priority through the Clairemont Mesa Height Limitation Overlay Zone, and recently incorporated in the Morena Corridor Specific Plan approved by the City Council. A reasonable estimate is that the value of a typical one of these homes will be lowered by approximately $100,000 by *de facto* rescission of the Overlay Zone and building of high rises along Morena Blvd. Such an action may well be regarded as a taking (inverse condemnation) by the City. Claims and an eventual lawsuit against the City for this action could be on the order of $20 million or even more (at a minimum, 200 homes at $100,000). The amounts could be even larger if the discovery process finds that the HIGAS was corruptly approved. Attorneys have advised that there are a number of complex legal issues involved with such potential claims and lawsuits, so it is likely to be a drawn-out process. It should be noted that the homes which will be affected are typically well over $1 million in value, with the owners having incomes well into six figures, so the owners will well be able to afford the costs of extensive litigation.

The City has a long history of inviting litigation, paying fees for both City attorneys and probably "grateful and generous" outside counsel, and paying large settlements as well as legal costs in preference to trimming trees properly, repairing streets and sidewalks, etc. Presumably the City's position with respect to the HIGAS is that the City can hire unlimited numbers of attorneys at the expense of the People of San Diego to, in effect, fight against the interests of the People of San Diego who are paying the bills for the attorneys, with the expectation that the opponents of the HIGAS will run out of money. This may well happen. All one can hope is that a legal determination will be made that the HIGAS was developed corruptly as well as incompetently, that City officials will be sanctioned for their complicity, and that the opponents will be awarded both compensatory and punitive damages as well as legal fees. One can dream.

C-16 **A final thought:** Just one environmentally superior very, very feasible alternative. There has been much to-do about the City's decision that on-site parking need not be provided in developments close to transit hubs, a decision which is also incorporated in the HIGAS. This decision clearly was made to maximize the profits of the Housing Industry, not to increase use of mass transit. It is generally accepted that 20%-25% of the expected residents in such developments will use mass transit; the others will be fighting their way onto already-congested freeways and surface streets, adding to pollution and greenhouse gas emissions. Well-to-do residents of "market rate" dwellings are especially unlikely to mix with the rabble on mass transit. Also, the vehicles belonging to the residents of such developments will be parked overnight on nearby streets, competing for curb space with established residents and cluttering residential neighborhoods. But not having to provide on-site parking will be a financial boon for the Housing Industry – parking places are an expensive use of space.

8

C-15 The PEIR has been prepared consistent with the rules and requirements of CEQA and the State CEQA Guidelines. Data is presented in a way to provide an understandable and objective assessment of project impacts. The purpose of the PEIR is to disclose potential impacts of the project to the public. Consistent with CEQA Guidelines, potential impacts are identified, including whether impacts may be significant and unavoidable. Refer to PEIR Section 4.1.4 (Issues 1 and 3) regarding consistency with applicable plans and regulations. For more information regarding public outreach, please visit the Complete Communities Initiative website at https://www.completecommunitiessd.org/.

C-16 With respect to parking, the proposed project does not modify existing parking regulations. Furthermore, parking availability is not an issue subject to CEQA analysis. High density residential development near high-quality transit is a focus of the City General Plan City of Villages strategy, the City's CAP, and is consistent with SANDAG strategies identified in The Regional Plan. Placing high density near transit would encourage increased transit use and potential reductions in individual automobile use. The intention of the project is to support and encourage transit ridership, and increased bicycling and walking within the project areas. The project requires new development within the project areas to install mobility improvements for pedestrian, bicycle, and transit amenities, and to foster increased safety for all forms of transportation.

C-17 What else could have been done? Simple and obvious, with three parts.

(1) Have any plans for such development include zone parking, with residents of such developments precluded from overnight street parking close to their residences.

(2) Have a stipulation that residents of such developments cannot regularly use vehicles in excess of the parking places allotted (or rented to them), with eviction or severe fines as a penalty.

(3) Require rental agreements for such developments to include all-access rapid transit passes for their residents.

There are housing developments in other states with similar stipulations. Why wasn't such a simple and obvious solution part of the HIGAS? The reason is also simple and obvious. Such parking restrictions would make the developments less attractive to typical prospective tenants or buyers who believe that a requirement for living in California is that there must be a minimum of one vehicle per driver in a household; and providing transit passes would add to the costs of the Housing Industry. That is, such stipulations would potentially lower the profits of the Housing Industry, making them a non-starter for the City Government. In San Diego, the song "Whatever Lola wants, Lola gets…" becomes "Whatever the Housing Industry wants, the Housing Industry gets…." And the beat goes on.

9

C-17 The commenter's suggestions relating to parking regulations are noted. This comment does not suggest an inadequacy in the analysis of the PEIR. Refer to response to comment C-16.

Attachment to Letter C

MayorPlanEIRComments

Walter J. Deal
2252 Frankfort St.
San Diego, CA 92110

C-18 The attached document gives my comments and recommendations for the PEIR on the so-called "Complete Communities" plan.

Moderate income means any household whose income exceeds 80 percent but does not exceed 120 percent of the median income as adjusted for household size as defined by the U.S. Department of Housing and Urban Development for the San Diego Standard Metropolitan Statistical Area.

Low income means any household whose income exceeds 50 percent but does not exceed 80 percent of the median income as adjusted for household size as defined by the U.S. Department of Housing and Urban Development for the San Diego Standard Metropolitan Statistical Area.

Very low income means any household whose income does not exceed 50 percent of median income as adjusted for household size as defined by the U.S. Department of Housing and Urban Development for the San Diego Standard Metropolitan Statistical Area.

Affordable Housing? – Do the Math

Notes:

1. I won't bother with considering prices for dwelling units that will be sold. Affordability depends very greatly on interest rates, etc., and it's almost impossible to do meaningful calculations.

2. The Housing Industry could, of course, offer dwelling units at less than the maximum rates allowable under the proposed regulations. They could also offer annual free Hawaiian vacations to renters.

§143.1002 When the Complete Communities Housing Solutions Regulations Apply

Selected portions:

C-18 The attachment to the comment letter discusses affordable housing calculations and does not suggest an inadequacy in the analysis of the PEIR. See responses to comments C-3 and C-7.

(a)(1)(C) (C) The affordable dwelling units may be provided through either of the following means:

(i) A portion of the total dwelling units in the development ***being reserved for*** *very low income, low income, median income, or moderate-income households in accordance with* ***Section 143.1004****; or*

§143.1015 Required Provision of Affordable Dwelling Units

(1) Provides a minimum number of affordable dwelling units in accordance with all of the following:

(A) Ten (10) percent of the dwelling units within the development, excluding any additional dwelling units allowed under a floor area ratio bonus, shall be constructed at the following affordability levels:

(i) Rental dwelling units ***shall be made available for*** *rent by very low income households or low income households at a cost, including an allowance for utilities, that does not exceed 30 percent of 60 percent of the area median income, as adjusted for household size.*

(B) An additional ten (10) percent of the dwelling units within the development, excluding any additional dwelling units allowed under the floor area ratio bonus shall be affordable to households whose income does not exceed 120 percent of the area median income, as adjusted for household size.

(i) Rental dwelling units ***shall be made available for*** *rent by very low income households or low income households at a cost, including an allowance for utilities, that does not exceed 30 percent of 120 percent of the area median income, as adjusted for household size.*

Math and Comments:

1. Section 143.1004 is mentioned in the proposed code sections above. I haven't been able to find such a Section anywhere in the proposed Regulations (??).

2. As noted previously, the 2019 AMI is $86,300, or about $7,190 per month, and probably will be higher by the time these Regulations become effective. If one uses a different AMI, the absolute dollar figures change. However, the percent of monthly income for housing costs for the so called "Complete Communities" (see below: 30% or more for very low income households, and 45%-72% for low income) don't change.

In the City's definition of terms:

Very low income means incomes below 50% of the AMI, that is, below about $3,595 per month.

Low income means between 50% and 80% of AMI, or between about $3,595 and $5,750 per month.

The two sections (i) above say that the dwelling units available to very low income households will be at a cost in 2019 dollars not more than about $1,295 per month (30% of 60% of the AMI), so such households would have monthly housing costs greater than or equal to 30% of their monthly income. The dwelling units available to low income households will be at a cost not more than about $2,590 per month (30% of 120% of the AMI), so such households would have monthly housing costs between about 45% and 72% of monthly income. I won't bother with the ludicrous possibility of very low income households trying to afford $2,595 per month housing cost, even though such dwelling units will be "available" to them.

In short, the so-called "affordability" stipulations won't make much affordable housing available.

3. Note the careful wording: The regulations mention "A portion of the total dwelling units in the development being reserved for… in accordance with Section 143.1004" – a Section that apparently doesn't exist.

Then in the details the language switches to "Rental dwelling units shall be made available for." "Available for rent" is very different from "reserved for rent." A Rolls Royce is available for me to buy; that doesn't mean one is reserved for me to buy at a price I can afford. The Housing Industry was very clever in its bait ("reserved for") and switch ("shall be available for").

In short, developers and rental agents can make dwelling units "available" to anyone, including very low income and low income households. If these households can't afford the housing cost (30% or more of the income of very low income households, or 45%-72% of the monthly income for low income residents), then the dwelling units can be rented to someone who can.

An additional factor is that, if the rental rates are low relative to other local rental rates, the developers and rental agents can demand extra fees to make up the difference – price-gouging that's very hard to police.

Letter D

DELANO & DELANO

March 12, 2020

VIA E-MAIL

Oscar Galvez
Environmental Planner
City of San Diego
9485 Aero Drive, MS 413
San Diego, CA 92123

Re: Complete Communities: Housing Solutions and Mobility Choices Draft EIR

Dear City of San Diego:

This letter is submitted on behalf of Uptown United, a community organization, in connection with the proposed Complete Communities Program ("Program") and related Draft Environmental Impact Report ("EIR").

D-1

I. Introduction

The California Environmental Quality Act ("CEQA"), Pub. Res. Code §§ 21000 – 21177, must be interpreted "so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language." *Friends of Mammoth v. Board of Supervisors* (1972) 8 Cal. App. 3d 247, 259. If an EIR fails to provide agency decision-makers and the public with all relevant information regarding a project that is necessary for informed decision-making and informed public participation, the EIR is legally deficient and the agency's decision must be set aside. *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal. App. 3d 692, 712. An EIR is "aptly described as the 'heart of CEQA'"; its purpose is to inform the public and its responsible officials of the environmental consequences before they are made. *Laurel Heights Improvement Assoc. v. University of California* (1988) 47 Cal.3d 376, 392.

"An EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences." CEQA Guidelines § 15151. A sufficient EIR demonstrates "adequacy, completeness and a good-faith effort at full disclosure." *Berkeley Keep Jets Over the Bay Committee v. Board of Port Commissioners* (2001) 91 Cal.App.4th 1344, 1355 (quoting *Rio Vista Farm Bureau Center v. City of Solano* (1992) 5 Cal.App.4th 351, 368).

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D-1 The commenter's referenced citations to the CEQA Guidelines are noted.

LETTER

II. The DEIR's Discussion of Project Impacts is Deficient

D-2 Remarkably, the EIR fails to apply the City's own CEQA Significance Determination Thresholds ("City CEQA Thresholds"), which are attached hereto and hereby incorporated by reference. Those thresholds identify several relevant criteria for consideration of environmental impacts, which the EIR ignores. For example:

D-3 1. The EIR fails to address potential impacts to air quality by assessing whether the activity would exceed 100 pounds per day of Particulate Matter or result in substantial alteration of air movement. City CEQA Thresholds at 6; *see* EIR at 4.2-11.

D-4 2. The EIR fails to address potential impacts to biological resources by assessing whether the activity could introduce land use within an area adjacent to MHPA that would result in adverse edge effects or introduce invasive species of plants into a natural open space area. City CEQA Thresholds at 20; *see* EIR at 4.3-21.

D-5 3. The EIR fails to address potential impacts to land use by assessing whether the activity would "conflict with the environmental goals, objectives and recommendations of the community plan in which it is located" or physically divide an established community. City CEQA Thresholds at 45; *see* EIR at 4.1-9.

D-6 4. The EIR fails to address potential noise impacts by assessing whether the activity will cause impacts to sensitive wildlife. City CEQA Thresholds at 53; *see* EIR at 4.10-16.

D-7 5. The EIR fails to address potential impacts to public services by assessing whether the activity would:
   a. "conflict with the community plan in terms of the number, size, and location of public service facilities." City CEQA Thresholds at 60; *see* EIR at 4.12-5.
   b. "provide for adequate SDFD access …." *Id.*
   c. "substantially affect Police or Fire-Rescue response times." *Id.*
   d. Comply with the General Plan's guidelines and standards for libraries. City CEQA Thresholds at 61 – 62; *see* EIR at 4.12-5.
   e. Comply with the General Plan's guidelines and standards for parks and recreation resources. City CEQA Thresholds at 62; *see* EIR at 4.12-5.

D-8 6. The EIR fails to address potential impacts to transportation, circulation or parking by assessing whether the activity would:
   a. result in any intersection, roadway segment, or freeway segment to operate at LOS E or F. City CEQA Thresholds at 72; *see* EIR at 4.13-13.
   b. result in any ramp meter location having delays above 15 minutes. *Id.*
   c. "result in the construction of a roadway which is inconsistent with the General Plan and/or a community plan." *Id.*
   d. "result in a substantial restriction in access to publicly or privately owned land." *Id.*

RESPONSE

D-2 The City has identified appropriate thresholds of significance based on the programmatic scope of the environmental document and has provided an adequate level of analysis and disclosure of potential impacts, as further discussed in the responses that follow.

D-3 See response to comment D-2. The screening level of 100 pounds of particulate matter is identified in PEIR Table 4.2-4, which identifies the San Diego Air Pollution Control District (SDAPCD) trigger levels that determine when a new or modified stationary source would require an air quality analysis. These trigger levels are used by the City in its CEQA Significance Determination Thresholds (City of San Diego 2016) as one of the considerations when determining the potential significance of air quality impacts for projects within the City. However, these thresholds are only appropriate for a project-level analysis and not a program-level analysis of build-out of all the project areas. These project level thresholds are used in the evaluation of hypothetical projects (see PEIR Section 4.2.5 Issue 2) which represents an analysis of the potential impacts that could occur from development allowed under the Complete Communities: Housing Solutions Program (Housing Program). Although both hypothetical scenarios detailed in the PEIR would result in less than significant emission impacts, the PEIR concludes under Threshold 2 (Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?) that although future individual projects (as depicted in the hypothetical scenarios) could be below emission standards (i.e., 100 pounds of particulate matter), the exact number and timing of individual development projects and infrastructure improvements that could occur as a result of implementation of the proposed project are unknown at the program level. Therefore, it is disclosed that construction-related air quality impacts resulting from the proposed project would be significant and unavoidable.

A Statement of Overriding Considerations would be considered by the City upon approval of the proposed project.

	D-4 See response to comment D-2. Whether the proposed project would result in a conflict with the provisions of the MHPA is analyzed in PEIR Section 4.3.4 (Issue 5). As analyzed in PEIR Section 4.3.4 (Issue 5), no conflicts between the proposed project and the City's Multiple Species Conservation Program (MSCP) Subarea Plan were identified. Pursuant to the City's Environmentally Sensitive Lands (ESL) Regulations, future developments that occur adjacent to the City's Multi-Habitat Planning Area (MHPA) lands and/or the Vernal Pool Habitat Conservation Plan (VPHCP) preserve areas would be required to comply with the City's MSCP Subarea Plan Land Use Adjacency Guidelines and/or the VPHCP's Avoidance and Minimization Measures. Although a portion of the project areas are located within the MHPA, implementation of the City's ESL Regulations during future subsequent project-level project review would ensure the application of the MHPA Land Use Adjacency Guidelines. Therefore, impacts related to consistency with the MSCP Subarea Plan/MHPA adjacency would be less than significant. D-5 See response to comment D-2. As the project areas are located in Community Plans throughout the City, the evaluation of plan consistency defers to consistency with the General Plan, which serves as the overarching planning document in the City. All community plans within the City are required to be consistent with the General Plan. Please see PEIR Section 4.1.4, Issue 1 and Appendix B, General Plan Policies Consistent with Complete Communities: Housing Solutions and Mobility Choices for discussion of General Plan consistency. In addition, the development potential associated with the proposed project would be consistent with overall densities evaluated in recent community plan updates (CPUs) and would be consistent with the land use analysis from recent CPU environmental impact reports (EIRs). With respect to whether the project would physically divide an existing community, the proposed project is intended to incentivize housing construction, affordability, and supply to achieve planned residential buildout throughout the City (see PEIR Section 3.1).

D-5 (cont.)

Housing developed under the Housing Program would only occur within TPAs that are currently zoned to allow multi-family housing. Infrastructure improvements would occur within existing development footprints or within existing public rights-of-way. Thus, the proposed project would not physically divide a community, but rather allow the development of additional housing within a community.

D-6 The MHPA Land Use Adjacency Guidelines are incorporated into applicable permit conditions during the development review phase of a proposed project. These guidelines address noise as it relates to wildlife within and adjacent to the MHPA. See response to comment D-4.

D-7 See response to comment D-2. As discussed throughout PEIR Section 4.12, the location and need for potential future facilities, including fire, police, libraries, and parks/recreation cannot be determined at this program level of analysis. Therefore, potential environmental impacts associated with construction of public service facilities are determined to be significant and unavoidable. A Statement of Overriding Considerations would be considered by the City upon approval of the proposed project.

D-8 See response to comment D-2. The evaluation of potential impacts associated with traffic reflect the programmatic analysis for the proposed project, consistency with Senate Bill 743, and the most recent CEQA Guidelines Appendix G which refers to VMT rather than level of service. Congestion, delay, and parking are no longer issues to be evaluated in CEQA documents. The project would not adversely affect accessibility to public facilities as a purpose of the project is to support improvements to multi-modal transportation options including pedestrian, bicycle and transit accessibility.

e. "substantially affect the availability of parking in an adjacent residential area." City CEQA Thresholds at 73; *see* EIR at 4.13-13.
f. "severely impede the accessibility of a public facility." *Id.*

III. The DEIR's Discussion of Mitigation and Alternatives is Deficient

D-9 CEQA contains a "substantive mandate" that agencies refrain from approving a project with significant environmental effects if "there are feasible alternatives or mitigation measures" that can substantially lessen or avoid those effects. *Mountain Lion Foundation v. Fish and Game Comm.* (1997) 16 Cal.4th 105, 134; Pub. Res. Code § 21002. It "requires public agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects." *Sierra Club v. Gilroy* (1990) 222 Cal.App.3d 30, 41. The DEIR is required to consider and the City is required to adopt feasible mitigation and alternatives that can lessen or avoid the significant Project impacts. *City of Marina v. Board of Trustees of the California State Univ.* (2006) 2006 39 Cal.4th 341, 360; *see also* CEQA Guidelines § 15126.6(b).

A. The EIR's Discussion of Mitigation is Insufficient

D-10 The EIR acknowledges significant impacts to "air quality; biological resources; historical, archaeological, and tribal cultural resources; hydrology and water quality; noise; public services and facilities; transportation and circulation; public utilities and infrastructure; wildfire; and visual effects and neighborhood character." EIR at 8-1. Yet the EIR fails to adequately discuss or consider feasible mitigation to address any of these several significant impacts. *See id.* at 7-1 to 2. This failure is repeated several times. For example:

1. In discussing air quality impacts, the EIR acknowledges: (1) direct and cumulative impacts associated with conflicts with air quality plans; (2) direct and cumulative impacts to air quality standards; and (3) direct impacts associated with carbon monoxide hot spots. EIR at 4.2-14, 17 & 19. It states: "No additional feasible mitigation measures beyond what is included in the proposed project have been identified." *Id.* at 4.2-29.
2. In discussing impacts to biological resources, the EIR states: "impacts to sensitive habitats associated with potential future discretionary development under the Housing Program would be significant." *Id.* at 4.3-23. It also states: "impacts [to wetlands] associated with potential future discretionary development … would be potentially significant." *Id.* at 4.3-25. Yet there is no discussion of any potential mitigation.
3. In discussing impacts to historical, archaeological, and tribal cultural resources, the EIR states: "potential impacts to individual resources could occur where implementation of the proposed project would result in increased development potential, resulting in a significant impact to historic buildings, structures, or sites." *Id.* at 4.8-29. It also states: "potential impacts

D-9 The commenter's referenced citations to the CEQA Guidelines are noted.

D-10 As stated in the comment, the PEIR finds a number of significant and unavoidable impacts associated with the proposed project (see Table ES-1). "Significant and unavoidable" are impacts that are significant and there is no feasible mitigation available that would reduce the impact to less than significant levels. See CEQA Guidelines Section 15091(a)(3). Where appropriate, the proposed ordinances have incorporated development regulations that would serve to reduce potentially significant environmental impacts to the extent feasible. Additionally, the environmental analysis discusses how various existing regulations would apply to minimize potentially significant impacts. With respect to each identified issue area, impacts at the program level would remain significant and unavoidable because at this level of review, the exact location, orientation, number, and timing of individual development projects and infrastructure improvements that could occur as a result of implementation of the proposed project are unknown. Therefore, no feasible mitigation can be identified at this time.

to prehistoric and historic archaeological resources, sacred sites, and human remains would be significant." *Id.* at 4.8-31. And it states: "impacts to tribal cultural resources … would remain significant." *Id.* at 4.8-32. Yet there is no discussion of any potential mitigation.

4. In discussing impacts to hydrology and water quality, the EIR states: "riverine flooding impacts … [and the] potential risk of mudflow … would be significant and unavoidable." *Id.* at 4.9-26. Yet there is no discussion of any potential mitigation.
5. In discussing noise impacts, the EIR states: "potential ambient noise impacts to existing noise sensitive land uses would be significant." *Id.* at 4.10-18. It also states: "exterior noise exposure due to traffic-related noise impacts would be significant." *Id.* at 4.10-19. It states: "the proposed project could result in multi-family development in proximity to rail noise … [and] impacts would … be significant." *Id.* at 4.10-20. It asserts that impacts associated with non-compliance with the City's Noise Ordinance would be significant. *Id.* And it states: "Because noise levels due to construction in high-density areas could exceed the standards in the [Municipal Code], impacts would be potentially significant." *Id.* at 4.10-21. Yet there is no discussion of any potential mitigation.
6. In discussing impacts to public services and facilities, the EIR acknowledges impacts in all three areas: (1) direct and cumulative impacts to police protection, fire rescue services, schools, libraries, and parks and recreation; (2) direct and cumulative impacts associated with the deterioration of existing neighborhood parks and recreation facilities; and (3) direct and cumulative impacts associated with the construction or expansion of recreational facilities. *Id.* at 4.12-9 to 10. Yet it asserts: "No mitigation has been identified at this program level of analysis." *Id.* at 4.12-10.
7. In discussing impacts to transportation and circulation, the EIR states: "VMT impacts associated with development under the Housing Program located in less efficient VMT areas would be significant and unavoidable." *Id.* at 4.13-26. Yet there is no discussion of any potential mitigation.
8. In discussing impacts to public utilities and infrastructure, the EIR states: "direct and cumulative impacts related to the availability of water supplies based on existing projections could be significant due to the potential for increased density not considered in the water supply planning documents." *Id.* at 4.14-20. It also states: "both direct and cumulative impacts associated with construction of storm water, water distribution, wastewater, and communication systems could be significant." *Id.* Yet there is no discussion of any potential mitigation.
9. In discussing wildfire impacts, the EIR states: "the increase in the number of residents located within areas of risk of wildland fires could increase the exposure of people and structures to wildfires and impacts would be significant and unavoidable." *Id.* at 4.15-16. It also states: "impacts related to pollutant concentrations from a wildfire would be significant and unavoidable." *Id.* at 4.15-17. It states: "potential temporary or ongoing

impacts to the environment due to the installation or maintenance of infrastructure would be significant and unavoidable." *Id.* And it states: "based on the potentially significant flooding risk … related to development downstream of a provisionally accredited levy in Mission Valley, potential risks to flooding would also be significant and unavoidable." *Id.* Yet there is no discussion of any potential mitigation.

10. In discussing impacts to visual effects and neighborhood character, the EIR states: "impacts associated with scenic vistas and viewsheds would be significant and unavoidable." *Id.* at 4.16-9. It also states: "impacts associated with neighborhood character would be significant and unavoidable." *Id.* It states: "impacts associated with the loss of any distinctive or landmark trees or any stand of mature trees would be significant and unavoidable." *Id.* And it states: "future development under the Housing Program could result in substantial landform alteration," which would lead to significant and unavoidable impacts. *Id.* Yet there is no discussion of any potential mitigation.

D-11 The failure to discuss or consider feasible mitigation measures is particularly striking in light of the fact that the City has adopted mitigation measures when developing other program and plan documents. For example, the City adopted mitigation, monitoring, and reporting programs ("MMRP") associated with adoption of both the Downtown Community Plan and the Morena Corridor Specific Plan. Attached are copies of the MMRP's for both, which are hereby incorporated by reference. While neither completely eliminates significant impacts in each of the issue areas, both MMRP's identify several feasible mitigation measures to address significant impacts in some of the very areas the EIR here claims will remain significant and unavoidable. For example:

1. The Downtown Community Plan MMRP provides:
   a. Mitigation Measure AQ-B.1-1 to address air quality impacts associated with dust and construction equipment.
   b. Mitigation Measures HIST-A.1-1, HIST-A.1-2, and HIST-A.1-3 to address impacts to historic resources.
   c. Mitigation Measure HIST-B.1-1 to address impacts to archaeological resources.
   d. Mitigation Measures NOI-B.1-1 and NOI-B.2-1 to address noise impacts to noise-sensitive uses, Mitigation Measures NOI-C.1-1 and NOI-D.1-1 to address noise impacts associated with traffic, and Mitigation Measure LU-B.4-1 to address noise impacts associated with rail noise.
   e. Mitigation Measures TRF-A.1.1-1, TRF-A.1.1-2, and TRF-A.2.2-1 to address traffic impacts.
2. The Morena Corridor Specific Plan MMRP provides:
   a. Mitigation Measures TRANS 6.2-8 and TRANS 6.2-9 to address traffic improvements.

D-11 The development that would be authorized under the Housing Program would be approved with a ministerial building permit, without further discretionary review in most cases, unless other regulations such as the presence of ESL, requires a discretionary permit. Because future development that is approved with a ministerial building permit would not be subject to additional CEQA review, feasible mitigation measures in the form of additional regulations within the proposed project were identified and included. Additionally, where certain requirements were part of an existing regulation, those regulations were cited in the PEIR analysis as a means to reduce significant impacts. Mitigation measures referenced in the comment related to air quality and historic resources are both required through existing regulation. Thus, mitigation measures are not required to ensure their implementation. See for example, Section 4.2.2.3b for details of SDAPCD rules that would apply to all future development. Impacts to historic resources are addressed through application of the City's land development code, implementation of Historical Resources Regulations and Guidelines, in addition to development regulations identified in the proposed ordinance (refer to PEIR Section 4.8.4).

Regarding noise impacts, the PEIR analysis contained in Section 4.2.4 identifies the various regulations that would result in reduction in potential noise impacts. For example, the California Building Code would require future projects to demonstrate compliance with the relevant interior noise standards through submission and approval of a Title 24 Compliance Report. The analysis additionally addresses the potential for impacts to occur, similar to what was analyzed in recent CPU EIRs. For each of these impact areas, the analysis conservatively concludes that impacts would be significant and unavoidable due to the lack of project specific development details available to ensure impacts would be less than significant in all cases.

	D-11 (cont.) The referenced mitigation measures regarding traffic are related to impacts based on level of service (congestion and delay), that are no longer the appropriate threshold of significance under CEQA. The PEIR evaluated transportation impacts based on VMT in accordance with the updated CEQA Guidelines and Senate Bill 743.

b. Mitigation Measure NOISE 6.3-1 to address noise impacts during construction activities.
c. Mitigation Measure AQ 6.4-1 to address the plan's conflict with air quality plans and Mitigation Measure AQ 6.4-2 to address the plan's operational emissions.
d. Mitigation Measure HIST 6.5-1 to address impacts to historic sources.
e. Mitigation Measure HIST 6.5-2 to address impacts to archaeological and tribal cultural resources.

D-12 Additionally, it is remarkable the EIR acknowledges several General Plan standards (e.g., standards associated with public services and facilities, *see* EIR at 4.12-9 to 10), yet it fails to include as mitigation requirements that future projects implemented pursuant to the Program comply with such standards.

D-13 It is also remarkable there are standards in other planning documents, such as community plans, yet the EIR fails to include as mitigation requirements that future projects implemented pursuant to the Program comply with such standards.

D-14 In each instance, the City's claims "of infeasibility [are not] supported by substantial evidence," particularly since the EIR fails even to discuss or consider possible mitigation. *County of San Diego v. Grossmont-Cuyamaca Community College Dist.* (2006) 141 Cal.App.4th 86, 100 (citing Pub. Res. Code § 21081.5; CEQA Guidelines § 15091(b)).

D-15 B. The EIR's Discussion of Alternatives is Insufficient

"Under CEQA, the public agency bears the burden of demonstrating that, notwithstanding a project's impact on the environment, the agency's approval of the proposed project followed meaningful consideration of alternatives." *Pesticide Action Network v. California Dept. of Pesticide Regulation* (2017) 16 Cal.App.5th 224, 247. As noted above, the EIR identifies several significant impacts. Yet it fails entirely to consider and analyze alternatives that would actually reduce or eliminate those impacts. "Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment [], the discussion of alternatives shall 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, or would be more costly." CEQA Guidelines § 15126.6(b) (emphasis added).

D-16 The EIR does identify what it claims is an environmentally superior alternative – the Limited Transit Priority Area Alternative 2A. EIR at 8-41. However, the EIR acknowledges this alternative would hardly reduce any significant impacts in relation to the Program's impacts; in fact, it "would not eliminate any significant impacts of the proposed project." *Id.*

D-12 As shown in PEIR Table 4.1-1, future development under the proposed project would be consistent with all relevant elements of the City's General Plan. With respect to public facilities in general and parks and recreational facilities, see response to comment D-7.

D-13 See response to comment D-5.

D-14 See responses to comments D-10 and D-11.

D-15 The commenter's referenced citations to the CEQA Guidelines are noted. Alternatives to the proposed project are analyzed in PEIR Chapter 8. These alternatives include the No Project Alternative, Limited Transit Priority Area Alternative, and the Incentives Available Citywide Except Height Incentive Alternative, and represent a reasonable range of alternatives as required by CEQA Guidelines Section 15126.6.

D-16 As detailed in PEIR Section 8.2.3, while the significant and unavoidable impacts related to air quality; historical, archaeological, and tribal cultural resources; hydrology and water quality; wildfire; and visual effects and neighborhood character would not be completely avoided, they would be reduced compared to the proposed project (see also Table 8-1 in the PEIR).

LETTER

City of San Diego
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D-17 Furthermore, the Program and its objectives are defined too narrowly, thereby resulting in a narrowing of the consideration of alternatives to the Program. *City of Santee v. County of San Diego* (1989) 214 Cal.App.3d 1438, 1455.

IV. The DEIR Should be Recirculated

D-18 The DEIR is sufficiently lacking that the only way to fix these issues is to revise it and recirculate an adequate report.

V. Conclusion

D-19 For the foregoing reasons, Uptown United urges you to reject the Program and EIR as drafted. Thank you for your consideration of these concerns.

Sincerely,

Everett DeLano

Enc.: 1. Downtown Community Plan MMRP
2. Morena Corridor Specific Plan MMRP
3. City of San Diego CEQA Significance Determination Thresholds

RESPONSE

D-17 The program objectives (as stated in PEIR Chapters 3 and 8) were developed by the City and are compliant with CEQA Guidelines Section 15124(b). The Guidelines require that a project description contain a statement of objectives sought by the proposed project and that the statement of objectives should include the underlying purpose of the project. The purpose of the proposed program is to provide a vehicle for the City to address housing needs reflected in multiple planning documents and to implement the City's General Plan and CAP. The objectives address those purposes, and also address City infrastructure and supporting environmental policy objectives including the construction of pedestrian, bicycle, and transit-oriented communities.

D-18 Pursuant to CEQA Guidelines Section 15088.5, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice. "Significant new information" requiring recirculation include, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.

(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (CEQA Guidelines Section 15088.5(a)). Moreover, recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR (CEQA Guidelines Section 15088.5(b)).

	D-18 (cont.) The revisions to the PEIR (shown in track changes throughout the document) includes very limited changes and corrections that supplements and clarifies the project and existing analysis and conclusions. Therefore, recirculation is not required. D-19 The commenter's opposition to the approval of the project is noted.

LETTER	RESPONSE
See Pages RTC-43-188 for Attachments to Letter D.	

Letter E

ENVIRONMENTAL HEALTH COALITION | 40 YEARS
2727 HOOVER AVE., SUITE 202 | NATIONAL CITY, CA. 91950 | (619)474-0220 | ENVIRONMENTALHEALTH.ORG

March 11, 2020

Oscar Galvez III
Environmental Planner
City of San Diego Planning Department
9485 Aero Drive, MS 413
San Diego, CA 92123
galvezo@sandiego.gov
PlanningCEQA@sandiego.gov

Subject: City of San Diego's Complete Communities: Housing Solutions/Mobility Choices Draft PEIR

Dear Mr. Galvez,

E-1 Environmental Health Coalition (EHC) is a 40-year-old environmental justice organization. EHC builds grassroots campaigns to confront the unjust consequences of toxic pollution, discriminatory land use, and unsustainable energy policies. Through leader development, organizing and advocacy, EHC improves the health of children, families, neighborhoods and the natural environment in the San Diego/Tijuana region.

The Complete Communities (Project) Draft PEIR's Housing Solutions is lacking in clarity and data. As such, it is difficult for the EHC to form a position on this Project and to understand what the potential impacts might be (e.g., gentrification, land use incompatibilities etc), particularly for environmental justice communities that historically have been most impacted by poor land use decisions. EHC requests that the City address the questions and comments below and consider recirculating the Draft PEIR.

E-2 1. There are currently State/City density bonuses/incentives that would apply to affordable housing projects within the Project area. Describe the relationship between existing State/City affordable housing density bonuses/incentives and this Project. Clarify and calculate what the ultimate/maximum buildout of affordable housing units would be under existing State/City affordable density bonuses/incentives and contrast those numbers against the Project by community planning group area. This analysis will be critical in understanding, quantifying, and evaluating the Project's ability to provide additional affordable housing.

E-1 Introductory comment is noted. Responses to individual comments follow. As further detailed in the responses that follow, the PEIR presented adequate information about the project and disclosure of potential impacts. Recirculation of the PEIR is not required.

E-2 The City's existing Affordable Housing Density Bonus Regulations, which implements the state density bonus regulations, is applicable to all residential development of five or more units. In contrast, the proposed Housing Program would provide incentives only for multi-family housing development that includes an affordable component located within zones that allow multi-family development and that are located within a TPA. Proposed affordable housing developments have the option to use incentives from either the Affordable Housing Density Bonus Regulations or the Complete Communities: Housing Solutions (Housing Program) ordinance, where applicable, but may not use both programs. Calculation of anticipated buildout of potential affordable housing units under the Housing Program was not undertaken as this would be considered speculative in nature. It is not known what individual sites will be developed or redeveloped. However, the City under its Regional Housing Needs Allocation (RHNA), has targets for development of affordable units. The Housing Program is intended to provide the necessary regulatory changes to help the City achieve the housing affordability targets of the City's RHNA. Refer to PEIR Section 3.2.3 for additional discussion of the City's RHNA and housing affordability targets.

E-3

2. Section 4.0 states that "For project areas located within community plan areas that have not undergone recent comprehensive updates, or approximately 54 percent of the project areas, it is assumed for purpose of this environmental analysis that densities allowed with adoption of the Housing Program could exceed development assumptions used in the environmental analysis completed for those community plans." List out the community planning areas that have not undergone a "recent comprehensive update". Explain the rational to only allowing greater densities in older community plans. How would the Project affect future community plan updates in terms of allowing greater densities?

E-4

3. Section 3.6 states that "Future development under the Housing Program would be processed with a ministerial review unless site-specific conditions such as impacts to Environmentally Sensitive Lands or historical resources or a Coastal Development Permit warrant a discretionary approval." Would City staff make this determination as to what warrants "site-specific conditions"? What is the process if the community disagrees with staff's assessment of "site-specific conditions"? Is there an appeal process, for instance? For example, would it be permissible to allow an affordable housing project to be located next to an existing industrial use or other large source of pollution through a ministerial review if there aren't any ESLs, historical resources, and/or required CDPs?

E-5

4. Figures 3-2 through 3-4 need to be parcel based and recreated by community plan area at a larger scale. These figures are not legible enough to understand if a particular parcel is affected or not. Please include the zoning maps and land use policy maps for all community plans affected along with the same layers/data displayed in Figures 3-2 through 3-4.

E-6

5. Are there specific requirements pertaining to the various categories of affordability? In other words, would it be possible to only produce moderate-income housing and still qualify?

E-7

Thank you for your time and consideration. I can be reached directly at 619-474-0220 x 104 and/or via email dannys@environmentalhealth.org should you have any questions regarding my comments.

Sincerely,

Danny Serrano, AICP
Campaign Director

cc:

Mike Hansen, Planning Director, City of San Diego
Brian Shoenfisch, Program Manager, City of San Diego
Mark Steele, Barrio Logan Community Planning Group Chair
Russ Connelly, City Heights Community Planning Group Chair

E-3 Refer to Section 4.0, Table 4-1 of the PEIR for a list of communities with a recent community plan update (CPU). The Housing Program would apply (and associated potential density increases) applies citywide to all areas within TPAs that are within a zone that allows multi-family development, regardless of the community plan. The discussion of recent CPUs with a recent update is provided because in those communities, densities were reevaluated using current policies and the existing density allowances adopted with the respective CPU EIRs are not likely to be exceeded. In communities without a recent CPU, the project could result in densities in excess of what was evaluated in those CPU EIRs. Refer to PEIR Section 4.0 for further discussion related to this topic.

E-4 The site-specific conditions that would trigger discretionary review are detailed in the City's Environmentally Sensitive Lands (ESL) Regulations (San Diego Municipal Code [SDMC] Chapter 14, Article 3, Division 1). Refer to PEIR Section 4.3.2.3c for discussion of how the ESL Regulations would apply to future projects.

All development projects with the potential to affect historical resources, such as designated historical resources, historical buildings, landscapes, objects, and structures; important archaeological sites; tribal cultural resources; and traditional cultural properties are subject to the City's Historical Resources Regulations (SDMC Chapter 14, Article 3, Division 2) and Historical Resources Guidelines. Refer to PEIR Section 4.8.4 for a discussion of how the Historical Resources Regulations and Historical Resources Guidelines would apply to future projects.

With regards to Coastal Development Permits, determinations would be made in accordance with the City's Land Development Code.

	E-5 Comment noted. The information contained in Chapter 3.0 of the PEIR contains adequate information about the applicability of the various components of the project to allow disclosure of potential impacts. E-6 Comment noted. This comment does not relate to the adequacy of the PEIR. For specific details of the affordability requirements of the project, refer to the complete text of the proposed Complete Communities: Housing Solutions ordinance. E-7 Comment noted.

Letter F

HechtSolberg

RICHARD A. SCHULMAN
E-Mail: rschulman@hechtsolberg.com

March 12, 2020

Via Electronic Mail Only
PlanningCEQA@sandiego.gov

Oscar Galvez
Environmental Planner
Planning Department
9485 Aero Drive, MS 413
San Diego, California 92123

Re: Complete Communities Program Environmental Impact Report

Dear Mr. Galvez:

F-1 This firm represents Alexandria Real Estate Equities, Inc. ("ARE"). ARE develops and owns scientific research projects that provide employment for thousands of San Diegans. We appreciate the City's extension of the time to comment on the Complete Communities Program Environmental Impact Report ("PEIR"). The PEIR itself is a thorough analysis whose authors deserve praise. Our concerns relate to the interaction between the PEIR and the underlying program documents. Our comments will address the drafts of the program documents that are available on line as of the morning of March 10, 2020.

F-2 First, the PEIR's transportation impact analysis is premised on the assumption that future development will generate vehicle miles traveled ("VMTs") based on where each project will be built; for example, development in areas that, according to SANDAG's maps, currently have higher-than-average VMTs will themselves generate higher-than-average VMTs. SANDAG's maps are valuable for understanding existing conditions, but their value in predicting the character of development is very dubious, especially given the volume of state and local regulations that will reduce the VMTs and greenhouse gas ("GHG") emissions of future development.

Thus, it is essential that individual projects be allowed to show that they will not cause significant VMT impacts. Allowing individualized analyses of future projects is consistent with the concept of a "program" EIR, but despite some helpful hints, neither the proposed regulations nor the PEIR clearly allow it now. This could be accomplished simply by adding to the Transportation Study Manual a sentence such as, "Nothing herein precludes individual projects from demonstrating, based on substantial evidence, that they will generate fewer vehicle miles traveled." Although this change would occur in one of the underlying regulations, it would avoid an uncertainty in the PEIR's analysis of the impacts of those regulations.

F-3 Second, the exemptions from the proposed ordinance are inconsistent, which renders uncertain the PEIR's analysis of the program's potential environmental impacts and mitigation. Section 143.1102(a)(6) exempts all industrial uses from the ordinance. However, subdivisions (b) and

F-1 Introductory comment is noted.

F-2 Comment noted. The SANDAG VMT maps are a regionally available tool to predict VMT per capita and employee by location. While there will be variation in VMT per capita and employee depending on a particular land use, this regional tool provides an estimate of average VMT per capita and employee that is based on the best available data. As discussed in PEIR Section 4.13.4 (Issue 2), although the proposed project is anticipated to result in the implementation of infrastructure improvements and a more efficient land use pattern that could result in per capita VMT reductions, at a programmatic level, impacts are determined to be significant and unavoidable because it is unknown at this level of review whether future improvements would be implemented at the time a future development project's VMT impacts could occur, and whether those impacts would be mitigated to a less than significant level.

F-3 The ordinance is not intended to apply to industrial development. This has been clarified in the ordinance and the PEIR analysis is adequate without revision.

(c) of Section 143.1103 purport to apply to (and impose a fee on) "all" development within the specified Mobility Zones; they only recognize exceptions created by themselves, i.e., by subdivisions (b) and (c) of §143.1103. Thus, scientific research (industrial) projects might or might not be exempt, an uncertainty which affects the adequacy of the PEIR's environmental analysis.

F-4 Our understanding is that the City intended to exempt all of the development in the broad exemption (in §143.1102) and that the narrower clauses (in §143.1103) were simply not written clearly. Thus, a simple fix would delete the introductory clauses from Section 143.1103(b) and (c) and replace them with, "Unless exempt by this Division ..." Again, although this change would occur in one of the underlying regulations, it would avoid uncertainty in the action that the PEIR analyzes.

F-5 These two concerns combine in the context of the proposed fee program. The fee program does not currently exist, which renders it unreliable as mitigation. Even more important from a practical perspective, our understanding of the numbers is that a VMT mitigation fee for Mobility Zone 4 would make every project there economically infeasible. Failing to clearly authorize individualized analyses, especially if the fee were required of every industrial project, would eliminate thousands of jobs without providing any corresponding environmental benefit.

F-6 Finally, the PEIR assumes that VMTs will be the only authorized metric to analyze transportation impacts. However, the governing statute (PUBLIC RESOURCES CODE §21099), which overrides any conflicting regulation, allows cities to consider other standards pursuant to "local general plan policies, zoning codes, conditions of approval, thresholds, or any other planning requirements pursuant to the police power or any other authority." Several of the City's governing documents, such as the Mira Mesa, Rancho Penasquitos, and College Area community plans, seek solutions for traffic problems based on congestion; they either use the word "congestion" or seek intersection improvements to reduce congestion and delay.

The City's proposed new significance threshold preserves an obligation to satisfy other regulations, so it does not expressly eliminate such non-VMT metrics. If the City intends to eliminate all non-VMT metrics, we suggest that the program documents and PEIR say so clearly, for example by saying that, "VMT is the sole measure of transportation and related impacts such as consistency with plans that address transportation." Again, this would avoid uncertainty in the PEIR's discussion of the regulations whose impacts it analyzes.

Thank you again for the opportunity to comment.

Very truly yours,

Richard A. Schulman
HECHT SOLBERG ROBINSON GOLDBERG & BAGLEY LLP

RAS:cas
075043-55 4846-6808-6199 v.2
cc: Client

F-4 This has been clarified in the ordinance and the PEIR analysis is adequate without revision.

F-5 Comment noted. This comment does not suggest an inadequacy in the analysis of the PEIR. Findings and a Statement of Overriding Considerations will also be adopted by the City Council, prior to approval of the project. With regard to compliance with the regulations for industrial projects referenced by the commenter, the project proposes exemptions for industrial development within Mobility Zone 4. Additionally, compliance with the Mobility Choices regulations would be mitigation to the extent feasible, and the PEIR is intended to cover such projects.

F-6 The City thresholds have been updated consistent with Senate Bill 743, and the most recent CEQA Guidelines Appendix G.

Letter G

Rancho Bernardo Community Planning Board

12463 Rancho Bernardo Road #523, San Diego, CA 92128
www.rbplanningboard.com

March 10, 2020

Oscar Galvez, Environmental Planner
City of San Diego, Planning Department
9485 Aero Drive, MS 413
San Diego, CA 92123
PlanningCEQA@sandiego.gov (Complete Communities Draft PEIR)

SUBJECT: Comments on the Draft Program Environmental Impact Report for Complete Communities: Housing Solutions and Mobility Choices San Diego, California

Dear Mr. Galvez:

G-1 On February 20, 2020, the Rancho Bernardo Community Planning Board (Planning Board) reviewed the Draft Program Environmental Impact Report (PEIR) for Complete Communities and identified the following concerns related to the adequacy and accuracy of the information provide in the Draft PEIR. The Planning Board approved a motion by a vote of 9-0-0 to forward the following comments and concerns related to the Draft PEIR. We respectfully request that the City inform the Planning Board when the responses to comments are completed.

Project Description

G-2 1. The project description in the draft PEIR does not provide adequate information regarding the various proposals, making it difficult to understand the extent of the impacts to the environment that would occur as a result of implementing the "complete communities" program. The term affordable housing units is not defined, and the description of neighborhood-serving infrastructure improvements is lacking the details necessary to understand how the Mobility Choices Program will result in reductions in citywide per capita vehicle miles traveled (VMT), particularly in suburban communities with minimal transit options.

G-3 2. What specifically is intended to occur in Mobility Choice Program Improvement Areas and why do they extend outside the TPA areas?

G-4 3. We concur that developing housing near transit will reduce VMT for those who live in a TPA if they can get to work, shop, and recreate using transit, but this is not currently possible in many of the TPAs throughout the City due to limited service routes and schedules. The draft PEIR does not acknowledge such difference throughout the City.

G-1 Introductory comment is noted.

G-2 a. The PEIR has been prepared consistent with the rules and requirements of CEQA and the State CEQA Guidelines. Data is presented in a way to provide an understandable and objective assessment of project impacts. The project description provides an explanation of all of the project's component parts including the Complete Communities: Housing Solutions, referred to as the "Housing Program" and the Complete Communities: Mobility Choices, referred to as the "Mobility Choices Program." Specifically, PEIR Section 3.5.1 provides a detailed description of the Housing Program including a discussion of the affordable housing requirements (Section 3.5.1.1), ordinance incentives (Section 3.5.1.2), and requirements for public infrastructure improvements (Section 3.5.1.3).

b. The purpose of Complete Communities: Housing Solutions ordinance is to provide an alternative incentive program for development within Transit Priority Areas that provide housing for very low income, low income, median income, and/or moderate income households.

c. With respect to neighborhood-serving infrastructure improvements, PEIR Section 3.5.2.2 includes a list of 27 examples of such public improvements. A comprehensive list of transportation infrastructure and amenities that could be implemented are listed in the proposed Appendix S of the City's Land Development Manual (LDM).

d. As discussed in PEIR Section 4.13.4, the Mobility Choice Program is intended to support reductions in Citywide VMT per capita through improvements to transportation infrastructure and amenities throughout Mobility Zones 1, 2, and 3. A portion of Rancho Bernardo is identified as a TPA in proximity to a high-quality transit stop. By providing more infrastructure and

G-2 d. (cont.)

improvements for pedestrian, bicycle, and transit users, these modes would be encouraged and ridership could increase. Improvements could include active transportation amenities such as those listed in PEIR Section 3.5.2.2 and as listed in the proposed Appendix S of the LDM.

G-3 The Mobility Choices Program Improvement Areas are areas where transportation infrastructure and amenities could be installed to encourage pedestrian, bicycle, and transit use. It is only within these areas new transportation infrastructure would be focused, and where physical impacts associated with the construction of active transportation infrastructure and amenities resulting from implementation of the program would occur. In other words these are the areas where new transportation infrastructure would be focused. The Mobility Choices Program Improvement Areas extend outside the TPAs because transportation amenities are needed beyond TPAs in order to support multi-modal connections into TPAs from surrounding areas. The intent is to increase the use of high quality transit by users both within and surrounding TPAs.

G-4 The Housing Program is intended to incentivize and support new housing within the City's TPAs and the Mobility Choice Program would provide on-site transportation amenities that support transit and active transportation modes within Mobility Zones 1, 2, and 3. Although different areas throughout the City have differing levels of service routes and available transit, future projects would serve to enhance local transit opportunities through neighborhood-serving infrastructure improvements. See also response to comment G-3.

G-5 4. Page 3-6 states: "The proposed project areas are generally developed, urbanized areas with access to high-quality transit. The approximately 20,538 acres of the Housing Program project areas are located within Transit Priority Areas (TPAs) throughout the City." This statement implies that all TPA provide similar transit opportunities, however, this is not the case. As a result, increasing density in areas where adequate transit is not available to serve the needs of new development will only increase VMT with no mitigation provided to address traffic congestion and the associated impacts to air quality.

G-6 5. Table 3-2 requires additional explanation. Where are the 78 areas within Rancho Bernardo that are considered Housing Program Eligible Areas and the 394 areas identified for Mobility Choices Program Improvements?

G-7 6. The footnote for Table 3-2 states: "Actual improvements would be limited to existing road rights-of-way and within the development footprint of future development projects." How will VMT be substantively reduced by only making these limited improvements? Although page 3-19 provides addition information and a list of improvements that would encourage people to walk and ride bikes in denser areas where work, play, and commercial needs are all located in proximity to housing, this is not the case in all areas of the city. The project description should acknowledge these differences throughout the City.

G-8 7. Figure 3-2 Area D identifies as a "housing program eligible area" a large area in Bernardo Heights that is already fully developed with multiple family units. The project description does not include any discussion of eliminating existing development to achieve the goals of the Mobility Choices Program. Based on the information provided in the project description, we do not understand why this area is included for consideration. Please expand the discussion in the Final PEIR to address the potential displacement of existing residents.

Transportation Analysis

G-9 1. An explanation is required to support the conclusion that the proposal will not conflict with adopted transportation plans. Funds are being moved around to address specific areas of the City, leaving other areas with little or no funding for transportation improvements.

G-10 2. The PEIR does not adequately address the increases in traffic volumes on the regional transportation system that will occur as a result of increased densities in areas that may be identified as TPAs, but do not have adequate access to transit to meet the transportation needs of existing and future residents. Additionally, there is no analysis of the impacts to the transportation system of providing additional housing without also ensuring adequate nearby job opportunities, recreational facilities, and food and other shopping needs that are required to minimize total VMT.

G-11 3. The feeder bus system in Rancho Bernardo and other "suburban" areas is essentially non-existent, so additional units in these areas are likely to increase, rather than reduce, total VMT. The PEIR does not provide adequate analysis of the short- and long-term effects to existing transportation facilities of the Mobility Choices Program in communities where

G-5 See response to comment G-4 regarding neighborhood-serving transit opportunities. As discussed in PEIR Section 4.13.4, the proposed project is anticipated to result in the implementation of infrastructure improvements that could result in per capita VMT reductions. At a programmatic level, traffic impacts are determined to be significant and unavoidable because it is unknown at this level of review whether future improvements would be implemented prior to a future development project's VMT impacts. Findings and a Statement of Overriding Considerations would be considered by the City prior to approval of the proposed project.

G-6 The area within Rancho Bernardo identified as a Housing Program Eligible Area covers the area zoned for multi-family use that is within an existing TPA. This area is shown on Figure 3-2, Area D. The Mobility Choices Program Improvement Area within Rancho Bernardo is labeled as Mobility Zone 2, which includes all areas wholly or partially within a TPA. Refer to Figure 3-4 for a location of the Mobility Choices Program Improvement Areas. The Mobility Choices Program Improvement Areas and the Housing Program Eligible Areas within Rancho Bernardo are both located within a TPA; however, the Housing Program Eligible Areas are smaller than the Mobility Choices Improvement Areas because the Housing Program areas only are only applicable to parcels with zoning that allows multi-family housing.

G-7 It is correct that improvements associated with the Mobility Choices Program would occur within the development footprint of private property and within existing public rights-of-way within the Mobility Choices Program Improvement Areas (see PEIR Section 4.13.1.1). Reductions in VMT are anticipated from both the Mobility Choices Program improvements in addition to the incentives provided by the Housing Program to develop housing within TPAs. Both these aspects of the project are intended to support and encourage multi-modal transportation within the project areas.

	G-8 The Housing Program Eligible Areas within Rancho Bernardo are shown in Figure 3-2 Area D. The eligible project areas for the Housing Program include zones within TPAs that allow for multi-family residential development. As noted in the comment, the area may include existing development. The proposed project only specifies where future development consistent with the Housing Program would be allowed to occur should all development regulations and requirements be met. The potential for redevelopment is discussed throughout the PEIR. For example, PEIR Section 3.5.1.1 discusses the requirement in the Housing Program for redevelopment projects to replace existing affordable units that are removed as part of the development. An additional acknowledgement of the potential for redevelopment to occur under the Housing Program was added to Section 3.5.1 of the Final PEIR. The Housing Solutions ordinance has a requirement for the provision of existing affordable units. G-9 The proposed project's consistency with the City's transportation policies is analyzed in PEIR Section 4.13.4 (Issue 1). As discussed therein, the proposed project would improve pedestrian, bicycle, and transit facilities and foster increased safety for all alternative modes by facilitating the development of high density multi-family residential land uses close to existing transit areas. Specifically, the proposed project would incentivize higher density housing within TPAs and Mobility Zones 1, 2, and 3 and would support reductions in Citywide VMT per capita through improvements to transportation infrastructure and amenities within Mobility Zones 1, 2, and 3. These goals are consistent with and supportive of the City's General Plan, Climate Action Plan (CAP), and San Diego Forward: The Regional Plan, because the proposed project supports high densities within proximity to transit. Comment regarding funds does not address the adequacy or completeness of the Draft PEIR. Comment noted. However, development impact fees would be continued to be required prior to issuance of any building permit in accordance with San Diego Municipal Code (SDMC) Section 142.0640.

G-10 The evaluation of potential impacts associated with traffic reflect the programmatic analysis for the proposed project, consistency with Senate Bill 743, and the most recent CEQA Guidelines Appendix G which refers to VMT rather than Level of Service (LOS). Specifically, PEIR Section 4.13.4 (Issue 2) analyzes whether the proposed project would meet VMT standards set by SANDAG. Further, as discussed in Chapter 4, the densities supported by the proposed project would be consistent with the densities and associated buildout traffic analysis completed for project areas located within communities that have had a recent community plan update (CPU). While it is assumed that densities allowed with adoption of the Housing Program could exceed development assumptions for communities without a recently updated community plan, this is a conservative assumption as overall housing production numbers are well below targets needed to meet RHNA goals, as discussed in PEIR Section 3.2.3. Overall, although the proposed project is anticipated to result in the implementation of infrastructure improvements that could result in per capita VMT reductions, at a programmatic level of analysis, impacts are determined to be significant and unavoidable because it is unknown at this level of review whether future improvements would be implemented at the time a future development project's VMT impacts could occur, and whether those impacts would be mitigated to a less than significant level. Findings and a Statement of Overriding Considerations would be considered by the City prior to approval of the proposed project.

G-11 Rancho Bernardo is supported by a high-frequency bus line that qualifies a portion of the community to be designated as a TPA by SANDAG. The timing of infrastructure improvements relative to increased density is discussed in the analysis reflected in the conclusions disclosed in PEIR Section 4.13.4. See also response to comment G-10.

accessibility to regional transit options is limited.

G-12 4. The PEIR analysis of the effects to total VMT throughout the City associated with reducing and in some cases eliminating DIF requirements in exchange for improvements related to pedestrian access and bicycle facilities is inadequate and should be expanded, as these improvements will do little to address the much larger transportation needs of the region.

Land Use

G-13 1. An explanation is required to support the conclusion that the proposal will not conflict with existing community plans. Moving DIF funds away from some communities in order to support increased densities in others, as well as reducing/eliminating park standards is likely to result in conflicts with the proposals/recommendations presented in many community plans. The PEIR should acknowledge these conflicts.

Conclusion

G-14 The deficiencies in the City's current transportation system must be acknowledged in the PEIR and reasonable solutions for reducing VMTs must be identified, otherwise, the goals of the Climate Action Plan will not be achieved. Limiting mobility improvements to existing road rights-of-way, wider sidewalks, and bicycle repair spots will not sufficiently reduce VMT. Complete communities require that employment, commercial, and adequate recreational opportunities are located in proximity to residential development. Increasing density without considering all of the needs of the future residents will necessarily result in increased VMT. Not everyone can walk or ride a bike to address their daily needs, so to increase housing densities and also reduce VMT, the Mobility Choices Program must address funding for measures, such as providing feeder buses to serve major transportation hubs, that will effectively accommodate the transportation needs of all residents within the City.

The Planning Board appreciates this opportunity to provide comments on the Draft PEIR.

Sincerely,

Robin Kaufman

Robin Kaufman, Chair
Rancho Bernardo Community Planning Board

cc: Councilmember Mark Kersey, District 5

G-12 Refer to response to comment G-9.

G-13 Refer to response to comment G-9.

G-14 CEQA no longer requires transportation analysis to focus on deficiencies in the transportation system as it relates to congestion and level of service. The appropriate threshold of significance related to transportation is VMT. The proposed project's purpose is to reduce VMT throughout the City through the allowance of higher density residential uses in close proximity to transit and through funding infrastructure improvements to support multi-modal transportation. This is consistent with the City's Climate Action Plan which identifies GHG reduction strategies focusing on energy- and water-efficient buildings; clean and renewable energy; bicycling, walking, transit, and land use; zero waste (gas and waste management); and climate resiliency (see PEIR Section 4.6.2.3(c)). The proposed project would support reductions in GHG emissions attributable to vehicle sources as future residents near transit would be more likely to rely on transit and active modes of transportation.

Letter H

From: Ray Teran
To: PLN_PlanningCEQA
Cc: Ernest Pingleton
Subject: Complete Communities
Date: Monday, February 24, 2020 2:51:28 PM
Attachments: image001.jpg

H-1 In reviewing the above referenced project the Viejas Band of Kumeyaay Indians ("Viejas") would like to comment at this time.

The project area may contain many sacred sites to the Kumeyaay people. We request that these sacred sites be avoided with adequate buffer zones.

Additionally, Viejas is requesting, as appropriate, the following:

- All NEPA/CEQA/NAGPRA laws be followed
- Immediately contact Viejas on any changes or inadvertent discoveries.

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

Ray Teran
Viejas Tribal Government
Grant Writer / Administrator
619-659-2312
rteran@viejas-nsn.gov

H-1 As detailed in Section 4.8.4 of the PEIR, the City distributed a Notice of Preparation for the PEIR to all culturally affiliated Native American tribes, organizations, and individuals and included notification to all tribal groups in San Diego County. Consultation began in August 2019 and concluded in October 2019. The consultation process involved a review of the project scope and analysis, along with review of the draft sensitivity maps for the proposed project (see Figure 4.8-1 in the PEIR).

As detailed in the PEIR, Section 4.8.4, proposed project areas that were identified to have tribal cultural resource sensitivity by Native American Tribes were taken into account in the development of Historical Resources Sensitivity Maps for the project areas (refer to Figure 4.8-1 in the PEIR). During review of future projects (ministerial and discretionary), the City will review these Historical Resources Sensitivity Maps to determine the potential for tribal cultural resources to be impacted. Implementation of the Historical Resources Regulations and Historical Resources Guidelines requires site-specific cultural surveys where warranted and implementation of measures to avoid or minimize impacts to the extent feasible. In accordance with this review, the City would ensure all federal, state, and local applicable regulations referenced in the comment are followed and appropriate tribes would be notified of any inadvertent discoveries. The PEIR concludes that while existing regulations would provide for the protection of tribal cultural resources, it is not possible to ensure the successful preservation of all tribal cultural resources. Therefore, potential impacts to tribal cultural resources are considered significant and unavoidable.

Attachment 1 to Letter D

Appendix A

FEIR Mitigation Monitoring and Reporting Program for the Downtown Community Plan

Adopted March 14, 2006 by
Redevelopment Agency Resolution R-301264

Revised April 23, 2010 by
Redevelopment Agency Resolution R-385760

Revised June 21, 2016 by
San Diego City Council Resolution R-310562

Downtown FEIR/SEIR Mitigation Monitoring and Reporting Program				
Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
AIR QUALITY (AQ)				
Impact AQ-B.1	Dust and construction equipment engine emissions generated during grading and demolition would impact local and regional air quality. (Direct and Cumulative)			
	***Mitigation Measure* AQ-B.1-1:** Prior to approval of a Grading or Demolition Permit, the City shall confirm that the following conditions have been applied, as appropriate: 1. Exposed soil areas shall be watered twice per day. On windy days or when fugitive dust can be observed leaving the development site, additional applications of water shall be applied as necessary to prevent visible dust plumes from leaving the development site. When wind velocities are forecast to exceed 25 mph, all ground disturbing activities shall be halted until winds that are forecast to abate below this threshold. 2. Dust suppression techniques shall be implemented including, but not limited to, the following: a. Portions of the construction site to remain inactive longer than a period of three months shall be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to Civic San Diego. b. On-site access points shall be paved as soon as feasible or watered periodically or otherwise stabilized. c. Material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. d. The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times. 3. Vehicles on the construction site shall travel at speeds less than 15 mph. 4. Material stockpiles subject to wind erosion during construction activities, which will not be utilized within three days, shall be covered with plastic, an alternative cover deemed equivalent to plastic, or sprayed with a nontoxic chemical stabilizer. 5. Where vehicles leave the construction site and enter adjacent public streets, the streets shall be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface. Any visible track-out extending for more than fifty (50) feet from the access point shall be swept or washed within thirty (30) minutes of deposition.	Prior to Demolition or Grading Permit (Design)	Developer	City

Downtown FEIR/SEIR Mitigation Monitoring and Reporting Program				
Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	6. All diesel-powered vehicles and equipment shall be properly operated and maintained. 7. All diesel-powered vehicles and gasoline-powered equipment shall be turned off when not in use for more than five minutes, as required by state law. 8. The construction contractor shall utilize electric or natural gas-powered equipment in lieu of gasoline or diesel-powered engines, where feasible. 9. As much as possible, the construction contractor shall time the construction activities so as not to interfere with peak hour traffic. In order to minimize obstruction of through traffic lanes adjacent to the site, a flag-person shall be retained to maintain safety adjacent to existing roadways, if necessary. 10. The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew. 11. Low VOC coatings shall be used as required by SDAPCD Rule 67. Spray equipment with high transfer efficiency, such as the high volume-low pressure spray method, or manual coatings application such as paint brush hand roller, trowel, spatula, dauber, rag, or sponge, shall be used to reduce VOC emissions, where feasible. 12. If construction equipment powered by alternative fuel sources (liquefied natural gas/compressed natural gas) is available at comparable cost, the developer shall specify that such equipment be used during all construction activities on the development site. 13. The developer shall require the use of particulate filters on diesel construction equipment if use of such filters is demonstrated to be cost-competitive for use on this development. 14. During demolition activities, safety measures as required by City/County/State for removal of toxic or hazardous materials shall be utilized. 15. Rubble piles shall be maintained in a damp state to minimize dust generation. 16. During finish work, low-VOC paints and efficient transfer systems shall be utilized, to the extent possible. 17. If alternative-fueled and/or particulate filter-equipped construction equipment is not feasible, construction equipment shall use the newest, least-polluting equipment, whenever possible. During finish work, low-VOC paints and efficient transfer systems shall be utilized, to the extent possible.			

Downtown FEIR/SEIR Mitigation Monitoring and Reporting Program				
		Implementation		
Significant Impact(s)	Mitigation Measure(s)	Time Frame	Responsibility	Verification Responsibility
HISTORICAL RESOURCES (HIST)				
Impact HIST-A.1	Future development in Downtown could impact significant architectural structures. (Direct and Cumulative)			
	***Mitigation Measure* HIST-A.1-1:** For construction or development permits that may impact potentially historical resources which are 45 years of age or older and which have not been evaluated for local, state and federal historic significance, a site specific survey shall be required in accordance with the Historical Resources Regulations in the LDC. Based on the survey and the best information available, City Staff to the Historical Resources Board (HRB) shall determine whether historical resources exist, whether potential historical resource(s) is/are eligible for designation as designated historical resource(s) by the HRB, and the precise location of the resource(s). The identified historical resource(s) may be nominated for HRB designation as a result of the survey pursuant to Chapter 12, Article 3, Division 2, Designation of Historical Resource procedures, of the LDC. All applications for construction and development permits where historical resources are present on the site shall be evaluated by City Staff to the HRB pursuant to Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC. 1. **National Register-Listed/Eligible, California Register-Listed/Eligible Resources**: Resources listed in or formally determined eligible for the National Register or California Register and resources identified as contributing within a National or California Register District, shall be retained onsite and any improvements, renovation, rehabilitation and/or adaptive reuse of the property shall ensure its preservation and be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (1995) and the associated Guidelines. 2. **San Diego Register-Listed Resources**: Resources listed in the San Diego Register of Historical Resources, or determined to be a contributor to a San Diego Register District, shall, whenever possible, be retained on-site. Partial retention, relocation, or demolition of a resource shall only be permitted according to Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC.	Prior to Development Permit (Design) Prior to Demolition, Grading, and/or Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	Civic San Diego /City

Downtown FEIR/SEIR Mitigation Monitoring and Reporting Program				
Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	***Mitigation Measure* HIST-A.1-2:** If the potential exists for direct and/or indirect impacts to retained or relocated designated and/or potential historical resources ("historical resources"), the following measures shall be implemented in coordination with a Development Services Department designee and/or City Staff to the HRB ("City Staff") in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC. **I. Prior to Permit Issuance** A. Construction Plan Check 1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit Building Permits,but prior to the first Preconstruction (Precon) Meeting, whichever is applicable, City Staff shall verify that the requirements for historical monitoring during demolition and/or stabilization have been noted on the appropriate construction documents. (a) Stabilization work cannot begin until a Precon Meeting has been held at least one week prior to issuance of appropriate permits. (b) Physical description, including the year and type of historical resource, and extent of stabilization shall be noted on the plans. B. Submittal of Treatment Plan for Retained Historical Resources 1. Prior to NTP for any construction permits, including but not limited to, the first Grading Permit and Building Permits, but prior to the first Precon Meeting, whichever is applicable, the Applicant shall submit a Treatment Plan to City Staff for review and approval in accordance in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (1995) and the associated Guidelines. The Treatment Plan shall include measures for protecting any historical resources, as defined in the LDC, during construction related activities (e.g., removal of non-historic features, demolition of adjacent structures, subsurface structural support, etc.). The Treatment Plan shall be shown as notes on all construction documents (i.e., Grading and/or Building Plans).			

Downtown FEIR/SEIR Mitigation Monitoring and Reporting Program				
		Implementation		
Significant Impact(s)	Mitigation Measure(s)	Time Frame	Responsibility	Verification Responsibility
	C. Letters of Qualification have been submitted to City Staff 1. The applicant shall submit a letter of verification to City Staff identifying the Principal Investigator (PI) for the project and the names of all persons involved in this MMRP (i.e., Architectural Historian, Historic Architect and/or Historian), as defined in the City of San Diego HRG. 2. City Staff will provide a letter to the applicant confirming that the qualifications of the PI and all persons involved in the historical monitoring of the project meet the qualification standards established by the HRG. 3. Prior to the start of work, the applicant must obtain approval from City Staff for any personnel changes associated with the monitoring program. **II. Prior to Start of Construction** A. Documentation Program (DP) 1. Prior to the first Precon Meeting and/or issuance of any construction permit, the DP shall be submitted to City Staff for review and approval and shall include the following: (a) Photo Documentation (1) Documentation shall include professional quality photo documentation of the historical resource(s) prior to any construction that may cause direct and/or indirect impacts to the resource(s) with 35mm black and white photographs, 4x6 standard format, taken of all four elevations and close-ups of select architectural elements, such as, but not limited to, roof/wall junctions, window treatments, and decorative hardware. Photographs shall be of archival quality and easily reproducible. (2) Xerox copies or CD of the photographs shall be submitted for archival storage with the City of San Diego HRB and the Civic San Diego Project file. One set of original photographs and negatives shall be submitted for archival storage with the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other relative historical society or group(s).			

Downtown FEIR/SEIR Mitigation Monitoring and Reporting Program				
		Implementation		
Significant Impact(s)	Mitigation Measure(s)	Time Frame	Responsibility	Verification Responsibility
	(b) Required drawings (1) Measured drawings of the building's exterior elevations depicting existing conditions or other relevant features shall be produced from recorded, accurate measurements. If portions of the building are not accessible for measurement, or cannot be reproduced from historic sources, they should not be drawn, but clearly labeled as not accessible. Drawings produced in ink on translucent material or archivally stable material (blueline drawings) are acceptable). Standard drawing sizes are 19 by 24 inches or 24 by 36 inches, standard scale is 1/4 inch = 1 foot. (2) One set of measured drawings shall be submitted for archival storage with the City of San Diego HRB, the Civic San Diego Project file, the South Coastal Information Center, the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other historical society or group(s). 2. Prior to the first Precon Meeting, City Staff shall verify that the DP has been approved. B. PI Shall Attend Precon Meetings 1. Prior to beginning any work that may impact any historical resource(s) which is/are subject to this MMRP, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Historical Monitor(s), Building Inspector (BI), if appropriate, and City Staff. The qualified Historian and/or Architectural Historian shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Historical Monitoring program with the Construction Manager and/or Grading Contractor. (a) If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with City Staff, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Historical Monitoring Plan (a) Prior to the start of any work that is subject to an Historical Monitoring Plan,			

Downtown FEIR/SEIR Mitigation Monitoring and Reporting Program				
		Implementation		
Significant Impact(s)	Mitigation Measure(s)	Time Frame	Responsibility	Verification Responsibility
	the PI shall submit an Historical Monitoring Plan which describes how the monitoring would be accomplished for approval by City Staff. The Historical Monitoring Plan shall include an Historical Monitoring Exhibit (HME) based on the appropriate construction documents (reduced to 11x17 inches) to City Staff identifying the areas to be monitored including the delineation of grading/excavation limits. (b) Prior to the start of any work, the PI shall also submit a construction schedule to City Staff through the RE indicating when and where monitoring will occur. (c) The PI may submit a detailed letter to City Staff prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as underpinning, shoring and/or extensive excavation which could result in impacts to, and/or reduce impacts to the on-site or adjacent historical resource. C. Implementation of Approved Treatment Plan for Historical Resources 1. Implementation of the approved Treatment Plan for the protection of historical resources within the project site may not begin prior to the completion of the Documentation Program as defined above. 2. The qualified Historical Monitor(s) shall attend weekly jobsite meetings and be on-site daily during the stabilization phase for any retained or adjacent historical resource to photo document the Treatment Plan process. 3. The qualified Historical Monitor(s) shall document activity via the Consultant Site Visit Record (CSVR). The CSVR's shall be faxed by the CM to the RE the first day and last day (Notification of Monitoring Completion) of the Treatment Plan process and in the case of ANY unanticipated incidents. The RE shall forward copies to City Staff. 4. Prior to the start of any construction related activities, the applicant shall provide verification to City Staff that all historical resources on-site have been adequately stabilized in accordance with the approved Treatment Plan. This may include a site visit with City Staff, the CM, RE or BI, but may also be accomplished through submittal of the draft Treatment Plan photo documentation report.			

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Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	5. City Staff will provide written verification to the RE or BI after the site visit or upon approval of draft Treatment Plan report indicating that construction related activities can proceed. **III. During Construction** A. Qualified Historical Monitor(s) Shall be Present During Grading/Excavation/ Trenching 1. The Qualified Historical Monitor(s) shall be present full-time during grading/excavation/trenching activities which could result in impacts to historical resources as identified on the HME. The Construction Manager is responsible for notifying the RE, PI, and City Staff of changes to any construction activities. 2. The Qualified Historical Monitor(s) shall document field activity via the CSVR. The CSVR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY incidents involving the historical resource. The RE shall forward copies to City Staff. 3. The PI may submit a detailed letter to City Staff during construction requesting a modification to the monitoring program when a field condition arises which could effect the historical resource being retained on-site or adjacent to the construction site. B. Notification Process 1. In the event of damage to a historical resource retained on-site or adjacent to the project site, the Qualified Historical Monitor(s) shall direct the contractor to temporarily divert construction activities in the area of historical resource and immediately notify the RE or BI, as appropriate, and the PI (unless Monitor is the PI). 2. The PI shall immediately notify City Staff by phone of the incident, and shall also submit written documentation to City Staff within 24 hours by fax or email with photos of the resource in context, if possible.			

Downtown FEIR/SEIR Mitigation Monitoring and Reporting Program				
Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	C. Determination/Evaluation of Impacts to a Historical Resource 1. The PI shall evaluate the incident relative to the historical resource. (a) The PI shall immediately notify City Staff by phone to discuss the incident and shall also submit a letter to City Staff indicating whether additional mitigation is required. (b) If impacts to the historical resource are significant, the PI shall submit a proposal for City Staff review and written approval in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC and the Secretary of the Interior's Standards for the Treatment of Historic Properties (1995) and the associated Guidelines. Direct and/or indirect impacts to historical resources from construction activities must be mitigated before work will be allowed to resume. (c) If impacts to the historical resource are not considered significant, the PI shall submit a letter to City Staff indicating that the incident will be documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required. **IV. Night Work** A. If night and/or weekend work is included in the contract 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon Meeting. 2. The following procedures shall be followed. (a) No Impacts/Incidents In the event that no historical resources were impacted during night and/or weekend work, the PI shall record the information on the CSVR and submit to City Staff via fax by 8 a.m. of the next business day. (b) Potentially Significant Impacts If the PI determines that a potentially significant impact has occurred to a historical resource, the procedures detailed under Section III - During			

Downtown FEIR/SEIR Mitigation Monitoring and Reporting Program				
		Implementation		
Significant Impact(s)	Mitigation Measure(s)	Time Frame	Responsibility	Verification Responsibility
	Construction shall be followed. (c) The PI shall immediately contact City Staff, or by 8 a.m. of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. B. If night and/or weekend work becomes necessary during the course of construction: 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify City Staff immediately. C. All other procedures described above shall apply, as appropriate. **V. Post Construction** A. Submittal of Draft Monitoring Report 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (HRG) and Appendices which describes the results, analysis, and conclusions of all phases of the Historical Monitoring Plan (with appropriate graphics) to City Staff for review and approval within 90 days following the completion of monitoring. (a) The preconstruction Treatment Plan and Documentation Plan (photos and measured drawings) and Historical Commemorative Program, if applicable, shall be included and/or incorporated into the Draft Monitoring Report. (b) The PI shall be responsible for updating (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any existing site forms to document the partial and/or complete demolition of the resource. Updated forms shall be submitted to the South Coastal Information Center with the Final Monitoring Report. 2. City Staff shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to City Staff for approval.			

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Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	4. City Staff shall provide written verification to the PI of the approved report. 5. City Staff shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. B. Final Monitoring Report(s) 1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to City Staff (even if negative), within 90 days after notification from City Staff that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from City Staff.			
	Mitigation Measure **HIST-A.1-3:** If a designated or potential historical resource ("historical resource") as defined in the LDC would be demolished, the following measure shall be implemented in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC. **I. Prior to Issuance of a Demolition Permit** A. A DP shall be submitted to City Staff to the HRB ("City Staff") for review and approval and shall include the following: 1. Photo Documentation (a) Documentation shall include professional quality photo documentation of the structure prior to demolition with 35 millimeter black and white photographs, 4x6 inch standard format, taken of all four elevations and close-ups of select architectural elements, such as, but not limited to, roof/wall junctions, window treatments, decorative hardware. Photographs shall be of archival quality and easily reproducible. (b) Xerox copies or CD of the photographs shall be submitted for archival storage with the City of San Diego HRB and the Civic San Diego Project file. One set of original photographs and negatives shall be submitted for archival storage with the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other relative historical society or group(s).			

Downtown FEIR/SEIR Mitigation Monitoring and Reporting Program				
Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	2. Required drawings (a) Measured drawings of the building's exterior elevations depicting existing conditions or other relevant features shall be produced from recorded, accurate measurements. If portions of the building are not accessible for measurement, or cannot be reproduced from historic sources, they should not be drawn, but clearly labeled as not accessible. Drawings produced in ink on translucent material or archivally stable material (blueline drawings are acceptable). Standard drawing sizes are 19 by 24 inches or 24 by 36 inches, standard scale is 1/4 inch = 1 foot. (b) One set of measured drawings shall be submitted for archival storage with the City of San Diego HRB, the Civic San Diego Project file, the South Coastal Information Center, the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other historical society or group(s). B. Prior to the first Precon Meeting City Staff shall verify that the DP has been approved. C. In addition to the Documentation Program, the Applicant shall comply with any other conditions contained in the Site Development Permit pursuant to Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC.			
Impact HIST-B.1	Development in Downtown could impact significant buried archaeological resources. (Direct and Cumulative)			
	***Mitigation Measure* HIST-B.1-1:** If the potential exists for direct and/or indirect impacts to significant buried archaeological resources, the following measures shall be implemented in coordination with a Development Services Department designee and/or City Staff to the HRB ("City Staff") in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC. Prior to issuance of any permit that could directly affect an archaeological resource, City Staff shall assure that all elements of the MMRP are performed in accordance with all applicable City regulations and guidelines by an Archaeologist meeting the qualifications specified in Appendix B of the San Diego LDC, Historical Resources Guidelines. City Staff shall also require that the following steps be taken to determine: (1) the presence of archaeological resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include residential and commercial properties, privies, trash pits, building foundations, and industrial features	Prior to Demolition or Grading Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	City Staff

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Significant Impact(s)	Mitigation Measure(s)	Implementation		
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	representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with pre-historic Native American activities. Archeological resources which also meet the definition of historical resources or unique archaeological resources under CEQA or the SDMC shall be treated in accordance with the following evaluation procedures and applicable mitigation program: Step 1–Initial Evaluation An initial evaluation for the potential of significant subsurface archaeological resources shall be prepared to the satisfaction of City Staff as part of an Environmental Secondary Study for any activity which involves excavation or building demolition. The initial evaluation shall be guided by an appropriate level research design in accordance with the City's LDC, Historical Resources Guidelines. The person completing the initial review shall meet the qualification requirements as set forth in the Historical Resources Guidelines and shall be approved by City Staff. The initial evaluation shall consist , at a minimum, of a review of the following historical sources: The 1876 Bird's Eye View of San Diego, all Sanborn Fire Insurance Company maps, appropriate City directories and maps that identify historical properties or archaeological sites, and a records search at the South Coastal Information Center for archaeological resources located within the property boundaries. Historical and existing land uses shall also be reviewed to assess the potential presence of significant prehistoric and historic archaeological resources. The person completing the initial review shall also consult with and consider input from local individuals and groups with expertise in the historical resources of the San Diego area. These experts may include the University of California, San Diego State University, San Diego Museum of Man, Save Our Heritage Organization, local historical and archaeological groups, the Native American Heritage Commission (NAHC), designated community planning groups, and other individuals or groups that may have specific knowledge of the area. Consultation with these or other individuals and groups shall occur as early as possible in the evaluation process. When the initial evaluation indicates that important archaeological sites may be present on a project site but their presence cannot be confirmed prior to construction or demolition due to obstructions or spatially limited testing and data recovery, the applicant shall prepare and implement an archaeological monitoring program as a condition of development approval to the satisfaction of City Staff. If the NAHC Sacred Lands File search is positive for Native American resources within the project site, then additional evaluation must include participation of a local Native American consultant in accordance with CEQA Sections 15064.5(d), 15126.4(b)(3) and Public Resources Code Section 21083.2.			

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		Implementation		
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	No further action is required if the initial evaluation demonstrates there is no potential for subsurface resources. The results of this research shall be summarized in the Secondary Study. Step 2–Testing A testing program is required if the initial evaluation demonstrates that there is a potential for subsurface resources. The testing program shall be conducted during the hazardous materials remediation or following the removal of any structure or surface covering which may be underlain by potential resources. The removal of these structures shall be conducted in a manner which minimizes disturbance of underlying soil. This shall entail a separate phase of investigations from any mitigation monitoring during construction. The testing program shall be performed by a qualified Historical Archaeologist meeting the qualifications specified in Appendix B of the San Diego LDC, HRG. The Historical Archaeologist must be approved by City Staff prior to commencement. Before commencing the testing, a treatment plan shall be submitted for City Staff approval that reviews the initial evaluation results and includes a research design. The research design shall be prepared in accordance with the City's HRG and include a discussion of field methods, research questions against which discoveries shall be evaluated for significance, collection strategy, laboratory and analytical approaches, and curation arrangements. All tasks shall be in conformity with best practices in the field of historic urban archaeology. A recommended approach for historic urban sites is at a minimum fills and debris along interior lot lines or other areas indicated on Sanborn maps. Security measures such as a locked fence or surveillance shall be taken to prevent looting or vandalism of archaeological resources as soon as demolition is complete or paved surfaces are removed. These measures shall be maintained during archaeological field investigations. It is recommended that exposed features be covered with steel plates or fill dirt when not being investigated. The results of the testing phase shall be submitted in writing to City Staff and shall include the research design, testing results, significance evaluation, and recommendations for further treatment. Final determination of significance shall be made in consultation with City Staff , and with the Native American community, if the finds are prehistoric. 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. 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			

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		Implementation		
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	present in portions of the property that could not be tested, then mitigation monitoring is required and shall be conducted in accordance with the provisions set forth in Step 4 - Monitoring. If significant resources are discovered during the testing program, then data recovery in accordance with Step 3 shall be undertaken prior to construction. If the existence or probable likelihood of Native American human remains or associated grave goods area discovered through the testing program, the Qualified Archaeologist shall stop work in the area, notify the City Building Inspector, City staff, and immediately implement the procedures set forth in CEQA Guidelines Section 15064.5 and the California PRC Section 5097.98 for discovery of human remains. This procedure is further detailed in the Mitigation, Monitoring and Reporting Program (Step 4). City Staff must concur with evaluation results before the next steps can proceed. Step 3–Data Recovery For any site determined to be significant, a Research Design and Data Recovery Program shall be prepared in accordance with the City's Historical Resources Guidelines, approved by City Staff, and carried out to mitigate impacts before any activity is conducted which could potentially disturb significant resources. The archaeologist shall notify City Staff of the date upon which data recovery will commence ten (10) working days in advance. All cultural materials collected shall be cleaned, catalogued and permanently curated with an appropriate institution. Native American burial resources shall be treated in the manner agreed to by the Native American representative or be reinterred on the site in an area not subject to further disturbance in accordance with CEQA section 15164.5 and the Public Resources Code section 5097.98. All artifacts shall be analyzed to identify function and chronology as they relate to the history of the area. Faunal material shall be identified as to species and specialty studies shall be completed, as appropriate. All newly discovered archaeological sites shall be recorded with the South Coastal Information Center at San Diego State University. Any human bones and associated grave goods of Native American origin encountered during Step 2-Testing, shall, upon consultation, be turned over to the appropriate Native American representative(s) for treatment in accordance with state regulations as further outlined under Step 4-Monitoring (Section IV. Discovery of Human Remains). A draft Data Recovery Report shall be submitted to City Staff within twelve months of the commencement of the data recovery. Data Recovery Reports shall describe the research design or questions, historic context of the finds, field results, analysis of artifacts, and conclusions. Appropriate figures, maps and tables shall accompany the text. The report shall also include a			

Downtown FEIR/SEIR Mitigation Monitoring and Reporting Program				
Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	catalogue of all finds and a description of curation arrangements at an approved facility, and a general statement indicating the disposition of any human remains encountered during the data recovery effort (please note that the location of reinternment and/or repatriation is confidential and not subject to public disclosure in accordance with state law). Finalization of draft reports shall be subject to City Staff review. Step 4 – Monitoring If no significant resources are encountered, 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 and shall be conducted in accordance with the following provisions and components: **I. Prior to Permit Issuance** A. Construction Plan Check 1. Prior to NTP for any construction permits, including but not limited to, the first Grading Permit, Demolition Permits and Building Permits, but prior to the first Precon Meeting, whichever is applicable, City Staff shall verify that the requirements for Archaeological Monitoring and Native American monitoring, where the project may impact Native American resources, have been noted on the appropriate construction documents. B. Letters of Qualification have been submitted to City Staff 1. The applicant shall submit a letter of verification to City Staff identifying the PI for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego HRG. If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour Hazardous Waste Operations and Emergency Response training with certification documentation. 2. City Staff will provide a letter to the applicant confirming that the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG. 3. Prior to the start of work, the applicant must obtain written approval from City Staff for any personnel changes associated with the monitoring program.			

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		Implementation		
Significant Impact(s)	Mitigation Measure(s)	Time Frame	Responsibility	Verification Responsibility
	II. Prior to Start of Construction A. Verification of Records Search 1. The PI shall provide verification to City Staff that a site-specific records search (1/4 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. 3. The PI may submit a detailed letter to City Staff requesting a reduction to the 1/4 mile radius. B. PI Shall Attend Precon Meetings 1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), CM and/or Grading Contractor, RE, the Native American representative(s) (where Native American resources may be impacted), BI, if appropriate, and City Staff. The qualified Archaeologist and the Native American consultant/monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor. (a) If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with City Staff, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Archaeological Monitoring Plan (AMP) (a) Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Plan (with verification that the AMP has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) which describes how the monitoring would be accomplished for approval by City Staff and the Native American monitor. The AMP shall include an Archaeological Monitoring			

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	Exhibit (AME) based on the appropriate construction documents (reduced to 11 by 17 inches) to City Staff identifying the areas to be monitored including the delineation of grading/excavation limits. (b) The AME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation). (c) Prior to the start of any work, the PI shall also submit a construction schedule to City Staff through the RE indicating when and where monitoring will occur. (d) The PI may submit a detailed letter to City Staff prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present. **III. During Construction** A. Monitor(s) Shall be Present During Grading/Excavation/Trenching 1. The Archaeological monitor shall be present full-time during all soil disturbing and grading/excavation /trenching activities which could result in impacts to archaeological resources as identified on the AME. The Construction Manager is responsible for notifying the RE, PI, and City Staff of changes to any construction activities. 2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/excavation/trenching activities based on the AME, and provide that information to the PI and City Staff. If prehistoric resources are encountered during the Native American consultant/ monitor's absence, work shall stop and the Discovery Notification Processes detailed in Sections III.B-C, and IVA-D shall commence. 3. The archeological and Native American consultant/monitor shall document field activity via the CSVR. The CSVR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to City Staff.			

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	4. The PI may submit a detailed letter to City Staff during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present. B. Discovery Notification Process 1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify City Staff by phone of the discovery, and shall also submit written documentation to City Staff within 24 hours by fax or email with photos of the resource in context, if possible. 4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered. C. Determination of Significance 1. The PI and Native American consultant/monitor, where Native American resources are discovered, shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below. (a) The PI shall immediately notify City Staff by phone to discuss significance determination and shall also submit a letter to City Staff indicating whether additional mitigation is required. (b) If the resource is significant, the PI shall submit an Archaeological Data Recovery Program which has been reviewed by the Native American consultant/monitor when applicable, and obtain written approval from City Staff and the Native American representative(s), if applicable. Impacts to			

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	significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. (c) If the resource is not significant, the PI shall submit a letter to City Staff indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required. **IV. Discovery of Human Remains** If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken: A. Notification 1. Archaeological Monitor shall notify the RE or BI as appropriate, City Staff, and the PI, if the Monitor is not qualified as a PI. City Staff will notify the appropriate Senior Planner in the Environmental Analysis Section of the Development Services Department to assist with the discovery process. 2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone. B. Isolate discovery site 1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains. 2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance. 3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.			

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		Time Frame	Responsibility	Verification Responsibility
	C. If Human Remains are determined to be Native American 1. The Medical Examiner will notify the NAHC within 24 hours. By law, **ONLY** the Medical Examiner can make this call. 2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information. 3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e) and the California Public Resources and Health & Safety Codes. 4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods. 5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and if: (a) The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR; (b) The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, THEN, (c) In order to protect these sites, the Landowner shall do one or more of the following: (1) Record the site with the NAHC; (2) Record an open space or conservation easement on the site; (3) Record a document with the County. 6. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing			

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	cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above. D. If Human Remains are not Native American 1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial. 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98). 3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with City Staff, the applicant/landowner and the San Diego Museum of Man. **V. Night and/or Weekend Work** A. If night and/or work is included in the contract 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon Meeting. 2. The following procedures shall be followed. (a) No Discoveries In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVR and submit to City Staff via fax by 8 am of the next business day. (b) Discoveries All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.			

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	(c) Potentially Significant Discoveries If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed. (d) The PI shall immediately contact City Staff, or by 8 am of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. B. If night and/or weekend work becomes necessary during the course of construction 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify City Staff immediately. C. All other procedures described above shall apply, as appropriate. **VI. Post Construction** A. Submittal of Draft Monitoring Report 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) prepared in accordance with the HRG and Appendices which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to City Staff, for review and approval within 90 days following the completion of monitoring, (a) For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report. (b) Recording sites with State of California Department of Parks and Recreation The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.			

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	2. City Staff shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to City Staff for approval. 4. City Staff shall provide written verification to the PI of the approved report. 5. City Staff shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. B. Handling of Artifacts and Submittal of Collections Management Plan, if applicable 1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued. 2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. 3. The PI shall submit a Collections Management Plan to City Staff for review and approval for any project which results in a substantial collection of historical artifacts. C. Curation of artifacts: Accession Agreement and Acceptance Verification 1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with City Staff and the Native American representative, as applicable. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and City Staff. 3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance in accordance with section IV – Discovery of Human Remains, subsection 5.(d).			

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		Time Frame	Responsibility	Verification Responsibility
	D. Final Monitoring Report(s) 1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to City Staff (even if negative), within 90 days after notification from City Staff that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from City Staff which includes the Acceptance Verification from the curation institution.			
LAND USE (LND)				
Impact LU-B.1	Noise generated by major ballpark events could cause interior noise levels in noise-sensitive uses (e.g. residential and hotels) within four blocks of the ballpark to exceed the 45 dB(A) limit mandated by Title 24 of the California Code. (Direct)			
	Implementation of the noise attenuation measures required by Mitigation Measure NOI-B.2-1 would reduce interior noise levels to 45 dB (A) CNEL and reduce potential impacts to below a level of significance.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	Civic San Diego/City
Impact LU-B.2	Noise generated by I-5 and highly traveled grid streets could cause noise levels in noise-sensitive uses not governed by Title 24 to exceed 45 dB(A). (Direct)			
	Mitigation Measures NOI-B.1-1 and NOI-C.1.1, as described below.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	Civic San Diego/City

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Impact LU-B.3	Noise levels in Downtown areas within the 65 CNEL contour of SDIA could exceed 45 dB(A) for noise sensitive uses not covered by Title 24. (Direct)			
	Mitigation Measures NOI-B.1-1, as described below.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	Civic San Diego/City
Impact LU-B.4	Noise generated by train horns, engines and wheels as well as bells at crossing gates would significantly disrupt sleep of residents along the railroad tracks. (Direct)			
	Mitigation Measure LU-B.4-1: Prior to approval of a Building Permit which would expose habitable rooms to disruptive railroad noise, an acoustical analysis shall be performed. The analysis shall determine the expected exterior and interior noise levels related to railroad activity. As feasible, noise attenuation measures shall be identified which would reduce noise levels to 45 dB(A) CNEL or less in habitable rooms. Recommended measures shall be incorporated into building plans before approval of a Building Permit.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	City
Impact LU-B.5	Ballpark lighting would interrupt sleep in residences and hotels within two blocks of the ballpark. (Direct)			
	Mitigation Measure LU-B.5.1: Prior to approval of a Building Permit which would result in a light sensitive use within a two-block radius of Petco Park, the applicant shall provide a lighting study that demonstrates to the satisfaction of Civic San Diego that habitable rooms would be equipped with light attenuation measures which would allow occupants to reduce night-time light levels to 2.0 foot-candles or less.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	Civic San Diego/City

Downtown FEIR/SEIR Mitigation Monitoring and Reporting Program				
		Implementation		
Significant Impact(s)	Mitigation Measure(s)	Time Frame	Responsibility	Verification Responsibility
NOISE (NOI)				
Impact NOI-B.1	Noise generated by I-5 and highly traveled grid streets could cause interior noise levels in noise-sensitive uses (exclusive of residential and hotel uses) to exceed 45 dB(A). (Direct)			
	Mitigation Measure NOI-B.1-1: Prior to approval of a Building Permit for any residential, hospital, or hotel within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis shall be performed to confirm that architectural or other design features are included which would assure that noise levels within habitable rooms would not exceed 45 dB(A) CNEL.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	Civic San Diego/City
Impact NOI-B.2	Noise generated by major ballpark events could cause interior noise levels in noise-sensitive uses (e.g. residential and hotels) within four blocks of the ballpark to exceed the 45 dB(A) limit mandated by Title 24 of the California Code. (Direct)			
	Mitigation Measure NOI-B.2-1: Prior to approval of a Building Permit for any noise-sensitive land uses within four blocks of Petco Park, an acoustical analysis shall be performed. The analysis shall confirm that architectural or other design features are included in the design which would assure that noise levels within habitable rooms would not exceed 45 dB(A) CNEL.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	City
Impact NOI-C.1	Exterior required outdoor open space in residential could experience traffic noise levels in excess of 65 dB(A) CNEL. (Direct)			
	Mitigation Measure NOI-C.1-1: Prior to approval of a Development Permit for any residential development within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis shall be performed to determine if any required outdoor open space areas would be exposed to noise levels in excess of 65 dB(A) CNEL. Provided noise attenuation would not interfere with the primary purpose or design intent of the exterior use, measures shall be included in building plan, to the extent feasible.	Prior to Development Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	City

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Significant Impact(s)	Mitigation Measure(s)	Implementation		
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Impact NOI-D.1	Recreation areas within public parks and plazas may experience traffic noise levels in excess 65 dB(A) CNEL. (Direct)			
	Mitigation Measure NOI-D.1-1: Prior to approval of a Development Permit for any public park or plaza within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis shall be performed to determine if any recreation areas would be exposed to noise levels in excess of 65 dB(A) CNEL. Provided noise attenuation would not interfere with the intended recreational use or park design intent, measures shall be included, to the extent feasible.	Prior to Development Permit (Design) Prior to Certificate of Occupancy (Implementation)	Civic San Diego/ Developer	City
PALEONTOLOGICAL RESOURCES (PAL)				
Impact PAL-A.1	Excavation in geologic formations with a moderate to high potential for paleontological resources could have an significant impact on these resources, if present. (Direct)			
	***Mitigation Measure* PAL-A.1-1:** In the event the Secondary Study indicates the potential for significant paleontological resources, the following measures shall be implemented as determined appropriate by Civic San Diego. **I. Prior to Permit Issuance** A. Construction Plan Check 1. Prior to NTP for any construction permits, including but not limited to, the first Grading Permit, Demolition Permits and Building Permits, but prior to the first preconstruction meeting, whichever is applicable, Centre City Development Corporation Civic San Diego shall verify that the requirements for paleontological monitoring have been noted on the appropriate construction documents. B. Letters of Qualification have been submitted to Civic San Diego 1. The applicant shall submit a letter of verification to Civic San Diego identifying the PI for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines. 2. Civic San Diego will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project. 3. Prior to the start of work, the applicant shall obtain approval from Civic San Diego for any personnel changes associated with the monitoring program.			

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Significant Impact(s)	Mitigation Measure(s)	Time Frame	Responsibility	Verification Responsibility
	II. Prior to Start of Construction A. Verification of Records Search 1. The PI shall provide verification to Civic San Diego that a site-specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. B. PI Shall Attend Precon Meetings 1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, CM and/or Grading Contractor, RE, BI, if appropriate, and Civic San Diego. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the paleontological monitoring program with the Construction Manager and/or Grading Contractor. a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with Civic San Diego, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Identify Areas to be Monitored a. Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11 by 17 inches) to Civic San Diego identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation). 3. When Monitoring Will Occur a. Prior to the start of any work, the PI shall also submit a construction schedule			

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Significant Impact(s)	Mitigation Measure(s)	Time Frame	Responsibility	Verification Responsibility
	to Civic San Diego through the RE indicating when and where monitoring will occur. b. The PI may submit a detailed letter to Civic San Diego prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present. **III. During Construction** A. Monitor Shall be Present During Grading/Excavation/Trenching 1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and Civic San Diego of changes to any construction activities. 2. The monitor shall document field activity via the CSVR. The CSVR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of any discoveries. The RE shall forward copies to Civic San Diego. 3. The PI may submit a detailed letter to Civic San Diego during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present. B. Discovery Notification Process 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.			

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	2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify Civic San Diego by phone of the discovery, and shall also submit written documentation to Civic San Diego within 24 hours by fax or email with photos of the resource in context, if possible. C. Determination of Significance 1. The PI shall evaluate the significance of the resource. a. The PI shall immediately notify Civic San Diego by phone to discuss significance determination and shall also submit a letter to Civic San Diego indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI. b. If the resource is significant, the PI shall submit a Paleontological Recovery Program and obtain written approval from Civic San Diego. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to Civic San Diego unless a significant resource is encountered. d. The PI shall submit a letter to Civic San Diego indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required. **IV. Night Work** A. If night work is included in the contract 1. When night work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.			

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Significant Impact(s)	Mitigation Measure(s)	Time Frame	Responsibility	Verification Responsibility
	2. The following procedures shall be followed. a. No Discoveries (1)In the event that no discoveries were encountered during night work, The PI shall record the information on the CSVR and submit to Civic San Diego via fax by 9 a.m. the following morning, if possible. b. Discoveries (1)All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction. c. Potentially Significant Discoveries (1)If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed. d. The PI shall immediately contact Civic San Diego, or by 8 a.m. the following morning to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. B. If night work becomes necessary during the course of construction 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify Civic San Diego immediately. C. All other procedures described above shall apply, as appropriate. **V. Post Construction** A. Submittal of Draft Monitoring Report 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to Civic San Diego for review and approval within 90 days following the completion of monitoring, a. For significant paleontological resources encountered during monitoring, the			

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	Paleontological Recovery Program shall be included in the Draft Monitoring Report. b. Recording Sites with the San Diego Natural History Museum (1) The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report. 2. Civic San Diego shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to Civic San Diego for approval. 4. Civic San Diego shall provide written verification to the PI of the approved report. 5. Civic San Diego shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. B. Handling of Fossil Remains 1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued. 2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate C. Curation of fossil remains: Deed of Gift and Acceptance Verification 1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and Civic San Diego.			

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	D. Final Monitoring Report(s) 1. The PI shall submit two copies of the Final Monitoring Report to Civic San Diego (even if negative), within 90 days after notification from Civic San Diego that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from Civic San Diego which includes the Acceptance Verification from the curation institution.			
TRAFFIC AND CIRCULATION (TRF)				
Impact TRF-A.1.1	Increased traffic on grid streets from Downtown development would result in unacceptable levels of service on specific roadway intersections and/or segments within downtown. (Direct)			
	***Mitigation Measure* TRF-A.1.1-1:** At five-year intervals, commencing upon adoption of the Downtown Community Plan, Civic San Diego shall conduct a downtown-wide evaluation of the ability of the grid street system to accommodate traffic within Downtown. In addition to identifying roadway intersections or segments which may need immediate attention, the evaluation shall identify roadways which may warrant interim observation prior to the next 5-year evaluation. The need for roadway improvements shall be based upon deterioration to LOS F, policies in the Mobility Plan, and/or other standards established by Civic San Diego, in cooperation with the City Engineer. In completing these studies, the potential improvements identified in Section 6.0 of the traffic study for the Downtown San Diego Mobility Plan and Section 4.2.3.3 of the SEIR will be reviewed to determine whether these or other actions are required to improve traffic flow along affected roadway corridors. Specific improvements from Section 4.2.3.3 include: <u>Mitigation Measures that Fully Reduces Impact</u> I-5 northbound off-ramp/Brant Street and Hawthorn Street – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the "Peak Hour" warrant. Second Avenue and Cedar Street – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the "Peak Hour" warrant. Fourth Avenue and Beech Street – Convert on-street parking to a travel lane on Fourth Avenue between Cedar Street and Ash Street during the AM peak hour.	Every five years	Civic San Diego/City	Civic San Diego/City

Downtown FEIR/SEIR Mitigation Monitoring and Reporting Program				
		Implementation		
Significant Impact(s)	Mitigation Measure(s)	Time Frame	Responsibility	Verification Responsibility
	First Avenue and A Street – Remove on-street parking on the north side of A Street between First and Front avenues as necessary to provide an east bound left turn lane. 17th Street and B Street – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the "Peak Hour" warrant. 16th Street and E Street – Remove on-street parking on the east side of 16th Street south of E Street as necessary to provide a northbound right-turn lane. Eleventh Avenue and G Street – Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour. Park Boulevard and G Street – Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour. 16th Street and Island Avenue – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the "Peak Hour" warrant. 19th Street and J Street – Restripe the northbound left-turn lane into a northbound left-turn and through shared lane. Logan Avenue and I-5 southbound off-ramp – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the "Peak Hour" warrant. <u>Mitigation Measures that Partially Reduces Impact</u> Front Street and Beech Street - Convert on-street parking to a travel lane on Front Street between Cedar Street and Ash Street during the PM peak hour. 15th Street and F Street - Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the "Peak Hour" warrant. 13th Street and G Street - Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour. 14th Street and G Street - Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour. 16th Street and G Street - Convert on-street parking to a travel lane on G Street between 11th			

Downtown FEIR/SEIR Mitigation Monitoring and Reporting Program				
Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	Avenue and 17th Street during the PM peak hour. 17th Street and G Street - Signalization and convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the "Peak Hour" warrant. Following the completion of each five-year monitoring event, Civic San Diego shall incorporate needed roadway improvements into the City of San Diego CIP or identify another implementation strategy. In order to determine if the roadway improvements included in the current five-year CIP, or the equivalent, are sufficient to accommodate developments, a traffic study would be required for large projects. The threshold to be used for determining the need for a traffic study shall reflect the traffic volume threshold used in the Congestion Management Program. The Congestion Management Program stipulates that any activity forecasted to generate 2,400 or more daily trips (200 or more equivalent peak hour trips).			
	Mitigation Measure **TRF-A.1.1-2:** Prior to approval of any development which would generate a sufficient number of trips to qualify as a large project under the Congestion Management Program (i.e. more than 2,400 daily trips, or 200 trips during a peak hour period), a traffic study shall be completed. The traffic study shall be prepared in accordance with City's Traffic Impact Study Manual. If the traffic study indicates that roadways substantially affected by the project would operate at LOS F with the addition of project traffic, the traffic study shall identify improvements to grid street segments and/or intersections consistent with the Downtown San Diego Mobility Plan which would be required within the next five years to achieve an acceptable LOS or reduce congestion, to the extent feasible. If the needed improvements are already included in the City of San Diego's CIP, or the equivalent, no further action shall be required. If any of the required improvements are not included in the CIP, or not expected within five years of project completion, the City of San Diego shall amend the CIP, within one year of project approval, to include the required improvements and assure that they will be implemented within five years of project completion. At Civic San Diego's discretion, the developer may be assessed a pro-rated share of the cost of improvements as a condition of project approval.	Prior to Development Permit (Design)	Developer	Civic San Diego/City
Impact TRF-A.1.2	Increased traffic from Downtown development on certain streets surrounding Downtown would result in an unacceptable level of service. (Direct and Cumulative)			
	Implementation of Mitigation Measure TRF-A.1.1-1 would also reduce impacts on surrounding	Every five years	Civic San	Civic San

Downtown FEIR/SEIR Mitigation Monitoring and Reporting Program				
Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	roadways but not necessarily below a level of significance.		Diego/City	Diego/City
Impact TRF-A.2.1-1	Elimination of Cedar St. off-ramp would impact other freeway ramps by redirecting traffic to other off ramps serving downtown. (Direct)			
	***Mitigation Measure* TRF A.2.2-1:** Prior to elimination of the Cedar Street off-ramp from I-5, a traffic study shall be done by Civic San Diego in consultation with the City of San Diego and Caltrans to determine the potential effects associated with elimination of the off-ramp and the conversion of Cedar Street from one- to two-way. The report shall also identify roadway modifications that would minimize potential impacts on local surface streets and I-5.	Prior to elimination of Cedar Street off-ramp (Design/ Implementation)	Civic San Diego/City	Civic San Diego/City

Attachment 2 to Letter D

EXHIBIT C

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

MORENA CORRIDOR SPECIFIC PLAN
CITY OF SAN DIEGO, CALIFORNIA
PROGRAM ENVIRONMENTAL IMPACT REPORT NO. 582608
SCH NO. 2016101021

This Mitigation Monitoring and Reporting Program (MMRP) is designed to ensure compliance with Public Resources Code Section 21081.6 during implementation of mitigation measures. The MMRP for the Morena Corridor Specific Plan Final Program Environmental Impact Report (PEIR) is under the jurisdiction of the City. This MMRP identifies at a minimum: the department responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. A record of the MMRP will be maintained at the offices of the City of San Diego (City) Planning Department, which is currently located at 9485 Aero Drive, San Diego, CA 92123. All mitigation measures contained in the Final PEIR No. 582608/SCH No. 2016101021 shall be made conditions of approval of the project as may be further described below.

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
TRANSPORTATION AND CIRCULATION			
Freeway Segments			
I-5 NB and SB from Grand Avenue/Garnet Avenue to Old Town Avenue	**TRANS 6.2-8:** The SANDAG San Diego Forward 2050 Revenue Constrained Network includes operational improvements and the construction of managed lanes along this segment. These improvements are anticipated to be implemented by the year 2050.	Specific Plan buildout will occur over the planning horizon and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	Caltrans/DSD
I-8 EB from Morena Boulevard and Hotel Circle	**TRANS 6.2-9:** The SANDAG San Diego Forward 2050 Revenue Constrained Network includes operational improvements along this segment. These improvements are anticipated to be implemented by the year 2050.	Specific Plan buildout will occur over the planning horizon and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	Caltrans/DSD
Ramp Meters			
I-5 NB On-Ramp/Clairemont Drive	**TRANS 6.2-10:** The City of San Diego shall coordinate with Caltrans to address ramp capacity at impacted on-ramp locations. Improvements could include additional lanes, interchange reconfigurations, Transportation Demand Management (TDM), etc.; however, specific capacity improvements are still undetermined, as these are future improvements must be defined more over time. Furthermore, implementation of freeway improvements in a timely manner is beyond the full control of the City since	Specific Plan buildout will occur over the planning horizon and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	Caltrans/DSD

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	Caltrans has approval authority over freeway improvements. Additionally, the proposed project includes a variety of transit, pedestrian, and bicycle facilities that may help to reduce single-occupancy vehicle (SOV) travel, which can help improve ramp capacity.		
I-5 SB On-Ramp/Sea World Drive/Tecolote Road	**TRANS 6.2-10**, as described above.	Specific Plan buildout will occur over the planning horizon and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	Caltrans/DSD
NOISE			
Construction activities related to implementation of the Specific Plan would potentially generate short term noise levels in excess of 75 dB(A) Leq at adjacent properties and could expose sensitive land uses to significant noise levels.	**NOISE 6.3-1:** 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	Mitigation will be implemented as future projects develop.	DSD

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	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.		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
AIR QUALITY			
Operational emissions associated with build-out of the Specific Plan would be greater than the anticipated operational emissions associated with buildout of the adopted Community Plans and accounted for in the RAQS. Thus, the Specific Plan would conflict with implementation of the RAQS and would have a potentially significant impact on regional air quality.	**AQ 6.4-1** Within six months of the certification of the Final Program Environmental Impact Report, the City shall provide a revised land use map for the Specific Plan area to SANDAG to ensure that any revisions to the population and employment projections used by the San Diego APCD in updating the RAQS and the SIP will accurately reflect anticipated growth due to the proposed Specific Plan.	Within six months of the certification of the Final PEIR.	City Planning Department
Operational emissions associated with build-out of the Specific Plan would be greater for all pollutants when compared to the adopted land uses and the assumptions	**AQ 6.4-2** For future individual discretionary development projects that would exceed daily operational emissions thresholds established by the City of San Diego, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential measures include the following: • Installation of electric vehicle charging stations;	Mitigation will be implemented as future projects develop.	DSD

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
used to develop the RAQS; thus, overall build-out of the Specific Plan area would result in a potentially significant operational emissions impact.	• Improvement of walkability design and pedestrian network; • Increasing transit accessibility and frequency by incorporating Bus Rapid Transit (BRT) routes included in the SANDAG Regional Plan; • Limiting parking supply and unbundling parking costs; and • Lowering parking supply below Institute of Traffic Engineers rates and separating parking costs from property costs.		
HISTORICAL AND TRIBAL CULTURAL RESOURCES			
Implementation of the Specific Plan could result in an alteration of a historic building, structure, object, or site where an increase in density is proposed beyond the adopted Community Plan and current zoning or where mobility improvements/road extensions could require demolition of structures.	**HIST 6.5-1:** Historic Buildings, Structures, and Objects Prior to issuance of any permit for a development project implemented in accordance with the project 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 Historical Resources 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.	Mitigation will be implemented as future projects develop.	DSD

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	Depending upon project impacts, measures shall include, but are not limited to: • Preparing a historic resource management plan; • Adding new construction that 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 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		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	of significance, where possible. If required, mitigation programs can also be included in the report.		
Implementation of the Specific Plan could adversely impact prehistoric or historic archaeological resources, sacred sites and human remains during construction.	**HIST 6.5-2:** Archaeological and Tribal Cultural Resources Prior to issuance of any permit for a future development project implemented in accordance with the project that could directly affect an archaeological or tribal cultural resource, the City shall require that 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	Mitigation will be implemented as future projects develop.	DSD

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	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 records search at the SCIC at San Diego State University. Site records from the San Diego Museum of Man are now included in the data provided by the SCIC; however, in some instances, supplemental research at the Museum of Man may be required. 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 Archaeological Center and any tribal repositories or museums. In addition to the records 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 archaeological research in similar areas, models that predict		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	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 PRC) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to the provisions in PRC Sections 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		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	recommendations regarding the significance of a tribal cultural resource that also could be a prehistoric archaeological site. A testing program may be recommended, which requires reevaluation of the 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, shall 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 Effects, 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		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	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 indicate 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 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 will be incorporated into		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	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 tribal cultural resource or any archaeological site located on City property or within the Area of Potential Effects 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 PRC 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 PRC (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 included in a subsequent project specific environmental document. The Native American monitor shall be consulted during the		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	reparation 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.		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	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 that 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		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	with an appropriate institution, one that has the proper facilities and staffing for ensuring 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's Mitigation Monitoring and Reporting Program. 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 [Coto] and California Native American Graves Protection and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., Native American Graves Protection and Repatriation Act [U.S. Code 3001-3013]) 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 nonburial related artifacts associated with tribal cultural resources are 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		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	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, Title 36 of the Code of Federal Regulations, Part 79. Additional information regarding curation is provided in Section II of the Guidelines.		
Implementation of the Specific Plan could adversely impact tribal cultural resources.	**HIST 6.5-2**, as described above.	Mitigation will be implemented as future projects develop.	DSD

Attachment 3 to Letter D

California Environmental Quality Act

Significance Determination Thresholds

City of San Diego

JULY 2016*

***Note:** Planning Department staff periodically revises sections of the thresholds in response to CEQA case law, and changes in federal, state, and local regulations. Staff also periodically provides updated information and clarification and direction for environmental analysts.

REVISION HISTORY	
Date	**Comments**
January 1991	Prior revision
January 1994	Prior revision
May 1999	Prior revision
April 2001	Prior revision
~~February~~ ~~April~~ 2004 ~~June~~July 2004	Updated
August 2006	Strikeout/Underline removed; minor edits
January 2007	New Traffic Threshold implemented; minor edits
January 2011	Minor edits to Health and Safety, Paleontology and Public Services and Utilities (Solid Waste Generation/Disposal) sections
July 2016	Addition of Greenhouse Gas Emissions Threshold

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ACRONYMS

AAQA ..... Ambient Air Quality Standards
AB ..... Assembly Bill
ADT ..... Average Daily Traffic
AAOZ ..... Airport Approach Overlay Zone
AEOZ ..... Airport Environs Overlay Zone
APCD ..... Air Pollution Control District
APE ..... Area of Potential Effects
AQIA ..... Air Quality Impact Assessment
AQMD ..... Air Quality Management District
BDR ..... Building Development Review Division
BMP ..... Best Management Practice
CAAQS ..... California Ambient Air Quality Standards
CAP ..... Climate Action Plan
CARB ..... California Air Resources Board
CCR ..... Code of California Regulations
CEQ ..... United States Council on Environmental Quality
CEQA ..... California Environmental Quality Act
CFR ..... United States Code of Federal Regulations
CGS ..... California Geologic Survey
CNEL ..... Community Noise Equivalent Level
CLUP ..... Comprehensive Land Use Plan
CO ..... Carbon Monoxide
CUP ..... Conditional Use Permit
dB ..... decibel
DEH ..... County Department of Environmental Health
DSD ..... Development Services Department
EAS ..... Environmental Analysis Section
EDU ..... Equivalent Dwelling Unit
EIR ..... Environmental Impact Report
EMF ..... Electric and Magnetic Fields
EPA ..... United States Environmental Protection Agency
ESD ..... Environmental Services Department
ESL ..... Environmentally Sensitive Lands
FAA ..... Federal Aviation Administration
FEMA ..... Federal Emergency Management Agency
FPF ..... Flood Plain Fringe
FW ..... Flood Way
GHG ..... Greenhouse Gas
GI ..... Geologic investigation
GR ..... Geologic Report
HAZMAT ..... hazardous materials
HUD ..... U.S. Department of Housing and Urban Development
LDC ..... Land Development Code

LEA ..... Local Enforcement Agency
LDR ..... Land Development Review
LOS ..... Level of Service
MHPA ..... Multi-Habitat Planning Area
MRZ ..... Mineral Resource Zone
MSCP ..... Multiple Species Conservation Program
$\mu g/m^3$ ..... microgram per cubic meter
NAAQS ..... National Ambient Air Quality Standards
NEPA ..... National Environmental Policy Act
NOx ..... Oxides of Nitrogen
OHP ..... Office of Historic Preservation
O_3 ..... Ozone
ppm ..... parts per million
PM_{10} ..... Respirable Particulate Matter
$PM_{2.5}$ ..... Fine Particulate Matter
REDI ..... Regional Economic and Demographic Mapping System
ROG ..... Reactive Organic Gases
RPO ..... Resource Protection Ordinance (outdated)
RPZ ..... Runway Protection Zone
RTK ..... Right to Know
RTIP ..... Regional Transportation Improvement Program
RTP ..... Regional Transportation Plan
RWQCB ..... Regional Water Quality Control Board
SFHA ..... Special Flood Hazard Area
SDG&E ..... San Diego Gas and Electric Company
SANDAG ..... San Diego Regional Association of Governments
SMARA ..... Surface Mining and Reclamation Act
SIP ..... State Implementation Plan
SOx ..... Oxides of Sulfur
SR ..... Soils Report
SUSMP ..... Standard Urban Storm Water Mitigation Plan
SWPPP ..... Stormwater Pollution Prevention Plan
TCM ..... Transportation Control Measures
TLV ..... Threshold Limit Value
VOC ..... Volatile Organic Compounds

I. INTRODUCTION

The purpose of these Significance Determination Thresholds (also known as Guidelines) is to assist City of San Diego staff, project proponents, and the public in determining whether, based on substantial evidence, a project may have a significant effect on the environment under Section 21082.2 of the California Environmental Quality Act[1] (CEQA), and therefore the environmental impact requires mitigation. They are not intended to be stand alone policies and are to be used in conjunction with commonly accepted professional standards, judgments, and practices. These guidelines should be updated when necessary in response to changes in CEQA, case law, and refinement of recognized scientific analysis of impact thresholds. The City of San Diego has been using these thresholds since 1991 and has provided regular updates. Section 15064.7 of the CEQA Guidelines encourages public agencies to develop and publish such analytical tools. These Thresholds include information on 19 environmental issues as listed in, and to be used in conjunction with, the Initial Study Checklist. They provide technical guidance in evaluating the potential significance of a project's environmental impact and provide a consistent and objective basis for determining the level of impacts. They also recognize that the level of impacts depend upon a multitude of factors such as project setting, design, construction, etc.

SIGNIFICANCE THRESHOLDS

The determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the agency involved, based to the extent possible on scientific and factual data. An ironclad definition of a significant impact is not possible because the significance of an activity may vary with the setting. For example, an activity which is not significant in an urban area may be significant in a rural area (CEQA Guidelines Section 15064).

According to CEQA Statutes at Section 21082.2:

(a) The lead agency shall determine whether a project may have a significant effect on the environment based on substantial evidence in light of the whole record.

(b) The existence of public controversy over the environmental effects of a project shall not require the preparation of an environmental impact report if there is no substantial evidence in light of the whole record before the agency that the project may have a significant effect on the environment.

(c) Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly in accurate or erroneous, or evidence of social or economic impacts which do not contribute to, or are not caused by, physical impacts on the environment, is not substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts.

[1] State of California Public Resources Code, Division 13. http://www.leginfo.ca.gov/calaw.html

(d) If there is substantial evidence, in light of the whole record before the lead agency, that a project may have a significant effect on the environment, an environmental impact report shall be prepared.

(e) Statements in an environmental impact report and comments with respect to an environmental impact report shall not be deemed determinative of whether the project may have a significant effect on the environment.

This key decision as to whether a project may have a significant effect must be based on substantial evidence in the record. Section 15384 of the CEQA Guidelines defines "substantial evidence" as:

(a) Substantial evidence as used in these guidelines means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency. Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to, or are not caused by physical impacts on the environment does not constitute substantial evidence.

(b) Substantial evidence shall include facts, reasonable assumptions predicted upon facts, and expert opinion supported by facts

In most instances, the evidence in the record provides a clear link to the decision to prepare an EIR, Mitigated Negative Declaration, or Negative Declaration. However, according to the CEQA Guidelines in marginal cases where it is not clear whether there is substantial evidence that a project would have a significant effect on the environment, the Lead Agency is guided by Section 15064 (7(g) of the CEQA Guidelines:

"After application of the principals set forth above in Section 15064(f), and in marginal cases where it is not clear whether there is substantial evidence that a project may have a significant effect on the environment, the lead agency shall be guided by the following principal: If there is disagreement among expert opinion supported by facts over the significance of an effect on the environment, the Lead Agency shall treat the effect as significant and shall prepare an EIR."

USE OF REGULATORY STANDARDS AS THRESHOLDS OF SIGNIFICANCE

In October 2002, the California Court of Appeal for the Third District issued a decision in the case *Communities for a Better Environment v. California Resources Agency*, Case No. C)38844 (10/28/02). Among other decisions, the court invalidated CEQA Guidelines Section 15064(h), which required lead agencies to rely on adopted environmental standards to determine significance. The Court held that Section 15064(h) conflicted with CEQA's standard for determining whether to prepare an EIR whenever it can be fairly argued on the basis of substantial evidence that a project may have a significant environmental impact.

In general, the Significance Determination Thresholds may be used to determine a project's potential impacts, but analysts are cautioned to remember that in some cases there may be substantial evidence of significant impact even when a project does not exceed the threshold.

II. ENVIRONMENTAL ISSUES

A. AGRICULTURAL RESOURCES

A significant impact on agricultural resources may result from a project which involves the conversion of Prime Farmland*, Unique Farmland**, or Farmland of Statewide Importance*** (as defined by the State of California on its Important Farmlands Map) to non-agricultural use. In San Diego, such land is generally located in portions of the undeveloped northern and southernmost areas of the City.

* Prime Farmland is land with the best combination of physical and chemical features for the production of agricultural crops. It includes:

- All land which qualifies for a rating as Class I or II on the United States Department of Agriculture (USDA) Natural Resources Conservation Service (formerly the Soil Conservation Service) Land Use Capability classifications. The Capability classification indicates the suitability of soils for most kinds of crops. Groupings are made according to the limitation of the soils when used to grow crops and the risk of damage to soils when they are used in agriculture Soils are grouped in eight classes, from I through VIII, with Group I having the highest rating.
- Land which qualifies for a rating of 80 to 100 on the Storie Index. The Storie Index expresses numerically (based on a 100-point scale) the relative degree of suitability, or value of a soil for general intensive agriculture. Profile characteristics, soil surface texture, slope, and other factors such as drainage and salinity are considered in the Index rating.
- Land which supports livestock used for the production of food and fiber and which has an annual carrying capacity equivalent to at least one animal unit per acre, as defined by the USDA.
- Land planted with fruit or nut bearing trees, vines, bushes, or crops that have a non-bearing period of less than five years and which will normally return, during the commercial bearing period on an annual basis, from the production of unprocessed agricultural plant production, not less than $200 per acre.
- Land which has returned from the production of unprocessed agricultural plant products at an annual gross value of not less than $200 per acre for three of the previous five years.

** Unique Farmland is land of lesser quality soils used for the production of the state's leading agricultural cash crops.
*** Farmland of Statewide Importance is land with a good combination of physical and chemical features for the production of agricultural crops.

INITIAL STUDY CHECKLIST QUESTIONS

The following are from the City's Initial Study Checklist and provides guidance to determine potential significance to Agricultural Resources:

Would the proposal result in:

1. Conversion of a *substantial amount* of Prime Farmland*, Unique Farmland** or Farmland of Statewide Importance*** (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

2. Conflict with existing zoning for agricultural use, or Williamson Act contract?

3. Involve other changes in the existing environment which due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

SIGNIFICANCE THRESHOLDS

In evaluating the potential for a significant agricultural resources impacts, analysts should consult the Soil Survey, San Diego Area, Part III (USDA 1973) to determine the Storie Index rating and Capability Group of the soils on the project site. Other resources include the State of California Important Farmlands Map and Environmental Impact Reports prepared for subarea plans and community plan updates. Some of these documents contain maps identifying the various categories of farmland.

The determination of *substantial amount* cannot be based on any one numerical criterion (i.e., one acre), but rather on the economic viability of the area proposed to be converted. Another factor to be considered is the location of the area proposed for conversion. If the site itself is too small to be economically viable, would the proposed use affect the surrounding operations? For instance, the installation of a small housing complex on a formerly agricultural site may preclude or limit future pesticide spraying activities in an adjacent area with the potential to support food crops.

For purposes of defining significant agricultural resources and identifying impacts, it should be noted that the economic viability of a site is based on the characteristics that allow agricultural operations that can make a profit – not on a comparison of agricultural activities with other types of uses that may be more profitable.

B. AIR QUALITY and ODOR

Impact analysis for air quality should ensure that current air quality regulatory compliance attainment status is not adversely affected by stationary sources of emission, including CO hotspots, from new development. Table A-1 shows San Diego is designated "non-attainment" for ozone and particulate matter.[2] The CEQA review should include measures to reduce project-related ozone and particulate matter emissions to ensure that new developments do not contribute to San Diego's non-attainment status for these pollutants.

Table A-1
SAN DIEGO ATTAINMENT DESIGNATIONS

Pollutant	Attainment Status	
	State	Federal
Carbon Monoxide	Attainment	Attainment
Lead	Attainment	Attainment
Nitrogen Dioxide	Attainment	Attainment
Ozone	Non-Attainment	Attainment for 1-hr; not 8-hr. Maintenance[3]
PM_{10}	Non-Attainment	Unclassified
Sulfur Dioxide	Attainment	Attainment
Sulfates	Attainment	no federal standard
Hydrogen Sulfide	Unclassified	no federal standard
Visibility	Unclassified	no federal standard

INITIAL STUDY CHECKLIST QUESTIONS

The following are from the City's Initial Study Checklist and provides guidance to determine potential significance to Air Quality:

Would the proposal result in:

1. A conflict with or obstruct implementation of the applicable air quality plan?
2. A violation of any air quality standard or contribute substantially to an existing or projected air quality violation?
3. Exposing sensitive receptors to substantial pollutant concentrations?
4. Creating objectionable odors affecting a substantial number of people? (See C-1)
5. Exceeding 100 pounds per day of Particulate Matter (PM)(dust)?
6. Substantial alteration of air movement in the area of the project?

SIGNIFICANCE THRESHOLDS

These air quality significance thresholds are based primarily on regulatory thresholds. However, use of regulatory standards as the sole threshold for significance [former CEQA section

[2] Source: San Diego Air Pollution Control District 9SDAPCD). 2001 Annual Report. http://www.sdapcd.co.san-diego.ca.us/annual/ANNUAL.PDF. Designation for PM 2.5 and the 8-hour ozone standard were pending at time of this revision.

[3] Attainment for 1-hr.standard was promulgated by the US EPA on July 28, 2003; On 4/04 San Diego was classified as non-attainment for 8-hr. standard .

15064(h)] was struck from CEQA pursuant to *Communities For A Better Environment v. California Resources Agency*, Case No. CO38844 (10/28/02). The former guideline specified that if a change in the environment is not a significant effect if the change complies with a regulatory standard found in a statute, ordinance, rule, or regulation. The court held that Guideline 15064(h) conflicted with CEQA's standard for determining whether to prepare an Environmental Impact Report (EIR). An agency must prepare an EIR whenever it can be fairly argued on the basis of substantial evidence that a project may have a significant environmental impact. The court reasoned that Guideline 15064(h) might be construed to allow an agency to avoid preparing an EIR by deeming an impact insignificant based upon compliance with an adopted regulatory standard, even if other substantial evidence supported a fair argument that a significant impact could occur.

Given the October 2002 ruling, reliance on the SDAPCD regulatory standards in Table 1 can no longer be used as the sole determinant of significance. The SDAPCD thresholds are provided in this document as a guideline to be considered on a case-by-case basis with other substantial evidence in light of the whole record to determine if the project may have a significant air quality impact. "Other substantial evidence" may include factors such as the proximity of sensitive receptors as discussed below.

The following Air Quality Thresholds are arranged in three parts beginning with the broadest, and narrowing to the most specific. Use of these should be applied as a screening tool to see where the project aligns along a sliding scale of potential significance. **If sensitive receptors are involved, the more restrictive of the guidelines should be applied.**

General Thresholds

A project may have a significant air quality environmental impact if it could:

a. Conflict with or obstruct implementation of the applicable air quality plan

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation

c. Result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including release emissions which exceed quantitative thresholds for ozone precursors)

d. Expose sensitive receptors[4] to substantial pollutant concentrations including air toxics such as diesel particulates. … As adopted by the South Coast Air Quality Management District (SCAQMD) in their CEQA Air Quality handbook[5] (Chapter 4), a sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant than is the population at large. Sensitive receptors (and the facilities that

[4] Consider sensitive receptors in locations such as day care centers, schools, retirement homes, and hospitals or medical patients in residential homes close to major roadways or stationary sources, which could be impacted by air pollutants.

[5] http://www.aqmd.gov/ceqa/hdbk.html

house them) in proximity to localized CO sources, toxic air contaminants or odors are of particular concern. Examples include:

- Long-Term Health Care Facilities
- Rehabilitation Centers
- Convalescent Centers
- Retirement Homes
- Residences – such as medical patients in homes
- Schools
- Playground
- Child Care Centers
- Athletic Facilities

Methodology: The public involvement process of CEQA should be used to help determine the conditions of the existing environment to make a reasonable determination if sensitive receptors are present. The environmental planner should make a field visit as appropriate as part of the environmental initial study which should include specific analysis for sensitive receptors. Using visual survey data and resources such as maps and signs or other identifying features, the planner should specifically look for the following locations/conditions:

Medical patients at:

- Adult/senior day care
- Senior citizen centers/facilities/retirement homes
- Hospitals/convalescent homes/long-term health care facilities
- Acute care/walk-in ambulatory care clinics
- Rehabilitation centers

Elderly persons/athletes/students/children at:

- Public parks/playgrounds
- Long-term care/assisted living facilities
- Churches
- Schools
- Child care centers/homes
- Athletic fields

Note: It is not always possible to know if a sensitive receptor exists adjacent to a project site. For example, a sensitive receptor may exist in a residential site such as an elderly patient living at home requiring in-home care, or a person with asthma, or a person with a compromised immune system. Applicants are not required to conduct door-to-door surveys to determine whether medical patients reside in private dwellings.

e. Create objectionable odors affecting a substantial number of people; or

f. Release substantial quantities of air contaminants beyond the boundaries of the premises upon which the stationary source emitting the contaminants is located.[6]

[6] San Diego Municipal Code, Chapter 14, Article 2, Division 7, "Off-Site Development Impact Regulations" paragraph 142.0710, "Air Contaminant Regulations."

Federally-supported transportation projects must demonstrate conformity with the State Implementation Plan (SIP) ("transportation conformity") to ensure that new transportation projects would not jeopardize air quality in non-attainment areas. The SIP is the federally approved regional air quality strategy to attain and/or maintain health standards. The conformity requirement applies only to federal non-attainment and attainment/maintenance areas. Further discussion of transportation conformity is provided in item 4 below.

Projects that include stationary sources with impacts that may be significant under these general thresholds may also need an Air Quality Impact Assessment (AQIA) to be prepared in accordance with SDAPCD Rule 20.2.[7]

Note: The APCD applies the AQIA requirement for air quality permitting purposes to stationary sources of emissions. The SDAPCD did not establish these general air quality thresholds specifically for CEQA purposes or to assess mobile source emissions.

SDAPCD Thresholds

The SDAPCD provides criteria in Regulation II, Rule 20.2, Table 20-2-1, "AQIA Trigger Levels." Apply these thresholds as a screening criteria for potential impact significance for stationary sources. If sensitive receptors are involved, or if the potential exists for a significantly cumulative air quality impact, apply the more restrictive Ambient Air Quality Standard (AAQS) threshold from Table A-3.

Table A-2
SAN DIEGO AIR POLLUTION CONTROL DISTRICT POLLUTANT THRESHOLDS FOR STATIONARY SOURCES

POLLUTANT	***EMISSION RATE***		
	Lb/hr	*lb/day*	*tons/yr*
Carbon Monoxide (CO)	100	550	100
Oxides of Nitrogen (NO_X)	25	250	40
Particulate Matter (PM_{10})	--	100	15
Oxides of Sulfur (SO_X) [b]	25	250	40
Lead and Lead Compounds [c]	--	3.2	0.6
Particulate Matter, 2.5 microns ($PM_{2.5}$)	--	--	--
Volatile Organic Compounds (VOC)Reactive Organic Gases (ROG)	--	137[e]	15

d. Source: SDAPCD Rule 1501, 20.2(d)(2)
e. San Diego Air Basin has been in attainment of SOx standard due to sulfur-free natural gas for electricity generation and lack of heavy industrial/manufacturing uses in the region.

[7] SDAPCD Regulation II, Rule 20.2 (d) (2). http://www.sdapcd.co.san-diego.ca.us/rules/randr.htm For help, contact the SDAPCD at (858) 650-4700 or the California Air Resources Board (CARB) Compliance Assistance Program at 1-800-468-1786.

f. Lead emissions have steadily declined due to catalytic converters and increased use of lead-free gasoline. San Diego is no longer required to monitor for lead.

g. VOC threshold based on SCAQMD levels per South Coast Air Quality Management District SDAPCD (9/01) and the Monterey Bay APCD (MBAPCD) which has similar federal and state attainment status as San Diego.

3. State and Federal Ambient Air Quality Standards (AAQS) Thresholds

Apply AAQS as the threshold where accepted methodology exists when the project involves a sensitive receptor or if the potential exists for a significant cumulative air quality impact.[8] AAQS are established by the regulators to protect even the most sensitive individuals. The federal EPA standard is the National Ambient Air Quality Standards (NAAQS). The more restrictive state standard is the California Ambient Air Quality Standards (CAAQS) as defined by the CARB. Apply current CAAQS. Both sets of standards (as of March 2003) are shown in Table A-3 below.[9]

Note: applying the significance criteria in Table A-3 requires a more rigorous analysis to determine if the threshold would be exceeded. Computer-aided air quality modeling would likely be required to reach this determination. Modeling regional or local concentrations of criteria pollutants from mobile sources is practical only for CO; there are no state recommended models for assessing regional ozone concentrations or local PM_{10} concentration from mobile sources.

Table A-3

NATIONAL AND STATE AMBIENT AIR QUALITY STANDARDS [a]

Pollutant	Averaging Time	California Standards		Federal Standards		
		Concentration	*Method*	*Primary*	*Secondary*	*Method*
Ozone (O_3)	1 hour	0.09 ppm (180 µg/m³)	Ultraviolet photometry	0.12 ppm (235 µg/m³)	Same as Primary	Ultraviolet Photometry
	8 hour	--		0.08 ppm (157 µg/m³)		
Respirable Particulate Matter (PM_{10})	24 hour	50µg/m³ [b]	Gravimetric or Beta Attenuation	150µg/m³	Same as Primary	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20µg/m³		50µg/m³		
Fine Particulate Matter ($PM_{2.5}$)	24 hour	no separate state standard		65µg/m³		
	Annual Arithmetic Mean	12µg/m³	Gravimetric or Beta Attenuation	15µg/m³		
Carbon Monoxide	8 hour	9.0 ppm (10 mg/m³)	Non-Dispersive	9.0 ppm (10 mg/m³)	None	Non-Dispersive Infrared

[8] http://www.arb.ca.gov/research/aaqs/aaqs.htm

[9] http://www.arb.ca.gov/research/aaqs/aaqs.htm

Pollutant	Averaging Time	California Standards		Federal Standards		
		Concentration	*Method*	*Primary*	*Secondary*	*Method*
(CO)	1 hour	20 ppm (23 mg/m^3)	Infrared Photometry	35 ppm (40 mg/m^3)		Photometry
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	--	Gas Phase Chemi-Juninescense	0.053 ppm (100µg/m^3)	Same as Primary Standard	Gas Phase Chemi-Juninescense
	1 hour	0.25 ppm (470µg/m^3)		--		
Lead	30 day average	1.5 µg/m^3	Atomic Absorption	--	--	High volume Sampler and Atomic Absorption
	Calendar Quarter	--		1.5 µg/m^3	Same as Primary Standard	
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	--	Ultraviolet Fluorescence	0.030 ppm (80µg/m^3)	--	Spectrophoto-metry (Pararo-saniline Method)
	24 hour	0.04 ppm (105µg/m^3)		0.14 ppm (365µg/m^3)	--	
	3 hour	--		--	0.5 ppm (1300µg/m^3)	
	1 hour	0.25 ppm (655µg/m^3)		--	--	
Visibility Reducing Particulates	8 hour	Extinction coefficient of 0.23 per kilometer—visibility of ten miles or more due to particles when relative humidity is less than 70%. Method: Beta Attenuation and Transmittance through Filter Tape.		No federal standards		
Sulfates	24 hour	25 µg/m^3	~~Iron~~ Chroma-tography			
Hydrogen Sulfide (H_2S)	1 hour	0.03 ppm (42µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride	24 hour	0.01 ppm (26µg/m^3)	Gas Chroma-tography			

Table footnotes:

[a] Data from April 2004 from CARB. Apply current AAQS: http://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm. See also SDAPCD Rule 20.1 (Table 20.1-7). Refer to the CARB web site for use of this table.

[b] On June 20, 2002, the CARB approved staff's recommendation to revise the PM10 annual average standard to 20 µg/m 3 and to establish an annual average standard for PM2.5 of 12 µg/m3 . On June 5, 2003, the Office of Administrative Law approved the amendments for the regulations for the State Ambient Air Quality Standards for particulate matter (PM) and sulfates. Information regarding these revisions can be found at: http://www.arb.ca.gov/research/aaqs/std-rs/std-rs.htm.

4. Transportation Conformity with State Implementation Plan (SIP)

   Federally-supported transportation projects must demonstrate conformity with the State Implementation Plan SIP ("transportation conformity") to ensure that new transportation projects would not jeopardize air quality in non-attainment areas. The San Diego Regional Association of Governments (SANDAG) demonstrates conformity for projects in the Regional Transportation Plan (RTP). Therefore, projects identified in the March 2003 SANDAG 2030[10] Regional Transportation Plan demonstrate transportation conformity. The San Diego Air Pollution Control District (SDAPCD) Regional Air Quality Strategy is the San Diego element of the SIP. Note that Transportation Control Measures are not a part of the RAQS. Note that federally-supported non-transportation projects must align with the general conformity requirement.

5. CO Hotspot Screening

   The environmental review should also consider the localized health effect of carbon monoxide (CO). Although the San Diego Air Basin is currently an attainment area for CO, exhaust emissions can potentially cause a direct, localized "hotspot" impact at or near the proposed development. The primary source of this pollutant for the San Diego Air Basin in 2001 was mobile sources (mostly on-road passenger vehicles).[11] CO is a product of incomplete combustion of fossil fuel; unlike ozone, CO is emitted directly out of a vehicle exhaust pipe at a congested major roadway intersection with sensitive receptors nearby, and where vehicles are either idling or moving at a stop-and-go pace.

   CO Hotspot screening should follow current accepted protocol by the California Air Resources Board and/or the San Diego County Air Pollution control District. For example, the EMFAC[12] computer model may be appropriate for estimating vehicle emissions. Effective June 30, 2003, new CO studies must use EMFAC (short for "Emission Factor") which is capable of estimating current and forecast emissions for vehicles for gas, diesel, or electric vehicles. The air quality analyst should select the most appropriate methodology in consultation with City of San Diego staff.

   If quantitative evaluation is necessary, the computer model CALINE-4 (or equivalent) using the most recent CO emission factors should be applied.

Significance Determination Examples

The following are only examples of projects or actions that might trigger these levels. They are not to be applied as significance determination thresholds but are for screening purposes only.

1. 950 Single-Family Units/9,500 Average Daily Trips (ADT)

[10] http://www.sandag.org/
[11] Data from http://www.arb.ca.gov/aqd/almanac/almanac01/almanac01.htm
[12] http://www.dot.ca.gov/hg/env/air/ctemfac.htm

In areas of the City of San Diego where traffic flow is not below (worse than) Level of Service (LOS) C and where development is not located within 100 feet of a congested freeway, significant cumulative air quality impacts could result from the development of 950 or more single-family units. Using URBEMIS 2003[13], the estimated 9,500 ADT generated by 950 units would result in the following emissions.

- NO_x – 153 pounds per day in summer; 234 pounds per day in winter; 180 pounds per day annual average;
- ROG – 126 pounds per day in summer; 141 pounds per day in winter; 141 pounds per day annual average;
- CO – 1,580 pounds per day in summer; 1,738 pounds per day in winter; 1,633 pounds per day annual average.

In this example, the significance thresholds would be exceeded for ROG and CO.

Multi-family, commercial, industrial, or institutional development resulting in 9,500 ADT or more could also result in impacts requiring mitigation.

2. 500 Single-Family Units/5,000 ADT

Additional CO consideration should be given for wood-burning fireplaces. If the 500 homes contain wood-burning fireplaces, and these fireplaces were used on an average of 50 days per year, and each fireplace burned one-eighth of a cord of firewood per year, 615 pounds of CO would be emitted each year or 12 pounds of CO per day in winter.

3. LOS Degradation for Roads

If a proposed development causes a six-lane road to deteriorate to LOS E or worse, the resulting longer queuing at the traffic signals could cause a localized significant air quality impact. A site specific CO hotspot analysis should be performed to determine if health standards are potentially violated and to identify any affected sensitive receptor.

If a proposed development causes a six-lane road to drop to LOS F, the resultant extended wait at the signalized intersections could cause a significant air quality impact. A site-specific CO hotspot screening and/or analysis should be performed to determine if health standards are potentially violated and to identify any affected sensitive receptor.

If a proposed development causes a four-lane road to drop to LOS E or worse, the extended wait at the signalized intersection could cause a significant air quality impact. A site specific CO hotspot screening and/or analysis should be performed to determine if health standards are potentially violated and to identify any affected sensitive receptor.

If a proposed development is within 400 feet of a sensitive receptor and the LOS is worse than D, a site-specific CO hotspot analysis should be performed to determine if health standards are potentially exceeded and to determine the level of adverse effect on the receptors.

4. 100 Pounds per Day PM_{10} (Airborne Dust) Criteria

San Diego is non-attainment for PM_{10}. While it is true that windborne particulate matter from other areas sometimes contributes to the non-attainment status, particular emphasis should be placed on identifying potential PM_{10} emissions and specifying mitigation/control

[13] Use current URBEMISmodel

measures to be used during project construction activities. Construction grading and demolition dust accounts for 30% of all PM_{10} emissions in the San Diego Air Basin. Road dust (both paved and unpaved roads) from sources such as vehicle tire wear on paved roads, accounts for 47% of all PM_{10} emissions.

The South Coast Air Quality Management District's *CEQA Air Quality Handbook* (1993) estimate of PM_{10} emissions from site grading is 26.4 pounds per graded acre; roughly 100 pounds of PM_{10} is generated by grading 4.0 acres per day. The estimate is for use as a screening tool to help determine if the 100 pounds of dust would be exceeded.

It should be noted that daily watering of the site prior to/during grading reduces the dust emissions by 50%; a second daily watering reduces the dust emissions by 75%. Another acceptable control has been to phase the grading such that the area to be graded each day is kept below the 100 pounds per day threshold.

Alternatively, a project would not result in a significant impact if specified dust controls are included on the project plans such that visible dust plumes would be retained within the property lines. Dust controls would include not only watering, but other measures such as the preventing of trackout, paving of unpaved roads, covering or treating stockpiles, etc., with the extent of controls varying with the size of the project.

Another major source of airborne dust is caused by vehicle travel on paved roads; it is estimated that one pound of airborne dust is produced for each 2,100 of vehicle miles traveled At an average trip length of nine miles per ADT and ten ADTs per single family home, a new development of 2,300 units would cause 100 pounds of airborne dust; likewise any new development causing or attracting 23K ADTs would result in 100 pounds of airborne dust.

Dust is also associated with demolition of existing structures. Evaluation of projects should consider potential for dust generation from demolition. Asbestos containing materials may be present in the structure to be demolished. Notice is required to be provided by the project applicant to the SDAPCD (APCD) prior to demolition. The website and address for San Diego APCD are as follows:

http://www.sdapcd.co.san diego.ca.us/permits/asbestos.html

San Diego APCD
Compliance Div., Asbestos Section
9150 Chesapeake Drive
San Diego, CA 92123 (858) 650-4554

5. Stationary Sources

Consider potential impacts from existing stationary sources. For new stationary ("non-vehicular") sources, contact the SDAPCD.[14] Instruct the applicant to complete

[14] If a project includes a new or modified stationary air source, refer the applicant to the SDAPCD for permitting help: (858) 650-4700 or at http://www.sdapcd.co.san-diego.ca.us/.

DSD form DS-3163, "Hazardous Materials Questionnaire." See DSD Info Bulletin 116[15] for more information. This bulletin has a sign-off block for SDAPCD to review potential air contaminants from non-vehicular sources. Remember that a permitted sources does not necessarily mean that the source is not "significant" under CEQA.[16] A project with a permitted stationary source may make a considerable contribution to cumulative traffic impacts or may have potential for localized health/air quality impacts.

Air Quality Cumulative Impacts Data Sources

The following data sources should be reviewed to help make a determination of potential significance and/or for cumulative impacts assessment.

1. Site-specific emission data from the SDAPCD is available on-line at: http://www.sdapcd.co.san diego.ca.us/gtoxics/Project1/SourceEmissions.htm. This database includes a cancer risk estimator index. A score between 1 and 100 generally means that the facility will be required to conduct a Health Risk Assessment.

2. The CARB provides an on-line air quality forecaster at: http://www.arb.ca.gov/app/emsinv/fcemssumcat.html The web-based tool will provide an estimate of emissions in the following categories: total organic gases, reactive organic gases, ROG, CO, NOX2, SOX2, PM10, and PM25.

3. To evaluate emissions from stationary sources in an area (for example, by Zip Code), or to support a Hotspot screening, the California Air Resources Board provides an on-line facility query tool: http://www.arb.ca.gov/app/emsinv/facinfo/facinfo.php

4. Hotspot analysis -The SDAPCD has also evaluated potential Hotspot issues for San Diego County in its report, "2001 Air Toxics "Hot Spots" Program Report for San Diego County"(October 2002): http://www.sdapcd.co.san diego.ca.us/gtoxics/toxics_reports.html

5. The U.S. Environmental Protection Agency (EPA) Envirofacts on-line database provides environmental information from a variety of EPA databases: http://www.epa.gov/enviro/index_java.html

Note: Cumulative regional air quality impacts cannot be mitigated at the project level.

[15] http://www.sandiego.gov/development-services/industry/infobulletins.shtml

[16] Use of regulatory standards as a threshold for significance [former CEQA section 1506(h)]was struck from CEQA pursuant to *Communities For A Better Environment v. California Resources Agency*, Case No. CO38844 (10/28/02).

ODOR

Projects that involve offensive odors may be a nuisance to neighboring uses, including businesses, residences, sensitive receptors, and public areas. For example, heavy industrial projects and livestock farming operations with the potential to expose sensitive receptors to objectionable odors could be deemed to have a significant impact. Significant odor impacts on residential areas and sensitive receptors warrant close scrutiny. Considerable attention should also be given to other land uses where people congregate such as recreational areas, work sites, and commercial areas. Analysis of potential odor impacts should be conducted for sources of odorous emissions, and receptors located near odorous sources.

INITIAL STUDY CHECKLIST QUESTION

The following are from the City's Initial Study Checklist and provides guidance to determine potential significance from Odor:

Would the proposal result in:

1. Creating objectionable odors affecting a substantial number of people?

SIGNIFICANCE THRESHOLDS

Determining the significance of potential odor impacts should be based on what is known about the quantity of the odor compound(s) that would result from the project's proposed use(s), the types of neighboring uses potentially affected, the distance(s) between the project's point source(s) and the neighboring uses such as sensitive receptors, and the resultant concentration(s) at the receptors. A more detailed odor analysis may be required to fully evaluate and determine significance of the potential impacts if the proposed project would result in objectionable odors to nearby sensitive receptors.

For a project proposing placement of sensitive receptors near an existing odor source, a significant odor impact will be identified if the project site is closer to the odor source than any existing sensitive receptor where there has been more than one confirmed or three confirmed complaints per year (averaged over a three week period) about the odor source.

For projects proposing placement of sensitive receptors near a source of odors where there is currently no nearby existing receptors, the determination of significance should be based on the distance and frequency at which odor complaints from the public have occurred in the vicinity of a similar odor source at another location.

The San Diego Municipal Code also addresses odor impacts at Chapter 14, Article 2, Division 7 paragraph 142.0710, "Air Contaminant Regulations" which states:

> Air contaminants including smoke, charred paper, dust, soot, grime, carbon, noxious acids, toxic fumes, gases, odors, and particulate matter, or any emissions that endanger human health, cause damage to vegetation or property, or cause soiling shall not be permitted to emanate beyond the boundaries of the premises upon which the use emitting the contaminants is located.

If a proposed project is determined to result in significant odor problems, mitigation measures should be identified. For some projects such as restaurants, add-on controls or process changes, such as carbon absorption, or other filtration may reduce emissions to below a level of significance.

For City of San Diego Metropolitan Wastewater Department (MWWD) projects, the "Odor Control Design Guidelines" are applied to ensure sewer odor impacts are minimized.[17] The following table may also be used as a guide (not necessarily as CEQA-significant threshold levels) to estimate concentration at which a chemical odor may become recognizable. Note that different organizations have different threshold levels. The environmental analyst should determine which standard to apply based on project-specific conditions such as proximity to sensitive receptors. Odor impacts may have a significant impact unless mitigated. If values are not listed for a particular chemical, lookup tables are available at various websites through most Material Safety Data Sheet (MSDS) applications, or the EPA Envirofacts database: http://www.epa.gov/enviro/html/emci/chemref/index.html

Table A-4
ODOR GUIDELINES [a]

Pollutant	Odor Threshold (ppm)			Threshold Limit Value (TLV) (ppm)
	CHRIS [b]	*AAR* [c]	*AIHA* [d]	
Acetaldehyde	0.21	0.01-0.031	0.0028-1000	25
Acetone	100	0.66-320	0.037-0.15	750
Ammonia (anhydrous)	47	0.037-20	0.043-53	25
Benzene	4.7	0.16-320	0.78-160	10
Carbon monoxide	odorless	Odorless	Odorless	25
Carbon tetrachloride	>10	15-50	1.6-706	5
Chlorine	3.5	0.02-3.5	0.021-3.4	0.5
Cumene	1.2	--	0.0051-1.3	50
Cyclohexane	--	0.41	0.52-784	300
Dicyclopentadiene	0.003	0.002	0.003-0.011	5
Ethyl benzene	140	0.25-2.3	0.092-0.60	100
n-Hexane	--	--	65-248	50
Hydrogen sulfide	0.0047	0.13	0.001 – 1.3*	10

[17] City of San Diego MMWD Program Guidelines for Design Consultants. Appendix D, Chapter D30, "Odor Control Design Guidelines." December 1996

Pollutant	Odor Threshold (ppm)			Threshold Limit Value (TLV) (ppm)
	CHRIS [b]	*AAR* [c]	*AIHA* [d]	
Methyl ethyl ketone	10	11-27	0.25-85	200
Naphthalene	--	0.3-0.9	0.0095-0.64	10
Phenol	0.05	--	0.0045-1	5
Phosgene	0.5	0.125-1	0.12-5.7	0.1
Phospine	0.14	0.02	0.01-5	0.3
Styrene monomer	0.148	0.02-0.47	0.0047-61	50
Sulfur dioxide	3	3	0.33-5	2
Toluene	0.17	0.17-40	0.021-69	50
Vinyl chloride	260	260-25,000	--	5
o,m.p-Xylene	0.05	0.2-4	0.081-5.4	100

Table notes:

a "**Working with Toxic and Odor Thresholds**." CAMEO Today newsletter, March/April 1997 issue ; (revised August 2001). National Oceanic and Atmospheric Administration (NOAA). Computer-Aided Management of Emergency Operations (CAMEO®). http://response.restoration.noaa.gov/cameo/dr_aloha/odor/odor.html

b **Chemical Hazards Response Information System (CHRIS) Manual**. U.S. Coast Guard. http://www.chrismanual.com/

c Bureau of Explosives, American Association of Railroads (**AAR**). 1996. Emergency Action Guides. Washington, DC: http://www.aar.org

d. American Industrial Hygiene Association (AIHA). 1989. Odor Thresholds for Chemicals with Established Occupational Health Standards. Akron, OH: AIHA. (This document can be ordered from the **AIHA website**, www.aiha.org.).

* **According to the MWWD Odor Control Design Guidelines, odor complaints are not typically generated if ambient concentrations of odorous compounds are less than 5 odor units (five times the odor recognition threshold). Applying this multiplier to the AIHA odor recognition threshold indicates that complaints would not be expected for hydrogen sulfide concentrations that are less than 0.0005 ppm.**

C. BIOLOGICAL RESOURCES

Sensitive biological resources are defined by the City of San Diego Municipal Code as:

- Lands that have been included in the Multi-Habitat Planning Area (MHPA) as identified in the City of San Diego Multiple Species Conservation Program (MSCP) Subarea Plan (City of San Diego, 1997);
- Wetlands (as defined by the Municipal Code, Section 113.0103);
- Lands outside the MHPA that contain Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines (July 2002 or current edition) of the Land Development manual;
- Lands supporting species or subspecies listed as rare, endangered, or threatened;
- Lands containing habitats with narrow endemic species as listed in the Biology Guidelines of the Land Development manual; and
- Lands containing habitats of covered species as listed in the Biology Guidelines of the Land Development manual.

For projects within the City of San Diego or carried out by the City of San Diego which may affect sensitive biological resources, potential impacts to such sensitive biological resources must be assessed. The following criteria and information are provided for guidance during this process.

INITIAL STUDY CHECKLIST QUESTIONS

The following are from the City's Initial Study Checklist and provides guidance to determine potential significance to Biological Resources:

Would the proposal result in:

1. A substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)?

2. A substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG 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?

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. Introducing land use within an area adjacent to the MHPA that would result in adverse edge effects?

7. A conflict with any local policies or ordinances protecting biological resources?

8. An introduction of invasive species of plants into a natural open space area?

SIGNIFICANCE THRESHOLDS

Impacts to biological resources are assessed by City staff through the CEQA review process, and through review of the project's consistency with the Environmentally Sensitive Lands (ESL) regulations, the Biology Guidelines (July 2002) and with the City's MSCP Subarea Plan. Before a determination of the significance of an impact can be made, the presence and nature of the biological resources must be established.

The following two steps summarize the procedure for collecting the necessary information.

STEP 1:

Determine the extent of biological resources and values present on the site. The analyst needs to visit the site and review existing biological information (e.g. MSCP vegetation maps). If there is any evidence that the site supports or recently supported biological resources, significant biological resources (see clarification in Step 2), a survey or letter report is necessary.

A factor in making this determination is whether or not the site has been illegally graded or grubbed. In some cases it is appropriate to consider the biological values on the site before a disturbance such as grading or fire. In general, if the site has been legally graded or grubbed and/or is characterized by ruderal species, is not included in the City's MHPA, and does not support wetlands or Tier I, II or III habitat, it probably does not support significant biological resources.

Note: The presence of trash and debris on a site does not indicate a lack of biological habitat. In addition, lack of vegetation due to fire, clearing of vegetation for brush management (Zone 2 is impact neutral), unauthorized off-road vehicle use or other uses also does not preclude the presence of potential habitat.

An affirmative answer to any of the following questions indicates that significant biological resources MAY be present:

a. The site has been identified as part of the MHPA by the City's MSCP Subarea Plan.

b. The site supports or could support (e.g. in different seasons/rainfall conditions, etc.) Tier I, II, or IIIA & B vegetation communities (such as grassland, chaparral, coastal sage scrub, etc.). The CEQA determination of significant impacts may be based on what was on the site (e.g. if illegal grading or vegetation removal occurred, etc.), as appropriate.

c. The site contains, or comes within 100 feet of a natural or-manufactured drainage (determine whether it is vegetated with wetland vegetation). The site occurs within the 100-year flood plain established by the Federal Emergency Management Agency (FEMA) or the Flood Plain Fringe (FPF)/ Flood Way (FW) zones.

d. The site does not support a vegetation community identified in Table 2 or 3 (Tier I, II, IIIA or IIIB) of the Biology Guidelines (July 2002); however, wildlife species listed as threatened or endangered or other protected species may use the site (e.g. California least terns on dredge spoil, wildlife using agricultural land as a wildlife corridor, etc.).

STEP 2:

Based on Step 1, if significant biological resources are present, then a survey to determine the nature and extent of the biological resources on the site is warranted (See Guidelines for Conducting Biology Surveys, revised 2002). The survey should identify which biological resources are present on the site and its immediately surrounding area, and the number and extent of each type. As appropriate and when relevant to the biological resources found on site, the survey should also discuss the nature and quality of the biological resources in the immediate vicinity of the project site.

The significance and/or sensitivity of the resource can be determined at this stage, however, a resource may be more vulnerable to some kinds of development than to others. Sensitivity and/or significance of impacts is, therefore, more appropriately considered in the context of the proposed project, as discussed below.

Biology Significance Determination

1. Direct Impacts

The direct, indirect and cumulative impacts of a project must be analyzed for significance. The first step in making the determination is to identify the nature of the impact, and the extent, and degree of direct impacts to biological resources. A direct impact is a physical change in the environment which is caused by and immediately related to the project. An example of a direct physical change in the environment is the removal of vegetation due to brushing, grubbing, grading, trenching, and excavating.

In order to determine the extent of impacts, the acreage of each habitat type to be lost should be quantified. If an upland, categorize the land into one of the four Tier categories (I -IV), which are listed on Table 3 of the Biology Guidelines (July 2002). If a natural wetland, categorize as indicated on Table 2 of the Biology Guidelines (July 2002). In addition, the boundaries of the MHPA should be determined and any proposed encroachment should be quantified. Where possible, the extent or number of individuals of sensitive, threatened, rare, or endangered species to be taken or harassed should also be quantified. In order to determine the degree of the impact, fragmentation of habitat, loss of foraging area for sensitive species, and other factors should be considered.

The City's permit to 'take' covered species under the MSCP is based on the concept that 90% of lands within the MHPA will be preserved. Any encroachment into the MHPA (in

excess of the allowable encroachment by a project) would be considered significant and require a boundary adjustment which would include a habitat equivalency assessment to ensure that what will be added to the MHPA is at least equivalent to what would be removed.

In addition, lands containing Tier I, II, IIIa and IIIb [(see Table 3 of City's Biology Guidelines (July 2002)] and all wetlands [see Table 2 of City's Biology Guidelines (July 2002)] are considered sensitive and declining habitats. As such, impacts to these resources may be considered significant. Lands designated as Tier IV are not considered to have significant habitat value and impacts would not be considered significant.

Impacts to individual sensitive species, outside of any impacts to habitat, may also be considered significant based upon the rarity and extent of impacts. Impacts to state or federally listed species and all narrow endemics [see the City's Biology Guidelines (July 2002)] should be considered significant. Certain species covered by the MSCP [see page 26 of the Biology Guidelines (July 2002)] and other species not covered by the MSCP, may be considered significant on a case-by-case basis taking into consideration all pertinent information regarding distribution, rarity, and the level of habitat conservation afforded by the MSCP.

Notes:

(a) Total upland impacts (Tiers I- IIIB) less than 0.1 acre are not considered significant and do not require mitigation. **See Section 3 (Cumulative Impacts) relative to native grasslands.**

(b) Impacts to non-native grasslands totaling less than 1.0 acres which are completely surrounded by existing urban developments are not considered significant and do not require mitigation. Examples may include urban infill lots.

(c) Total wetland impacts less than 0.01 acre are not considered significant and do not require mitigation. THIS DOES NOT APPLY TO VERNAL POOLS or wetlands within the Coastal Zone.

(d) Brush management Zone 2 thinning activities, while having the potential to adversely affect biological resources, are not considered potentially significant inside the MHPA or, to the extent that non-covered species are not impacted, outside the MHPA, because of the implementation of the MSCP. Brush management Zone 2 thinning outside the MHPA which affects non-covered species is potentially significant. Brush management not conducted in accordance with brush management regulations, regardless of where it is located, is also potentially significant.

(d) Mitigation is not required for impacts to non-native grassland habitat when impacted for the purpose of wetland or other native habitat creation.

(e) Habitat mitigation is not required for impacts to manufactured slopes or areas that have been planted with native species for the purpose of erosion control. For example, in order to qualify for this exception, substantiation of previous permits and mitigation must be provided.

Noise mitigation, however may be required for significant noise impacts to certain avian species during their breeding season depending upon the location of the slope (such as adjacent to an MHPA) and what birds may be present in the area such as the California gnatcatcher, least Bell's vireo, southern willow flycatcher, least tern, cactus wren, tricolored blackbird, or western snowy plover. If these avian species (except for the California gnatcatcher) are present, then mitigation will be required if construction or operational noise levels would exceed 60 db(A), or the existing ambient noise level if already above 60dB(A) during the breeding season. For California gnatcatcher habitat within the MHPA and occupied, construction or operational noise levels exceeding 60 dB(A) (or exceeding the existing ambient noise level if already above 60 dB(A)) during the breeding season is considered significant. There are no restrictions for the gnatcatcher **outside** the MHPA anytime of the year.

In addition, inside the MHPA, impact avoidance areas are required for Cooper's hawk, northern harrier, golden eagle, burrowing owl, and southwestern pond turtle. See Biology Guidelines, Section II, A. 2 & 4. and Section 9.12 of the Implementing Agreement.

(f) Removal/control of non-native plants is not considered to constitute a significant habitat impact for which compensatory habitat acquisition, preservation, or creation for the area impacted is required. Mitigation for indirect impacts such as erosion control or off-site infestation by non-native species may be needed.

2. Indirect Impacts

CEQA Guidelines §15064(d) provides the following guidance regarding identification of direct versus indirect impacts:

In evaluating the significance of the environmental effect of a project, the Lead Agency shall consider direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project.

a. An indirect impact is a physical change in the environment which is not immediately related to the project, but which is caused indirectly by the project. If a direct impact in turn causes another physical change in the environment, then the secondary changes is an indirect impact. For example, the dust from heavy equipment that would result from grading for a sewage treatment plant could settle on nearby vegetation and interfere with photosynthetic processes; and the construction equipment noise levels could interrupt reproductive behavior within adjacent sensitive avian breeding habitats during the breeding season.

b. An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project. A change which is speculative or unlikely to occur is not reasonably foreseeable.

Depending on the circumstances, indirect impacts of a project may be as significant as the direct impacts of the project. In general, however, indirect impacts are easier to mitigate than direct ones. Some impacts may be considered indirect impacts in some circumstances and

direct impacts under other circumstances. Indirect impacts include but are not limited to, the following impacts:

a. The introduction of urban meso-predators into a biological system;
b. The introduction of urban runoff into a biological system;
c. The introduction of invasive exotic plant species into a biological system;
d. Noise and lighting impacts (note: consider both construction/demolition and operational phases of the project); and
e. Alteration of a dynamic portion of a system, such as stream flow characteristics or fire cycles; and
f. loss of a wetland buffer that includes no environmentally sensitive lands.

3. Cumulative Impacts

The MSCP was designed to compensate for the regional loss of biological resources throughout the region. Projects that conform with the MSCP as specified by the Subarea Plan, and implementing ordinances, (i.e. July 2002 Biology Guidelines and ESL Regulations) are not expected to result in a significant cumulative impact for those biological resources adequately covered by the MSCP. These resources include the vegetation communities identified as Tier I through IV (see City's July 2002 Biology Guidelines, and the MSCP covered species list (see Appendix A of the City of San Diego's MSCP Subarea Plan).

All direct impacts to vernal pools are significant and cumulatively significant. **Impacts to vernal pools may be mitigated in accordance with the criteria in the Biology Guidelines.**

Direct impacts to perennial native grasslands that are greater than 0.1 acre are significant and cumulatively significant. **Direct impacts to this habitat type are mitigated via Tier I per Biology Guidelines. Cumulative impacts may be mitigated only via creation at a 1:1 ratio or greater with the feasibility of creation to be evaluated on a case-by-case basis.**

Impacts to species covered by the MSCP (see Appendix A of MSCP Subarea Plan) would not generally be considered cumulatively significant, provided the project is in full compliance with the MSCP and its implementing regulations. Impacts to state- or federally-listed species not covered by the MSCP may be considered cumulatively significant. Each situation will be evaluated on a case-by-case basis.

It is expected that many other sensitive species not analyzed for coverage under the MSCP will be adequately conserved through the MSCP's habitat-based mitigation plan. A rare circumstance may arise, however, where impacts to a particular species may still result in a cumulatively significant impact. The project-level biological survey report would identify those species and describe why a cumulative impact still exists in light of the habitat level of protection provided by the MSCP. Depending on the size of the impact, the salt marsh daisy (*Lasthenia glabrata* ssp. *coulteri*) found in salt pannes) and the little mouse tail (*Myosurus minimus*) found in vernal pools) would be examples of non-covered species that might be considered rare enough to conclude cumulatively significant impacts.

WEB SITES FOR REFERENCED DOCUMENTS

Biology Survey Guidelines:
http://www.sandiego.gov/mscp/pdf/biosurvey.pdf

Biology Guidelines:
http://www.sandiego.gov/mscp/pdf/biolog.pdf

MSCP Subarea Plan:
http://www.sandiego.gov/mscp/pdf/subarea.pdf

Environmentally Sensitive Lands Regulations:
http://clerkdoc.sannet.gov/legtrain/mc/MuniCode Chapter14/Ch14Art03Division01

D. GEOLOGIC CONDITIONS

Geologic conditions exist within certain areas of the City of San Diego which have the potential to pose serious problems when land is developed. Unstable slopes, slide prone soils, and faults occur in many parts of the City. Seismically liquefiable areas exist near the bays and rivers. The Geologic Hazard maps which are part of the City of San Diego Seismic Safety Study indicate where adverse geological conditions exist which will require some level of evaluation by a geologist, an engineer, or both.

Table F-1 describes which type of geologic report is required for specific zones identified on the Seismic Safety Study. Depending on the nature of the proposed project, the requirements can be waived in portions of zone 53 where the topography is flat, or where an evaluation by a City geologist determines that the geologic impact to the project is negligible. * In areas considered at high risk for liquefaction, the report can be deferred to the Building Development Review (BDR) Division until the Building Permit stage if no environmentally sensitive resources are likely to be impacted. Studies for potentially active faults may also be deferred to BDR based on an evaluation by a City staff geologist. Soil investigations may also be deferred if no sensitive environmental resources would be affected by the findings of the report.

*** Note: All project grading components, including offsite improvements such as roads, must be included in the analysis. Therefore, for those project components where BDR would not typically review, approve and require compliance with geotechnical report recommendations (i.e., areas outside the building pad), the analysis must be done during the discretionary stage of project review.**

Table F-1
GEOTECHNICAL STUDY REQUIREMENTS
(City of San Diego Information Bulletin 515)

Hazard Category	Group I	Group II	Group III	Group IV	Group V	Group VI	Group VII
11, 13, 21, 31, 41	GI	GI	GI	GI	GI	GI	SR
12, 22-27, 42-47	GR	GI	GR	GI	GR	GR*	SR
32, 48, (53 & 54 if in hilly terrain)	GR*	SR & GR*	GR*	GR*	--	--	SR
51, 52, 55, (53 & 54 if flat terrain)	GR*	SR*	--	--	--	--	SR

Table F-1 notes:
GI = Geotechnical Investigation
GR = Geotechnical Reconnaissance
SR = Soil Report

GEOLOGIC HAZARD CATEGORIES (from The City of San Diego's *Seismic Safety Study, 1995 Edition)*

Fault Zones:

11 active, Alquist-Priolo Earthquake Fault Zone
12 potentially active: inactive, presumed inactive or activity unknown
13 downtown special fault zone

Landslides:

21 confirmed, known, or highly suspected
22 possible or conjectured

Slide-Prone Formations:

23 Friars: neutral or favorable geologic structure
24 Friars: unfavorable geologic structure
25 Ardath: neutral or favorable geologic structure
26 Ardath: unfavorable geologic structure
27 Otay, Sweetwater and others

Liquefaction:

31 high potential – shallow groundwater, major drainages, hydraulic fills
32 low potential – fluctuating groundwater, minor drainages

Coastal Bluffs

41 generally unstable: num. landslides, high steep bluffs, severe erosion, unfavorable geol. structure
42 generally unstable: unfavorable bedding planes, high erosion
43 generally unstable: unfavorable jointing, local high erosion
44 moderately stable: mostly stable formations, local high erosion
45 moderately stable: some minor landslides, minor erosion
46 moderately stable: some unfavorable geologic structure, minor or no erosion
47 generally stable: favorable geologic structure, minor or no erosion, no landslides
48 generally stable: broad beach areas, developed harbor

Other Terrain

51 level mesas – underlain by terrace deposits and bedrock: nominal risk
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

* Reports in these categories will not be routed to LDR Geology staff for review; the report will be accepted "as is" unless the reviewing sections have questions. A condition will be included that final geological review will occur in BDR prior to issuance of a building permit.

Building Type/ Land Use Group	
Group I:	Tentative and Vesting Tentative Maps; Subdivision Maps, Lot Splits
Group II:	Grading Permits
Group III:	Neighborhood Development Permit (NDP), Site Development Permits (SDP) for Environmentally Sensitive Lands, or Coastal Development Permits (CDP)
Group IV:	Planned Development Permit (PDP)
Group V:	Conditional Use Permit (CUP)
Group VI:	Map Waivers
Group VII:	Grading Permits for underground storage and removal and/or soil remediation

"Geologic Report" refers to the Geologic Investigation or Geologic Reconnaissance as designated by Table F 1 and defined in the City's "Technical Guidelines for Geotechnical Reports. (October 1988)" Please refer to these guidelines for the requirements of a Geologic Report

INITIAL STUDY CHECKLIST QUESTIONS

The following Initial Study Checklist questions are from the City's Initial Study Checklist, and provide guidance to determine potential significance for geologic conditions?

Would the proposal:

1. Expose people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?
2. Result in a substantial increase in wind or water erosion of soils, either on or off the site?
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?

SIGNIFICANCE THRESHOLDS

EAS staff should work closely with LDR-Geology to determine if a project would have significant impacts and if mitigation is necessary. This should be determined on a case-by-case basis. Typically, standard construction practices recommended in a geologic report would not be mitigation.

E. GROWTH INDUCEMENT

Growth inducement is not clearly defined in CEQA as are other issues. It is usually associated with those projects that foster economic or population growth, or the construction of additional housing, either directly or indirectly which results in the construction of major and new infrastructure facilities. Also a change in land use policy, or projects that provide economic stimulus such as industrial or commercial uses may induce growth as discussed below.

Accelerated growth may further strain existing community facilities or encourage activities that could significantly affect the surrounding environment. The impacts of growth inducement are associated with other issues such as the effects on biological or historical resources, traffic, air quality, public services, etc.

INITIAL STUDY CHECKLIST QUESTIONS

Would the proposal:

1. Induce substantial population growth in an area, (for example, by proposing new homes and commercial or industrial businesses beyond the land use density/intensity envisioned in the community plan)?
2. Substantially alter the planned location, distribution, density, or growth rate of the population of an area?
3. Include extensions of roads or other infrastructure not assumed in the community plan or adopted Capital Improvements Project list, when such infrastructue exceeds the needs of the project and could accommodate future developments?

SIGNIFICANCE THRESHOLDS

A two step analysis needs to be done. The first step is to determine if the project is growth inducing. This includes projects that foster economic growth or population, or construct a new water or sewer line where none previously existed. If this is the case, then this must be analyzed (Step two) in the appropriate issue area.

If the project requires an EIR, Growth Inducement is a mandatory section. The EIR must analyze the consequences of growth; for instance, existing infrastructure may not be able to accommodate a major subdivision, industrial complex, or commercial center and the project may require new facilities that in turn result in impacts. According to Section 15126.2 (d) of the CEQA Guidelines, "It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment." In general, the analysis must avoid speculation and focus on probable growth patterns or projections. Conclusions must also be presented that determines whether this impact is significant and/or unavoidable, and provide for mitigation or avoidance.

F. HEALTH AND SAFETY

The following issue areas are discussed in these significance criteria guidelines:

- Hazardous Materials/Public Safety
- Human Health
- Brush Management

1. Hazardous Materials/Public Safety

As residential redevelopment and new residential construction occurs in or near areas historically used for industry, agriculture, commerce, solid waste (e.g. landfills, former landfill sites, or fuel storage) contaminated soils and groundwater can be found. As part of the environmental review process, steps must be taken to disclose and address the safe removal, disposal and/or remediation of hazardous materials. There are federal, state and local government requirements that must be incorporated into projects which address these issues. Affected facilities would range in scope from establishments specifically designed to handle hazardous/toxic materials (e.g., waste treatment facilities) to underground tanks associated with automotive service stations. In addition there are other public safety issues associated with development proposals in proximity to airports, in flood-prone areas, and in areas susceptible to brush fires.

For non-residential projects, instruct the applicant to complete Development Services Department (DSD) form DS-3163, "Hazardous Materials Questionnaire." See City of San Diego Information **Bulletin 116** for more information. (www.sandiego.gov/development-services/industry/pdf/infobulletin/ib116.pdf)

2. Human Health

Human health issues address health hazards (both known and perceived), such as exposure to disease-carrying vectors; contamination due to sewage spills; proximity to electromagnetic fields (EMF) associated with electric transmission lines and communications facilities; and uses in proximity to former or active underground storage tank sites; fuel-storage tank farms, sewage treatment plants, or areas where toxic chemicals may be stored.

A. Vector Control

The County of San Diego Department of Environmental Health (DEH) regulates vector control. A vector is any insect or other arthropod, rodent, or other animal of public health significance capable of causing human discomfort and injury, or capable of harboring or transmitting the causative agents of human disease. Projects constructing ponds, or other potential vector habitat should consult with DEH to determine mitigation measures to minimize vector impacts.

B. Electromagnetic Fields (EMF)

Studies of the potential for adverse public health effects of EMF are inconclusive. A statement or conclusion of impacts would be speculative. In accordance with CEQA

Section 15145, the known information about EMF is summarized and no conclusion of significance is reached.

The California Department of Health Services (DHS), California Electric and Magnetic Fields Program provides information regarding known possible health effects from EMF created by the use of electricity. DHS references the National EMF Research and Public Information Dissemination (RAPID) Program, established by Congress as part of the Energy Policy Act of 1992, which has published its findings concluding evidence of the risk of cancer from EMF around power lines is weak. The report recognizes that EMF exposure "cannot be recognized as entirely safe" but "believes that the probability that EMF exposure is truly a health hazard is currently small" with "marginal scientific support that exposure to this agent is causing any degree of harm." The report concludes that efforts to reduce exposure to EMF should continue.

C. Radio Frequency (RF) and Wireless Communication Facilities

On February 8, 1996, the Telecommunications Act of 1996 was signed into law. Section 740 of the Act states as follows: "No state or local government or instrumentality thereof may regulate the placement, construction, and modification of wireless service facilities on the basis of the environmental effects of radio frequency emissions to the extent that such facilities comply with the commission's regulations concerning such emissions."

Communications antennas emit varying levels of radio frequency (RF) energy. RF emissions are regulated by the Federal Government. Refer to www.fcc.gov for more information. Below a certain threshold of RF power there is virtually no danger at any distance or direction from the transmitting antenna. Above that threshold, the installation is generally designed to ensure that the areas in which people are likely to be found are exposed to a minimum and safe level of RF energy. The American National Standards Institute (ANSI), and the Institute of Electrical and Electronic Engineers (IEEE) have established the standard for safe exposure levels of RF energy for wireless facilities. RF emission levels are usually expressed and measured as a "power density" or flux which is described in terms of power per unit area. This is the power which flows outward from the transmitter and passes though a given area. The intensity of radiation diminishes exponentially at greater distances from the source, and the exposure, even within the "beam," at sufficient distance presents no exposure danger. The accepted standard for safe exposure to RF energy from the proposed type of facility is 580 microwatts per square centimeter (µW/cm2). The exposure level associated with most cellular facilities is about 0.01% of the accepted standard, or 5.8 µW/cm2 at 50 feet, which is well below the established safety level. If antennas would be placed in conjunction with other existing antennae at the same location, Federal Communication Commission (FCC) rules require the total exposure from all facilities to fall within the guideline limits.

As part of the development review process for wireless communication facilities, the City requires that wireless carriers submit a certified cumulative RF report demonstrating compliance with the FCC standards. Refer to City of San Diego Information Bulletin No. 536. (wwwsandiego.gov/development-services/industry/pdf/infobulletin/ib536.pdf)

D. Schools

CEQA provides guidance on health and safety impacts for school facilities at Statute Sections 21151.2, 21151.4, 21151.8 and Guideline Section 15186. State-funded schools must also address school siting criteria of Title 5 of the California Code of Regulations, Division 1, Ch 13, Sub Chapter 1, and "School Facilities Construction."

The citing of facilities which may emit hazardous or acutely hazardous materials or may handle acutely hazardous materials with a quarter of a mile of a school may result in a significant impact.

CEQA Statute Section 21151.4 states:

An environmental impact report shall not be certified or a negative declaration shall not be approved for any project involving the construction or alteration of a facility within a 1/4 of a mile of a school which might reasonably be anticipated to emit hazardous or acutely hazardous air emission, or that would handle acutely hazardous material or a mixture containing acutely hazardous material in a quantity equal to or greater than the state threshold quantity specified pursuant to subdivision (i) of Section 25532 of the Health and Safety Code, that may pose a health or safety hazard to persons who would attend or would be employed at the school, unless both of the following occur:

(1) The lead agency preparing the environmental impact report or negative declaration has consulted with the school district having jurisdiction regarding the potential impact of the project on the school.

(2) The school district has been given written notification of the project not less than 30 days prior to the proposed approval of the environmental impact report or negative declaration.

3. Brush Management

A specialized public safety issue arises in cases where the brush management[18] requirements cannot be met. An example is a residential lot abutting a publicly-owned open space area, where brush removal, trimming or thinning may be precluded. Another example is a situation where a reduction in the brush management requirements is allowed through alternative compliance. In such cases, the Fire Chief may modify the requirements of brush management on a case-by-case basis. The approval of the Fire Chief must be given in these circumstances in order to avoid a significant public safety impact. See Municipal Code Section 142.0412 (i-j). The environmental analyst should work with DSD-Landscaping Staff and the Fire Chief to ensure the requirements are met. *Ensure brush management activities are coordinated with MSCP staff where there may be potential impacts to MHPA lands.*

[18] http:www.sandiego.gov/fireandems/inspections/brush.shtml

INITIAL STUDY QUESTIONS

The following Initial Study Checklist questions are from the City's Initial Study Checklist and provide guidance to determine the potential significance of Health and Safety issues:

Would the proposal:

1. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

2. Result in hazardous emissions or 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 compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment?

5. Expose people to toxic substances, such as pesticides and herbicides, some of which have long-lasting ability, applied to the soil during previous agricultural uses?

6. Result in a safety hazard for people residing or working in a designated airport influence area?

7. Result in a safety hazard for people residing or working within two miles of a private airstrip or a private airport or heliport facility that is not covered by an adopted Airport Land Use Compatibility Plan?

SIGNIFICANCE THRESHOLDS

1. Projects which propose the handling, storage and treatment of hazardous materials, e.g., a Hazardous Waste Facility, falling under Municipal Code Section 141.1001 Hazardous Waste Research Facilities and Section 141.1002" must prepare a risk assessment in conformance with the Tanner Act. The Hazardous Materials Management Division of the County of San Diego Department of Environmental Health (DEH) determines if projects are subject to Tanner Act provisions.

   For non-residential projects, instruct the applicant to complete Development Services Department form DS-3163, "Hazardous Materials Questionnaire." Refer to City of San Diego Information Bulletin 116 for more information. www.sandiego.gov/development-services/industry/pdf/infobulletin/ib116.pdf

   Note: Please include the following in the environmental document as applicable: Existing and recently enacted legislation to protect the public from any potential impacts from the use of hazardous materials. This legislation includes the Clean Air Act, the Clean Water Act, the

Comprehensive Environmental Response, Compensation and Liability Act, and the Toxic Substances Control Act.

At the local level the City Fire Department screens inventories of substances and inspects sites every 12 months; the County Health Department screens inventories, inspects facilities every 15 months and reviews the hazardous Materials Business Plan, and the County Air Pollution Control District evaluates projects for possible toxic emissions and issues permits as necessary.

2. Project sites on or near known contamination sources may result in a significant impact. Sources of this information are:

   a. San Diego County Environmental Assessment Case Listing. http://www.sdcounty.ca.gov/deh/hazmat/ust.html

   b. State Department of Toxic Substances Control (DTSC) http://www.dtsc.ca.gov/database/index.cfm

   c. Other possible sources - Sanborn maps, Fire Department records, topographic/existing conditions surveys.

   d. Site-specific emission data from the San Diego Air Pollution Control District (SDAPCD) http://www.sdapcd.org/index.html

   e. State Water Resources Control Board: http://www.geotracker.swrcb.ca.gov

3. Project sites that meet one or more of the following criteria may result in a significant impact.

   a. Located within 1,000 feet of a known contamination site.

   b. Located within 2,000 feet of a known "border zone property" (also known as a "Superfund" site) or a hazardous waste property subject to corrective action pursuant to the Health and Safety Code.

   c. DEH site file closed. These cases are especially important where excavation (e.g., sewer/water pipeline projects, below grade parking, basements) is involved. DEH often closes a listing when there is no longer danger to the existing use on the property. Where a change in use is proposed DEH should be consulted. Excavation, which would disturb contaminated soils, potentially resulting in the migration of hazardous substances (e.g., along utility trench lines), would require consultation by the applicant and analyst with DEH. The applicant may be required to obtain a concurrence letter from DEH subsequent to participation in the Voluntary Assistance Program (VAP). Information regarding the County of San Diego VAP can be found on the internet at: http://www.sdcounty.ca.gov/deh/water/sam_voluntary_assistance_program.html.

   d. Located in Centre City San Diego, Barrio Logan or other areas known or suspected to contain contamination sites (Check with DEH).

e. Located on or near an active or former landfill. Hazards associated with methane gas migration and leachates should be considered. Consult with the Local Enforcement Agency (LEA) for assistance.

f. Properties historically developed with industrial or commercial uses which involved dewatering (the removal of groundwater during excavation), in conjunction with major excavation in an area with high groundwater (such as downtown).

Where dewatering is involved, prior to issuance of any permit that would allow excavation which requires dewatering, a plan for disposal of the dewatering effluent and a permit, if needed, from the Regional Water Quality Control Board or the Industrial Waste Division of MWWD, shall be provided to LDR by the applicant. A Dewatering Discharge Permit (NPDES No. CA 1018804) shall be obtained for the removal and disposal of groundwater (if necessary) encountered during construction. Discharge under this permit will require compliance with a number of physical, chemical, and thermal parameters (as applicable), along with pertinent site-specific conditions, pursuant to direction from the RWQCB. Wells, including test wells, and soil percolation tests are not considered dewatering activities.

g. Projects located in a designated airport influence area and where the Federal Aviation Administration (FAA) has reached a determination of "hazard" through FAA Form 7460-1, "Notice of Proposed Construction or Alteration" as required by FAA regulations in the Code of Federal Regulations (CFR) Title 14 §77.13. Note: if the FAA determines the project would be considered a hazard, a Site Development Permit (SDP) in accordance with Process 5 would be required for Council approval in accordance with the Municipal Code §126.0502(e).

Inconsistency with an Airport's Land Use Compatibility Plan (ALUCP) could be a significant impact.

For a project within the boundaries of a comprehensive airport land use plan, or if a comprehensive land use plan has not been adopted for a project within two nautical miles of a public airport or public use airport, CEQA Section 21096 and CEQA State Guidelines Section 15154 requires that the lead agency consider whether the project would result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area in order to adopt a negative declaration or mitigated negative declaration.

h. Located on a site presently or previously used for agricultural purposes. Pesticides are routinely used during agricultural operations. Pesticides do not degrade easily; therefore, a soils assessment may be required. Contact the San Diego County Department of Environmental Health Site Assessment and Mitigation Program for guidance regarding each project site.

G. HISTORICAL RESOURCES

Historical resources include all properties (historic, archaeological, landscapes, traditional, etc.) eligible or potentially eligible for the National Register of Historic Places, as well as those that may be significant pursuant to state and local laws and registration programs such as the California Register of Historical Resources or the City of San Diego Historical Resources Register.

"Historical resource" means site improvements, buildings, structures, historic districts signs, features (including significant trees or other landscaping), places, place names, interior elements and fixtures designated in conjunction with a property, or other objects of historical archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance to the citizens of the City and the region. They include buildings, structures, objects, archaeological sites, districts or landscapes possessing physical evidence of human activities that are typically over 45 years old, regardless of whether they have been altered or continue to be used. Historical resources also include traditional cultural properties.

The following definitions are based, for the most part, on the California Office of Historic Preservation's (OHP) "Instructions for Recording Historical Resources" and are used to categorize different types of historical resources when they are recorded.

A "building" is a construction created principally to shelter any form of human activity (e.g., a house, barn, church, hotel or similar construction). The term building may also be used to refer to a historically and functionally related unit, such as a courthouse and jail or a house and barn.

The term "structure" is used to distinguish buildings from those functional constructions usually made for purposes other than creating human shelter. Constructed by humans, structures include large scale engineering projects such as water control systems (e.g. dams, reservoirs, aqueducts, water towers, etc.) or transportation systems (e.g., railroads, bridges, roads, trails, etc.), as well as mine shafts, kilns, ovens, light-houses, radio telescopes, etc.

The term "object" is used to distinguish buildings and structures from those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed. Although it may be moveable, by nature or design, an object is associated with a specific setting or environment (i.e. sculpture, monuments, boundary markers, statuary and fountains, etc.).

An "archaeological site" is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure (whether standing, ruined or vanished) where the location itself possesses historical, cultural or archaeological value regardless of the value of any existing structure. Archaeological sites which consist of fewer than three associated artifacts and/or ecofacts within a 40 square meter area are commonly called isolates.

A "district" possesses a significant concentration, linkage or continuity of archaeological sites, buildings, structures, objects, and/or landscapes united historically or aesthetically by plan or physical development. In addition, districts may include a variety of resources as listed above.

A "landscape" may be classified as cultural, designed or rural. A cultural landscape is a geographical area which has been used by people; shaped or modified by human activity, occupation or intervention;' or is imbued with significant value in the belief system of a culture or

society. A designed landscape is consciously laid out by a professional designer according to academic or professional standards, theories or philosophies of landscaped architecture; or by an amateur using a recognized style or tradition. It may have a historical association with a significant person, trend or event in landscape gardening or landscape architecture, or a significant relationship to the theory or practice of landscape architecture. A rural historic landscape is a geographic area that historically has been used by people, or shaped or modified by human activity, occupancy or intervention. It is usually a district possessing a significant concentration, linkage, or continuity of land use, vegetation, buildings, structures, roads, waterways and natural features. In this concentration, it provides a distinct sense of time and place.

A "traditional cultural property" is a locale which has been, and often continues to be of religious, mythological, cultural, economic and/or social importance to an identifiable ethnic group. This includes sacred area where religious ceremonies have been or currently are practiced or which are central to a group's origins as a people. Also included are areas where plants or other materials have been or currently are gathered for food, medicine or other economic purposes. These kinds of traditional cultural properties may not possess physical evidence of human activities. Traditional cultural properties also include neighborhoods which have been modified over time by ethnic or folk group use in such a way that the physical and cultural manifestations of the ethnic or folk culture are still distinguishable today. Cultural expressions shared within familial, ethnic, occupational, or regional groups include but are not limited to; technical skill, language, music, oral history, ritual, pageantry, and handicraft traditions which are learned orally, by limitation or in performance, and are generally maintained without benefit of formal instruction or institutional direction. Physical features may include: distinctive landscape and settlement patterns, architectural topologies, materials and methods of construction, and ornamental detailing.

It is important to note, that the different kinds of historical resources described above may not be mutually exclusive. Historic buildings, structures and/or objects are frequently associated with archaeological sites. Similarly, archaeological sites may also comprise traditional cultural properties for the Native American community.

1. Impacts

   The impact assessment is based on the Area of Potential Effect (APE) which includes the area of both the direct and indirect impacts of a proposed project on a historical resource.

   The potential for cumulative impacts to historical resources must also be assessed for significance. In order to identify the extent and degree of the impacts, the APE must be established on the proposed project site plan or map. Once the boundaries of the APE have been defined and the resources have been evaluated for significance, the project impacts will be addressed by the City manager based on the project design. If a historical resource is not significant, both the resource and the effect on it must be noted in the Initial Study on the EIR, but will not be considered further in the CEQA process.

2. Direct Impacts

All components of a development must be considered in evaluating potential impacts to historical resources. Direct impacts generally result from activities that will cause damage to or have an adverse effect on the resource, such as but not limited to

- Grading
- Road construction
- Excavation for sewer and water pipelines and appurtenances
- Staging areas
- Access roads
- Demolition, grading and excavation activities
- Deterioration due to neglect
- Alteration or repair of a historic structure
- Inappropriate and/or unauthorized repair
- New addition
- Relocation from original site
- Isolation of a historic resource from its setting, when the setting contributes to its significance
- Soil Stockpiling
- Construction of trails in open space
- Increased awareness or exposure of resource

3. Indirect Impacts

Indirect impacts are included within the APE. In the built environment, indirect impacts include the introduction of visual, audible or atmospheric effect that are out of character with the historic property or alter its setting, when the setting contributes to the property's significance. Examples include, but are not limited to, the construction of a large scale building, structure, object, or public works project that has the potential to cast shadow patterns on the historic property, intrude into its view shed, generate substantial noise, or substantially increase air pollution or wind patterns. Increases in air pollution can result in adverse effects to historically designated buildings (chimney soot, dust, debris, etc.). Increased wind patterns can result in adverse effects to an archaeological site if, through removal of vegetation or structure, the wind exposes the site or feature that was previously protected from the wind. Conversely, an adverse effect could occur from blocking a natural wind pattern at a sacred site where the wind is integral to the ritual or experience.

For archaeological resources and traditional cultural properties, indirect impacts are often the result of increased public accessibility to resources not otherwise subject to impacts which may result in an increased potential for vandalism and site destruction. Placing sites into open space does not always mean that there will not be the potential for indirect impacts to the resource. Therefore,resources placed into open space need to be evaluated for indirect impacts.

4. Cumulative Impacts

Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. According to the City's Historical Resources Guidelines (April 2001), the loss of a historical resource database due to mitigation by data recovery may be considered a cumulative impact. In the built environment, cumulative impacts most often occur to districts, where several minor changes to contributing properties, their landscaping, or to their setting over time could result in a significant loss of integrity to the district as a whole.

INITIAL STUDY CHECKLIST QUESTIONS

The following are from the City's Initial Study Checklist and provides guidance to determine potential significance to Historical Resources.

Will the proposal result in:

1. An alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic building (including an architecturally significant building), structure, or object or site?
2. Any impact to existing religious or sacred uses within the potential impact area?
3. The disturbance of any human remains, including those interred outside of formal cemeteries?

SIGNIFICANCE THRESHOLDS

Federal, state and local criteria have been established for the determination of historical resource significance. The Historical Resources Regulations of the Land Development Code pertain only to historical resources that meet the definitions contained in Chapter 11, Article 3, Division 1 of the Code and may differ from the definition of historical resources in these Guidelines and from a determination of significance under CEQA, as provided below.

NATIONAL REGISTER OF HISTORIC PLACES

The National Register criteria, contained in National Register Bulletin 16 (U.S. Department of the Interior 1986:1), state that: The quality of significance in American history, architecture, archaeology, engineering and culture is present in districts, sites, buildings, structures and objects that posses integrity of location, design, setting, materials, workmanship, feeling and association, and;

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction; or that represent the work of a master; or that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That has yielded, or may be likely to yield information important in prehistory or history.

Criteria Considerations Exceptions: Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years will not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or

B. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

C. A birthplace or grave of a historical figure of outstanding importance, if there is no other appropriate site or building directly associated with his or her productive life; or

D. A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or

G. A property achieving significance within the past 50 years, if it is of exceptional importance.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

For the purposes of CEQA, a significant historic resource is 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. A resource that is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historic resources, or not deemed significant in a historical resource survey may nonetheless be historically significant for purposes of CEQA.

The City's determination of significance of impacts on historical and unique archaeological resources is based on the criteria found in Section 15064.5 of the State CEQA Guidelines. For additional information, see the City's Historical Resources Guidelines.

CITY OF SAN DIEGO PROGRESS GUIDE AND GENERAL PLAN

Significance criteria as outlined in the Progress Guide and General Plan reflect a broad definition of historical, architectural and cultural importance; a perspective of local, rather than state or national significance; and the belief that all aspects of history are potentially of equal importance.

CITY OF SAN DIEGO HISTORICAL RESOURCES REGISTER

Any improvement, building, structure, sign, interior element and fixture, 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:

A. Exemplifies or reflects special elements of the City's, a community's or a neighborhood's historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development;

B. Is identified with persons or events significant in local, state or national history;

C. Embodies distinctive characteristics of a style, type, period or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;

D. Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist or craftsman;

E. Is listed on or has been determined eligible by the National Park Service for listing on the National Register of Historic Places or is listed or has been determined eligible by the California OHP for listing on the State Register of Historical Resources; or

F. Is a finite group of resources related to one another in a clearly distinguishable way; or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest or aesthetic value; or which represent one or more architectural periods or styles in the history and development of the City.

CITY OF SAN DIEGO CEQA SIGNIFICANCE

As stated above, if a resource 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, it may nonetheless be historically significant. The significance of an historical resource is based on the potential for the resource to meet one or more of the criteria presented above, including the potential 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 (San Diego History) to the City's "Historical Resources Guidelines" and should be used in the determination of historical significance. 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 40 square meter area) or a single feature. Archaeological sites containing only a surface component are generally considered not significant, unless demonstrated otherwise. (Testing is required to document the absence of subsurface deposit.) 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 belief system of a discrete ethnic population.

NON-SIGNIFICANT RESOURCE TYPES

Isolates consist of less than three artifacts/ecofacts within a 40 square meter area. Sparse Lithic Scatters are identified and evaluated based on criteria from the OHP's "California

Archaeological Resource Identification and Data Acquisition Program; Sparse Lithic Scatters" (February 1988). Isolated Bedrock Milling Stations are defined as having no associated site within a 40 meter radius and lacking a subsurface component. Shellfish Processing Sites are defined as containing a minimal amount of lithics (i.e. less than five or six) and no subsurface deposit.[19]
Historic buildings, structures, objects and landscapes are generally not significant if they are less than 45 years old. A non-significant building or structure located within an historic district is by definition not significant.

Resources found to be non-significant as the result of a survey and assessment will require no further work beyond documentation of the resources (including site records) and inclusion in the survey and assessment report.

[19] If it can be determined by the Principal Investigator that the minimal amount of materials from different classes of lithics on-site represents a significant resource based on their potential to address important research questions, then the resource would no longer fall under the category "non-significant resource type."

H. HYDROLOGY

Hydrology is defined as the science dealing with the properties, distribution, and circulation of surface water, ground water and atmospheric water. The quantity of water which flows in a creek or river is calculated based on historic climactic conditions combined with the watershed characteristics. The slope and shape of the watershed, soil properties, recharge area, and relief features are watershed characteristics which influence the quantity of surface flows.

As land is developed, impervious area is increased, thereby increasing runoff. The increased volume of water in a drainage way may have short-lived, but rather dramatic, impacts during storm events. The potentially adverse impacts include, but are not limited to, property damage and disturbance of wildlife habitat.

INITIAL STUDY CHECKLIST QUESTIONS

The following Initial Study Checklist questions are from the City's Initial Study Checklist, and provide guidance to determine potential significance for impacts in Hydrology:

Would the proposal result in:

1. A substantial increase in impervious surfaces and associated increased runoff?
2. Substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes?

SIGNIFICANCE THRESHOLDS

1. If a project would result in increased flooding on- or off-site there may be significant impacts on upstream or downstream properties and to environmental resources.

   Significant impacts may result if the project would impose flood hazards on other properties or if the project proposes to develop wholly or partially within the 100-year floodplain identified in the Federal Emergency Management Agency (FEMA) maps. Compliance with Council Policy 600-14 may provide evidence that an impact is not significant or is mitigated. Policy 600-14 prohibits development within areas of special flood hazard except under certain circumstances. The policy requires approval by the floodplain administrator before construction, development or alteration begins within any area of special flood hazard.

2. If a project would result in decreased aquifer recharge there may be significant impacts on hydrologic conditions and well-water supplies because the area available for aquifer recharge is reduced. When a subsurface water source fails to be recharged by rainfall, its volume will be reduced. Reduced groundwater elevation can affect landholders who are dependent on well water, vegetation, and surface water replenishment. In addition, if a project would result in extraction of water from an aquifer, impacts on hydrologic conditions would be significant if there would be a net deficit in the aquifer volume or a reduction in the local groundwater table.

   Projects which would create over 1.0 acres of impermeable hardscape in areas utilizing well-water and projects which would install groundwater extraction wells may result in significant impacts. Analysts should contact the Regional Water Quality Control Board for guidance in

evaluating this type of impact, as the threshold amount of new impermeable surface may vary from case to case.

For commercial or multi-residential projects (a single-family residence is excluded) using groundwater as a source of water supply, the project applicant must address potential impacts to the neighboring wetlands or other developments(as applicable) in the area that rely on groundwater to assure that there is a sustainable groundwater supply for the proposed project. Otherwise, a significant and unmitigated impact could occur and an EIR could be required. Alternatively, the project would need to provide for municipal water.

3. If a project would grade, clear, or grub more than 1.0 acre of land, especially into slopes over a 25% grade, and would drain into a sensitive water body or stream there may be significant impacts on stream hydrology if uncontrolled runoff results in erosion and subsequent sedimentation of downstream water bodies.

4. If a project would result in modifications to existing drainage patterns there may be significant impacts on environmental resources such as biological communities and archaeological resources.

   Projects where drainage patterns are influenced such that existing vegetation would decline because long- or short-term, soil-plant-water relationships would no longer meet habitat requirements. A project would generally have a significant hydrologic impact on biological resources if the project would result in a degradation in the function and value of the existing habitat or if the project would alter the habitat type.

   Projects which would result in substantial changes to stream-flow velocities or quantities may result in a significant impact (to be determined on a case by case basis; streambed characteristics will affect determination). Refer to the project's hydrology study, if any, for the analysis of this issue.

   There may be significant impacts on downstream properties and/or environmental resources if drainage patterns are changed. Projects which, when identified in a drainage study would cause adverse impacts on downstream properties or environmental resources as a result of a change in the drainage pattern would result in a significant impact. Refer to the project's hydrology study for the analysis of this issue.

Hydrology References:

FEMA Maps: Maps can be accessed at the FEMA website at www.FEMA.org. Click on the FEMA Flood Map Store, then click on Map Search. Use the free "how-to" guidelines and be aware a "plus sign" icon may be shown next to the view button if any map revisions (LOMRs) have occurred. Click on the plus sign to review the map revisions.

I. LAND USE

In accordance with state planning and zoning law, the City of San Diego has adopted a Progress Guide and General Plan which provides a comprehensive long-term plan for the development of the City. The City is in the process of updating the General Plan and has recently adopted the Strategic Framework Element (City of Villages) as part of this update. Consistency with the Strategic Framework Element should be discussed and evaluated as appropriate in environmental documents.

In addition, the City has adopted community and specific/precise plans which provide growth development goals and guidelines for the various communities and subareas. These plans include land use elements and also may include design, resource management and environmental elements or goals. The City of San Diego MSCP Subarea Plan also contains guidelines for development within and adjacent to the MHPA.

The project should be assessed for consistency with any of the adopted plans and regulations (City of San Diego Municipal Code) which govern the region and the particular site. An inconsistency with a plan is not by itself a significant environmental impact; the inconsistency would have to relate to an environmental issue to be considered significant under CEQA.

INITIAL STUDY CHECKLIST QUESTIONS

The following Initial Study Checklist questions are from the City's Initial Study Checklist, and provide guidance to determine potential significance for Land Use:

Would the proposal:

1. Require a deviation or variance, and the deviation or variance would in turn result in a physical impact on the environment?

2. Result in a conflict with the environmental goals, objectives and recommendations of the community plan in which it is located?

3. Conflict with the provisions of the City's Multiple Species Conservation Program Subarea Plan or other approved local, regional or state habitat conservation plan?

4. Physically divide an established community?

5. Result in land uses which are not compatible with an adopted airport Comprehensive Land Use Plan (CLUP)?

SIGNIFICANCE THRESHOLDS

The following may be considered significant land use impacts:

1. Inconsistency/conflict with the environmental goals, objectives, or guidelines of a community or general plan.

2. Inconsistency/conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts occur (for example, development of a designated school or park site with a more intensive land use could result in traffic impacts).

3. Substantial incompatibility with an adopted plan. For example: a rock crusher in a residential area would result in land use conflicts related to environmental consequences (i.e. noise), and environmental impacts would result. As a general rule, projects that are consistent with the zoning and compatible with surrounding uses should not result in land use impacts.

4. Development or conversion of general plan or community plan designated open space or prime farmland[20] to a more intensive land use.

5. Incompatible uses as defined in an airport land use plan or inconsistency with an airport's Comprehensive Land Use Plan (CLUP) as adopted by the Airport Land Use Commission (ALUC) to the extent that the inconsistency is based on valid data. CEQA, Section 21096 and 15154 requires this land use/health and safety analysis. For additional information, consult the California Airport Land Use Planning Handbook,[21] or the applicable Comprehensive Land Use Plan (CLUP):

    - Brown Field (adopted September 21, 1981)
    - Montgomery Field (adopted July 27, 1984)
    - MCAS Miramar (adopted September 28, 1990, amended September 25, 1992)
    - Lindbergh Field (adopted February 28, 1992, amended April 22, 1994)

6. Inconsistency/conflict with adopted environmental plans for an area. For example, a use incompatible with MSCP for development within the MHPA would fall into this category.

7. Significantly increase the base flood elevation for upstream properties, or construct in a Special Flood Hazard Area (SFHA) or floodplain/wetland buffer zone.

[20] http://www.consrv.ca.gov/DLRP/fmmp/pubs/soils/sandiego.pdf
[21] http://www.dot.ca.gov/hq/planning/aeronaut/documents/ALUPHComplete-7-02rev.pdf

J. MINERAL RESOURCES

A project could cause a potentially significant impact to mineral resources if it resulted in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. An impact could also result from the loss of availability of a locally important mineral resource recovery site identified in a general plan, specific plan, or other land use plan.

For the purpose of CEQA analysis, "mineral resources" refers to aggregate resources. Aggregate consists of sand, gravel, and crushed rock. Aggregate provides bulk and strength in construction materials such as portland cement concrete and asphaltic concrete. Blocks of granite rock are quarried for decorative rock, monuments, and surface plaster. Large irregular blocks of stone are quarried for use as riprap. Decomposed granite is taken from pits for use as a base under road pavements and cold-mixed asphaltic pavement.

In accordance with guidelines established by the State Mining and Geology Board, mineral deposits in western San Diego County have been classified into Mineral Resources Zones (MRZs) as follows:

MRZ1 : areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence;
MRZ 2: areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists;
MRZ 3: areas containing mineral deposits, the significance of which cannot be evaluated from available data;
MRZ 4: areas where available information is inadequate for assignment to any other MRZ.

Note: The State Mining and Geology Board maps may be purchased by visiting the following web site:

http://www.consrv.ca.gov/cgs/minerals/mlc/SMARA_pubs_2001.pdf

INITIAL STUDY CHECKLIST QUESTIONS

The following are from the City's Initial Study Checklist and provides guidance to determine potential significance to mineral resources:

Would the proposal result in:

1. The loss of availability of a significant mineral resource (e.g. sand or gravel) as identified the Open File Report 96-04, Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production – Consumption Region, 1996, Department of Conservation, California Department of Geological Survey (located in the EAS library)?

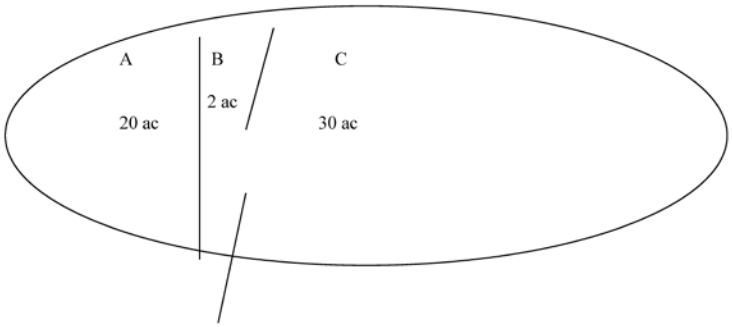
SIGNIFICANCE THRESHOLDS

In analyzing the potential for impacts to mineral resources, staff should consult the Open File Report 96-04, Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production – Consumption Region, 1996, Department of Conservation, California Department of Geological Survey, located in the EAS library. The analyst should answer the following questions:

1. **Is the project site located in the MRZ 2 classification area?**
   A "yes" answer does not automatically mean that a significant impact should be identified. Additional factors should be considered, using questions 2 through 4.

2. **Is the site large enough to allow economically feasible aggregate mining operations?**
   It is unlikely that a site smaller than 10 acres in size could accommodate economically feasible operations. However, Geology Section staff should be consulted, as more information will be required to make a determination.

3. **If the site is too small for an economically feasible mineral resource extraction operation, would its development with the proposed use preclude a mining operation adjacent to or surrounding the site?**
   For example, in the drawing below, assume that properties A, B, and C are all within the MRZ 2 classification, and property B is too small to support a mining operation. If a residential development were built on property B, it could preclude or substantially interfere with development of a mineral resource extraction project or projects on properties A and C, which are large enough to support economically feasible mineral resource extraction. A significant impact should likely be identified for the residential proposal on property B.



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4. **Is the site currently being mined?**
   If an economically feasible mineral extraction operation is the site's current use, and the site is not exhausted, a different use of the site would likely result in a significant impact on the availability of a locally important mineral recovery site.

K. NOISE

Noise is defined as unwanted or objectionable sound. Noise levels compatible with a person's life, health and enjoyment of property are regulated by Local, State, and Federal regulations, including the City of San Diego Progress Guide and General Plan, City Noise Abatement and Control Ordinance, California Noise Insulation Standards (Title 24), the State Public Utilities Code regulating airports, and other regulations. A direct and/or indirect noise impact should be evaluated in relation to applicable City standards, particularly, the City of San Diego Progress Guide and General Plan (Transportation Element). The following significance thresholds are in accordance with the City's Progress Guide and General Plan (Transportation Element) Land Use Compatibility with Annual Community Noise Equivalent Levels (CNEL).

Measurement of sound involves three variables, (1) magnitude; (2) frequency; and (3) duration. Noise levels in the City of San Diego are expressed and compared as dB (A) CNEL.

Definitions

The following definitions shall have the same meaning as defined in the Section 59.5.0102 of the City of San Diego Municipal Code:

A-Weighting
As in decibel A-weighting (dB [A]). Represents the frequency characteristics of the average human ear for various sound intensities. An A-Weight sound filters out lower frequencies, and provides a good indicator of the annoyance potential of a noise.

Average Sound Level
A sound level typical of the sound levels at a certain place during a given period of time, averaged by the general rule of combination for sound levels, said general rule being set forth in American National Standard Specifications for Sound Level Meters 1.4-1971. Average sound level is also called equivalent continuous sound level. (L_{eq})

Community Noise Equivalent Level (CNEL)
An average sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m., and after addition of ten (10) decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

CNEL recognizes that noise annoyance is related to duration, how often the noise is present, how long it persists, and when it occurs.

Decibel (dB)

A unit measure of sound (noise) level.

Just as feet is used to measure distances, decibels are used to measure sound (noise) levels. The decibel is defined as 10 times the common logarithm of the ratio of two amounts of sound power.

The human ear can hear sounds from less than 10 dB to over 100 dB (sounds which are 100,000 times greater that the faintest sounds). Table K-1 shows the approximate relationship between sound level changes and peoples judgment of the relative loudness of the change.

Table K-1
RELATIVE LOUDNESS

Sound Level Change	Acoustic Energy Change	Relative Loudness
0 dB	0	Reference Point
3 dB	50 %	Perceptible Change
10 dB	90 %	Twice as Loud
20 dB	99 %	Four Times as Loud
30 dB	99.9 %	Eight Times as Loud
40 dB	99.99 %	Sixteen Times as Loud

Source: Miller 1989 pg. 1-6

Noise Level
The same as sound level. The terms may be used interchangeably.

Sound Level
In decibels, that quantity measured with a sound level meter as defined herein, by use of the "A" frequency weighting and "fast" time averaging unless some other time averaging is specified.

Sound Level Meter
An instrument for the measurement of sound, including a microphone, an amplifier, an attenuator, networks at least for standardized frequency weighting A, and an indicating instrument having at least the standardized dynamic characteristic "fast," as specified in American National Standard Specification for Sound Level Meters S1. 4-1971 or its successor.

INITIAL STUDY CHECKLIST QUESTIONS

The following questions are from the City's Initial Study Checklist and are used to provide guidance to determine potential significant impacts related to Noise:

Would the project:

1. Result or create a significant increase in the existing ambient noise levels?

2. Exposure of people to noise levels which exceed the City's adopted noise ordinance or are incompatible with Table K-4?

3. Exposure of people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan or an adopted airport Comprehensive Land Use Plan?

4. Result in land uses which are not compatible with aircraft noise levels as defined by an adopted airport Comprehensive Land Use Plan (CLUP)?

SIGNIFICANCE THRESHOLDS

1. Interior and Exterior Noise Impacts from Traffic Generated Noise (Table K-2 below provides the general thresholds of significance for uses affected by traffic noise.)

Table K-2
TRAFFIC NOISE SIGNIFICANCE THRESHOLDS
(db(A) CNEL)

Structure or Proposed Use that would be impacted by Traffic Noise	Interior Space	Exterior Useable Space [22]	General Indication of Potential Significance
Single-family detached	45 dB	65 Db	Structure or outdoor useable area[23] is < 50 feet from the center of the closest (outside) lane on a street with existing or future ADTs > 7500 [24]
Multi-family, schools, libraries, hospitals, day care, hotels, motels, parks, convalescent homes.	- Development Services Department (DSD) ensures 45 dB pursuant to Title 24	65 dB	
Offices, Churches, Business, Professional Uses	n/a	70 dB	Structure or outdoor usable area is < 50 feet from the center of the closest lane on a street with existing or future ADTs > 20,000
Commercial, Retail, Industrial, Outdoor Spectator Sports Uses	n/a	75 dB	Structure or outdoor usable area is < 50 feet from the center of the closest lane on a street with existing or future ADTs > 40,000

Source: 1) City of San Diego Acoustical Report Guidelines (December 2003) and 2) City of San Diego Progress Guide and General Plan (Transportation Element)

[22] If a project is currently at or exceeds the significance thresholds for traffic noise described above and noise levels would result in less than a 3 dB increase, then the impact is not considered significant.

[23] Exterior usable areas do not include residential front yards or balconies, unless the areas such as balconies are part of the required usable open space calculation for multi-family units.

[24] Traffic counts are available from:
- San Diego Regional Association of Governments (SANDAG) Regional Economic Development Information
- System (**REDI**): http://cart.sandag.cog.ca.us/REDI/
- **SANDAG Traffic Forecast Information Center**: http://pele.sandag.org/trfic.html

2. HUD-Funded projects and Noise

If a project is receiving U.S. Department of Housing and Urban Development (HUD) funding, noise analysis and mitigation must be in accordance with the HUD Noise Guidebook[25] Minimum attenuation requirements are prescribed in Title 24 of the Code of Federal Regulations[26] (24 CFR 51.104(a)) which are the HUD Environmental Criteria and Standards.

3. Airport Noise Impacts

If the project is proposed within the Airport Environs Overlay Zone (AEOZ) as defined in Chapter 13, Article 2, Division 3 of the San Diego Municipal Code, the potential exterior noise impacts from aircraft noise would not constitute a significant environmental impact.

However, interior noise impacts will be regulated by the requirement for residential development within the AEOZ to reduce interior noise levels attributable to airport noise to 45 dB Community Noise Equivalent Level (CNEL). Interior noise levels for new construction of multi-family units are addressed by the Building Development Review Division (BDR) of the City's Development Services Department (DSD) and do not need to be mitigated through conditions in the environment report, but the BDR requirements should be noted. BDR requires additional insulation and upgraded building materials so that interior noise levels do \not exceed 45 dB(A) CNEL. The requirements for an acoustical testing are defined in the City of San Diego Municipal Code, Chapter 13, Article 2, Division 3, §132.0308, "Acoustical Testing of Interior Noise Levels."

Requirements for noise studies are found in the Municipal Code at Chapter 13, Article 2, Division 3, §132.0308. This section of the municipal code applies to "development" as defined at, § 113.0103 to include "constructing, reconstructing, converting, establishing, altering, maintaining, relocating, demolishing, using, or enlarging any building, structure, improvement, lot, or premises."

Remodels and additions to single-family and multi-family residences subject to airport noise levels above 65 dB (A) CNEL ordinarily would not be considered a significant issue and a noise study would not be required for the purposes of CEQA analysis. However, new construction of hospitals, schools, day care centers, or other sensitive uses subject to airport noise levels in excess of 65 dB(A) CNEL would be considered a significant issue and a noise study would be required that could recommend measures to mitigate potential noise impacts to a level below significance. Table K-3 below addresses the general impacts from airport noise thresholds.

[25] http://www.hud.gov/offices/cpd/energyenviron/environment/resources/guidebooks/noise/index.cfm

[26] http://www.access.gpo.gov/nara/cfr/cfr-table-search.html#page1

Table K-3
IMPACTS FROM AIRPORT NOISE

Structure or Proposed Use that would be impacted by Airport Noise	Regulation
Structure within an AEOZ	Exterior noise is one factor in determining land use compatibility. See Table K-4 and the applicable Comprehensive Land Use Plan (CLUP).
New Single Family and Multi-family	Building Development Review Division (BDR) of Development Services Department (DSD) ensures 45 dB interior noise levels. Discuss Airport noise impact & BDR requirements (insulation and upgraded building materials to ensure 45 dB(A) CNEL) in environmental document See also **§ 132.0309 Requirement for Avigation Easement**
Remodels and additions to existing single and multi-family	Noise study & mitigation **not required** for airport noise > 65 dB(A) CNEL. See also **§ 132.0309 Requirement for Avigation Easement**. For development within the 60 dB CNEL contour of Lindbergh Field the applicant must demonstrate that indoor noise levels that are attributable to airport operations shall not exceed 45 dB. Refer to § 132.0306 of the Municipal Code.
New construction of hospitals, schools, day care centers or other sensitive uses	Noise study and mitigation **required** for airport noise > 65 dB(A) CNEL. See also § **132.0309 Requirement for Avigation Easement.**

4. Noise from Adjacent Stationary Uses (Noise Generators)

   A project which would generate noise levels at the property line which exceed the City's Noise Ordinance Standards is considered potentially significant (such as potentially a carwash or projects operating generators or noisy equipment).

   If a non-residential use, such as a commercial, industrial or school use, is proposed to abut an existing residential use, the decibel level at the property line should be the arithmetic mean of the decibel levels allowed for each use as set forth in Section 59.5.0401 of the Municipal Code. Although the noise level above could be consistent with the City's Noise Ordinance Standards, a noise level above 65 dB (A) CNEL at the residential property line could be considered a significant environmental impact.

1. Impacts to Sensitive Wildlife

   Noise mitigation may be required for significant noise impacts to certain avian species during their breeding season, depending upon the location of the project such as in or adjacent to an MHPA, whether or not the project is occupied by the California gnatcatcher, least Bell's vireo, southern willow flycatcher, least tern, cactus wren, tricolored blackbird or western snowy plover, and whether or not noise levels from the project, including construction during the breeding season of these species would exceed 60dB(A) or existing ambient noise level if above 60dB(A). In addition, please note that significant noise impacts to the California gnatcatcher are only analyzed if the project is within an MHPA; there are no restrictions for the gnatcatcher outside the MHPA any time of year. Please see Biological Resources Section, Step 2, Note (f).

6. Temporary Construction Noise

   Temporary construction noise which exceeds 75 dB (A) L_{eq} at a sensitive receptor would be considered significant. Construction noise levels measured at or beyond the property lines of any property zoned residential shall not exceed an average sound level greater than 75-decibles (dB) during the 12-hour period from 7:00 a.m. to 7:00 p.m. In addition, construction activity is prohibited 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, that would create disturbing, excessive, or offensive noise unless a permit has been applied for and granted beforehand by the Noise Abatement and Control Administrator, in conformance with San Diego Municipal Code Section 59.5.0404.

   Additionally, where temporary construction noise would substantially interfere with normal business communication, or affect sensitive receptors, such as day care facilities, a significant noise impact may be identified.

7. Noise/Land Use Compatibility

   Noise is one factor to be considered in determining whether a land use is compatible. Land use compatibility noise factors are presented in Table K-4. Compatible land uses are shaded. Incompatible land uses are unshaded. The transition zone between compatible and incompatible should be evaluated by the environmental planner to determine whether the use would be acceptable based on all available information and the extent to which the noise from the proposed project would affect the surrounding uses.

Table K-4
City of San Diego Noise Land Use Compatibility Chart

	Land Use	*Annual Community Noise Equivalent Level in Decibels*					
		50	55	60	65	70	75
1	Outdoor amphitheaters						
2	Schools, libraries						
3	Nature preserves, wildlife preserves						
4	Residential single-family, multi-family, mobile homes, transient housing						
5	Retirement homes, intermediate care facilities, convalescent homes						
6	Hospitals						
7	Parks, playgrounds						
8	Office buildings, business and professional						
9	Auditoriums, concert halls, indoor arenas, churches						
10	Riding stables, water recreation facilities						
11	outdoor spectator sports, golf courses						
12	livestock farming, animal breeding						
13	Commercial-retail, shopping centers, restaurants, movie theaters						
14	Commercial-wholesale, industrial manufacturing, utilities						
15	Agriculture (except livestock), extractive industry, farming						
16	Cemeteries						

L. PALEONTOLOGICAL RESOURCES

Paleontology is the science dealing with the study of prehistoric life preserved as fossils in geologic deposits. As such, paleontology informs society about the history of life, about ancient ecosystems, environments, and climates, and about the origin and evolution of species and patterns and possible causes of extinction.

Fossils (paleontological resources) are the remains and/or traces of prehistoric life and represent an important and nonrenewable natural resource. Fossil remains such as bones, teeth, shells, and wood are found in the geologic deposits (sedimentary rock formations) within which they were originally buried. For planning purposes, paleontological resources can be thought of as including not only actual fossil remains, but also the localities where those fossils are collected, and the geologic deposits/formations/rock units containing the localities.

Because fossils are buried in sedimentary rock layers (strata), they are vulnerable to destructive processes of both natural weathering and erosion as well as manmade earthmoving operations. Impacts to paleontological resources may occur during grading activities associated with project construction, especially for large-scale excavations (e.g., residential housing tracts and new roadway projects) and possibly in urban redevelopment projects where excavation (e.g., for subsurface parking structures) would be done in previously undisturbed geologic deposits/formations/rock units. Where the potential for paleontological impacts exists, mitigation usually involves on-site paleontological monitoring of excavation activities so that exposed fossils may be recovered.

INITIAL STUDY QUESTIONS

The following Initial Study Checklist question is from the City's Initial Study Checklist, and provides guidance to determine potential significance for impacts to Paleontological Resources:

Would the project:

1. Require over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit?
2. Require over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?

SIGNIFICANCE THRESHOLDS

1. Determine the geologic deposit/formation/rock unit underlying a project area. If there are sedimentary rocks such as those found in the coastal areas, they usually contain fossils. If there are granitic or volcanic rocks such as those found in the inland areas (Mission Gorge, etc), they usually will not contain fossils.

2. See Paleontological Determination Matrix.

   Note: Significant impacts to paleontological resources are most often mitigated by the implementation of a monitoring program. The monitoring program is carried out under the

supervision of a qualified paleontologist and includes attendance at preconstruction meetings as well as onsite inspections of active excavations. If well-preserved fossils are discovered, measures are implemented to retrieve, adequately preserve, and curate the resources. The qualified paleontologist must also submit a monitoring results report to MMC staff.

Note: Staff uses the geologic maps by Kennedy (1975), Kennedy and Tan (1977) and Kennedy and Tan (2008) to determine which geologic deposits/formations/ rock units underlie a project site. These maps are available through the California Geological Survey and some local libraries.

PALEONTOLOGICAL MONITORING DETERMINATION MATRIX

Geological Deposit/Formation/Rock Unit	Potential Fossil Localities	Sensitivity Rating
Alluvium (Qsw, Qal, or Qls)	All communities where this unit occurs	Low
Ardath Shale (Ta)	All communities where this unit occurs	High
Bay Point/Marine Terrace (Qbp) [1]	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
Lindavista Formation (Qln, Qlb) [2]	A. Mira Mesa/Tierrasanta B. All other areas	A. High B. Moderate
Lusardi Formation (Kl)	A. Black Mountain Ranch/Lusardi Canyon Poway/Rancho Santa Fe B. All other areas	A. High B. Moderate
Mission Valley Formation (Tmv)	All communities where unit occurs	High
Mt. Soledad Formation (Tm, Tmss, Tmsc)	A. Rose Canyon B. All other areas where this unit occurs	A. High B. Moderate
Otay Formation (To)	All communities where unit occurs	High
Point Loma Formation (Kp)	All communities where unit occurs	High
Pomerado Conglomerate (Tp)	A. Scripps Ranch/Tierrasanta B. All other areas	High
River /Stream Terrace Deposits (Qt)	A. South Eastern/Chollas Valley/Fairbanks Ranch/Skyline/Paradise Hills/Otay Mesa, Nestor/San Ysidro B. All other areas	A. Moderate B. Low
San Diego Formation (Qsd)	All communities where this unit occurs.	High
Santiago Peak Volcanics (Jsp) A. Metasedimentary B. Metavolcanic	A. Black Mountain Ranch/La Jolla Valley, Fairbanks Ranch/Mira Mesa/Peñasquitos B. All other areas	A. Moderate B. Zero
Scripps Formation (Tsd)	All communities where this unit occurs	High
Stadium Conglomerate (Tst)	All communities where this unit occurs	High
Sweetwater Formation	All communities where this unit occurs	High

Torrey Sandstone (Tf)	A. Black Mountain Ranch/Carmel Valley B. All other areas	A. High B. Low

Sensitivity Rating		**Grading Thresholds for Required Monitoring**
High	=	>1000 cubic yards and 10 feet+ deep
Moderate	=	>2000 cubic yards and 10 feet+ deep
Zero-Low	=	Monitoring Not Required

Baypoint [1] -- Broadly correlative with Qop 1-8 of Kennedy and Tan (2008) new mapping nomenclature.
Lindavista [2] – Broadly correlative with Qvop 1-13 of Kennedy and Tan (2008) new mapping nomenclature.

Notes:* 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.

** 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.

*** Monitoring is not required when grading documented or undocumented artificial fill.

M. PUBLIC SERVICES and FACILITIES

Appendix G of the CEQA Guidelines asks whether a project would result in substantial adverse physical impacts **from the construction** or alteration of governmental facilities needed to maintain acceptable service ratios, response times, or other performance objectives for any of the public services. Thus, this and other CEQA guidelines indicate that the Lead Agency should focus the evaluation of impacts on the **physical effects** of constructing or altering public facilities.

However, the guidelines also discuss health and safety issues that can result from the introduction of people to hazardous or overcrowded situations as significant impacts:

> *Section 15065(d), Mandatory Findings of Significance states, "The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly."*
>
> *Section 15126.2 (a) specifically addresses the need to disclose potential significant effects to public services and states, "An EIR shall identify and focus on the significant environmental effects of the proposed project ... Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development)**,** health and safety problems **caused by physical changes,** and other aspects of the resource base such as water, historical resources, scenic quality, and public services**.** The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. "*

The number, location, and size of public facilities such as fire and police stations, public schools, libraries, parks, and other governmental services and facilities should be identified at the community plan level. The City of San Diego Planning Department should coordinate with the appropriate departments in making these determinations. The facilities financing and development impact fees should also be anticipated at this time.

INITIAL STUDY CHECKLIST QUESTIONS

The following questions are from the City's Initial Study Checklist. They provide guidance to determine potential significance of the physical effects of constructing and/or altering Public Services, including the development of Parks and Recreational Resources:

Would the proposal:

1. Have an effect upon, or result in a need for new or altered governmental services in any of the following areas:

Police protection	Parks or other recreational facilities
Fire/Life Safety protection	Maintenance of public facilities, including roads
Libraries	Schools

If so, the focus of the analysis should be on the physical impacts of constructing the public service facilities.

SIGNIFICANCE THRESHOLDS

Public Services

The analyst should evaluate the significance of a project's impacts related to construction of public service facilities as follows:

a. Does the project conflict with the community plan in terms of the number, size, and location of public service facilities?

b. If so, are there direct impacts from construction of proposed new public service facilities needed to serve the project? (See also Section E. Growth Inducement.)

1. Police and Fire-rescue services

For police and fire-rescue services, the following should also be considered and referred to the Police and/or Fire-Rescue Departments if the project exceeds the threshold of 75 dwelling units or 100,000 square feet of non-residential construction.

c. Is the project located in a brush fire hazard area, hillside, or an area with inadequate fire hydrant services or street access? (Also see Section F. Health and Safety).

d. Does the project involve the use, manufacture or storage of toxic, readily-combustible, or otherwise hazardous materials? (Also see Section F. Health and Safety).

e. Would the project's location provide for adequate SDFD access as determined by Fire and Life Safety staff to be in conformance with the California Fire Code and Fire and Hazard Prevention Services Policy A-00-1?

f. Would the project substantially affect Police or Fire-Rescue response times (i.e., increase the existing response times in the project area)?

For question "c-f", the Police and/or Fire Departments will review the project to determine whether it would substantially affect these issue areas as well as following response times:

Police:	Priority 1 call goal by neighborhood from current budget
Fire-Rescue:	5 minutes from the time the alarm is received to arrival of the first engine at the scene of the incident (1 minute chute + 4 minute travel) and 9 minute response time (1 minute chute + 8 minute travel) for initial full alarm assignment (3 engines and 1 truck).

The affected department(s) should advise the analyst of whether the effect is due to a lack of facilities, traffic congestion, or a lack of personnel or equipment.

Large and small developers are required to fund construction of new facilities with Developer Impact Facilities (DIFs) and Facility Benefit Assessment Districts (FBAs) as conditions of project approvals to address capital costs of Police and Fire-Rescue services.

At the present time, significant response time deficiencies due to a lack of personnel or equipment can be helped only by continued, mandatory approval by the City Council of the affected department's budget proposal for operations within the affected area because developers cannot be required to fund ongoing operational costs nor can they make budgetary decisions regarding such funding.

The Environmental Setting section of the environmental document should identify the stations that provide services to the project site, and should include the response times to the project site.

Public Facilities

1. Schools

   Senate Bill (SB) 50 was enacted on August 27, 1998. The bill authorized a $9.2 billion K-12 school and higher education bond to be presented to the voters of California. The state bond measure, known as the "Class Size Reduction Kindergarten - University Public Education Facilities Bond Act of 1998," was approved by the voters on November 3, 1998.

   SB 50 significantly revised developer fee and mitigation procedures for school facilities as set forth in Government Code Section 65996. The legislation holds that the statutory fees are the exclusive means of considering and mitigating school impacts. It does not just limit the mitigation that may be required -- it limits the scope of the review and the findings to be adopted for school impacts. Once the statutory fee is paid, the impact would be mitigated because of the provision that the statutory fees constitute full and complete mitigation.

   What this means is that the City is legally prohibited from imposing any mitigation related to school facilities, because the applicants are required by state law to pay school facilities fees.

   Environmental documents for larger residential projects should include information provided by the appropriate school districts about the existing conditions and capacities, but should conclude that the impacts are mitigated through the implementation of SB 50. However, project permits can include a measure requiring verification that the statutory fees have been paid prior to the issuance of any notice to proceed with project grading or construction.

2. Libraries

   The General Plan establishes guidelines and standards for branch libraries. Ideally, branch libraries should serve a resident population of 30,000 and may be established when a service area, which is expected to grow to 30,000 residents within 20 years of library construction, has a minimum population of 18,000 to 20,000. Branches should be located in areas of

intense human activity, with a 2.0-mile maximum service area, where trips can be combined with other daily trips.

The City of San Diego is also part of a county-wide cooperative relationship known as the Serra Cooperative Library System. This system allows residents of the City of San Diego and San Diego County to use the facilities of public libraries.

The Environmental Setting section of environmental documents for medium to large residential projects should identify the location of the nearest branch libraries and the distance of each from the project site. For those projects located on or near the limits of the City of San Diego, the Serra Cooperative Library facilities should also be identified. The provision of adequate libraries is a planning and facilities issue, and project applicants are required to make fair share contributions to the public facilities.

3. Parks and Recreational Resources

The City's General Plan provides the following guidelines for population-based parks:

a. Neighborhood parks and facilities should serve a resident population of between 3,500 and 5,000 within an approximately half-mile radius. The facility should be five (5) acres in size when located next to an elementary school and 10 acres when the facility must stand alone.

b. Community parks and recreation centers should serve a resident population of between 18,000 and 25,000 within an approximately 1½-mile radius. The facility should be 13 acres in size when located adjacent to a junior high school and 20 acres when the facility must stand alone.

The General Plan guidelines for resource-based park are as follows:

a. Resource-based parks should provide approximately 15 to 17 acres per 1,000 residents City-wide. It is important to note that resource-based parks are identified with an area of outstanding scenic, natural, or cultural interest. However, portions of these parks may serve as a community park.

The City's Park and Recreation Department and Planning Department are part of the multi-disciplinary review team for development projects. They are responsible for determining whether there would be a park deficiency within the community planning areas. As with libraries, the provision of parks is a planning and facilities issue, so the Environmental Setting section of the document should discuss the development's effect on any park deficiencies in the area, but should not conclude that such effects are CEQA impacts.

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N. PUBLIC UTILITIES

In view of the continued growth experienced within the City of San Diego, it is the City's goal to ensure that public utilities will be made available on an equitable basis, without jeopardizing human health and safety.

The group of public utilities, as discussed in this section consist of:

- Electrical Power and Natural Gas (Energy) (In evaluating a project's effects on energy conservation in the preparation of Environmental Impact Reports, staff and consultants are directed to Appendix F of the CEQA Guidelines.)
- Solar Energy
- Communication Systems
- Solid Waste Generation / Disposal
- Water and Sewer
- Water Conservation

Utility providers are typically a combination of City, quasi-public agencies, and privately owned companies and corporations.

The utility providers, in coordination with State and Federal agencies that regulate their activities (CPUC, CAISO, FERC, etc.), identify significant shortages and associated impacts to existing and planned utilities that may be created by projects proposed within their service areas. Each utility provider establishes its own threshold criteria for utility capacity and service expansion.

As briefly discussed below, the extension, expansion, rerouting, and construction of new public and private utility needs are generally addressed on a project-by-project basis. **With one exception (energy conservation), the analysis of impacts related to public and private utilities should focus on the physical impacts associated with their installation.** Such physical impacts should be addressed in their respective impact areas (e.g., biological, archaeological, paleontological resources, etc.). In EIRs, it may be appropriate to consider the growth inducement potential of large utility projects; however, this discussion should be contained in the Growth Inducement section.

The following guidance should be considered in determining whether the utility work could have significant environmental impacts.

Would the removal, construction, and/or relocation of the utility:

- Be compatible with existing and adjacent land uses?
- Change drainage or affect water quality/runoff?
- Affect air quality?
- Affect biological resources including habitat? Consider access road locations.
- Have a negative aesthetic effect? Visual simulations might be necessary.
- Impact historical resources?
- Increase noise levels to sensitive receptors?

INITIAL STUDY CHECKLIST QUESTIONS

The following are taken from the City's Initial Study Checklist and provides guidance on potential significance for the following Public Utilities issues:

Would the proposal:

1. Result in a need for new systems, or require substantial alterations to existing utilities, the construction of which would create physical impacts?

   Natural gas Water Sewer
   Communication systems Solid waste disposal

2. Result in the use of excessive amounts of fuel or energy (e.g. natural gas)?
3. Result in the use of excessive amounts of power?
4. Use of excessive amounts of water?
5. Landscaping which is predominantly non-drought resistant vegetation?

SIGNIFICANCE THRESHOLDS

1. Electrical Power and Natural Gas (Energy)

   Electrical power and natural gas service is commonly provided by the San Diego Gas and Electric Company (SDG&E) throughout the San Diego metropolitan area. Power and gas requirements for upcoming development projects are handled on a case-by-case basis, and SDG&E consults with developers to incorporate energy saving devices into project design, where feasible.

   Forecasting future electric power and natural gas consumption demand is performed on a continual basis by SDG&E. In situations where projects with large power loads are planned, these new large power loads are considered together with other existing or anticipated future loads in the project vicinity, and electrical substations are upgraded or new substations are built if the capacities of existing substations are exceeded. Direct impacts to electrical and natural gas facilities are addressed and mitigated by SDG&E at the time incoming development projects occur and are not typically evaluated by City staff.

   An overall finding that the project would not have a significant environmental effect is not adequate for SDG&E to plan and implement an electric transmission or substation project in accordance with the permitting requirements of the California Public Utilities Commission's General Order 131-D. For SDG&E to be able to comply with GO 131-D and CEQA when its facilities are a component of a larger development project, the environmental document must make a separate finding that the proposed removal and/or construction or relocation of SDG&E's electric facilities as part of the larger project does not have the potential for significant effect on the environment. For additional information, contact SDG&E at (858) 637-3708.

2. Solar Energy

With respect to solar energy, projects that would result in substantial shading of roofs as to preclude future installation of solar systems may be considered to have significant environmental impacts.

3. Communication Systems

Communications system(s) for telephone, large-scale computer systems, and cable television, are serviced by utility providers such as SBC, AT&T, IBM, and other independent cable companies. Communication system needs for incoming projects are serviced by these utility providers on an as-needed basis.

SBC (formerly Pacific Bell) is mandated by the State Public Utilities Code to provide telephone service wherever it is requested throughout the State of California. SBC, therefore, must provide ongoing telephone service and plan for continual extensions of fiber optic lines. Forecasting future service demand is performed by computerized statistical modeling based on land use patterns, zoning, and other growth indicators. When possible, SBC engineers contact developers regarding future development plans early on in a project's conceptual planning stages, to establish upcoming service demand. For line extensions through remote areas to new development projects, a minimal hook-up fee is charged to the developer.

4. Solid Waste Generation/Disposal

The California Public Resources Code requires each city in the state to divert at least 50% percent of its solid waste from landfill disposal through source reduction, recycling, composting, and transformation. The City has enacted codes and policies aimed at helping the City to achieve this diversion level, including the Refuse and Recyclable Materials Storage Regulations (Municipal Code Chapter 14, Article 2 Division 8), Recycling Ordinance (Municipal Code Chapter 6, Article 6, Division 7), and the Construction and Demolition (C & D) Debris Deposit Ordinance (Municipal Code Chapter 6, Article 6, Division 6). Projections indicate that diversion rates achieved by these regulations and ordinances alone will not be sufficient to achieve the 50% diversion level. To compound the problem, the City's Miramar Landfill is projected to close before 2016, making efforts that preserve landfill space especially important.

The following solid waste thresholds discuss the level at which compliance with regulations/ordinances is not sufficient, and therefore the inclusion of solid waste considerations in the review and preparation of environmental documents is necessary to address project construction, demolition, and ongoing waste generation. The Waste Management Plan would assure that the overall waste produced is reduced sufficiently to comply with waste reduction targets established in the Public Resources Code.

INITIAL STUDY QUESTION

1. Would the proposed project have an effect upon, or result in a need for new or altered solid waste facilities?

SIGNIFICANCE THRESHOLDS

Construction/demolition/renovation projects meeting or exceeding the following thresholds are considered to have potentially significant solid waste impact based on solid waste generation estimates and require the preparation of a waste management plan:

Cumulative Impacts

1. Projects that include the construction, demolition, and/or renovation of 40,000 square feet or more of building space may generate approximately 60 tons of waste or more, and are considered to have cumulative impacts on solid waste facilities.

    - While all projects are required to comply with the City's waste management ordinances, cumulative impacts are mitigated by the implementation of a project-specific Waste Management Plan which reduces solid waste impacts to below a level of significance.

Direct Impacts

1. Projects that include the construction, demolition, or renovation of 1,000,000 square feet or more of building space may generate approximately 1,500 tons of waste or more and are considered to have direct impacts on solid waste facilities.

    - Direct impacts result from the generation of large amounts of waste which stresses existing facilities. Waste management planning is based on a steady rate of waste generation and doesn't assume increased waste generation due to growth.
    - While all projects are required to comply with the City's waste management ordinances, direct and cumulative impacts are mitigated by the implementation of project-specific Waste Management Plans which may reduce solid waste impacts to below a level of significance.
    - For projects over 1,000,000 square feet, a significant direct and cumulative solid waste impact would result if the compliance with the City's ordinances and the Waste Management Plan fail to reduce the impacts of such projects to below a level of significance and/or if a Waste Management Plan for the project is not prepared and conceptually approved by the Environmental Services Department prior to distribution of the draft environmental document for public review.

LEED Projects Exceeding the Significance Thresholds

1. Projects that intend certification as LEED Silver or better would include LEED measures as part of their waste management plan. This would demonstrate implementation of sustainability measures intended to assure minimal project "environmental footprint," including mitigating the types of impacts caused by waste generation.

Public Projects

1. Public projects are required to adhere to City of San Diego Administrative Regulations and project specifications that require that the overall waste produced is reduced sufficiently to comply with waste reduction targets established in the Public Resources Code. Furthermore, Council Policy 900-14 requires City projects to achieve the U.S. Green Building Council's LEED Silver standard for all new buildings and major renovations over 5,000 feet.
2. Projects complying with the City of San Diego Administrative Regulations are not required to prepare a Waste Management Plan.

These thresholds are consistent with the General Plan policies and the General Plan PEIR mitigation including PF-I.2. "Maximize waste reduction and diversion" and CE-A.2 "Reduce waste by improving management and recycling programs."

Be aware that some existing Environmental Impact Reports (EIRs) may impose other thresholds and/or mitigation measures such as discussed below:

- **Redevelopment Agency Projects**

The City of San Diego Redevelopment Agency has enacted more stringent thresholds for solid waste impacts in some of its EIRs. If the project is located in a Redevelopment District, consult the applicable EIR to determine the significance threshold and/or mitigation measures. For example, the North Park Redevelopment Project Final EIR (SCH 93-121105) sets a threshold of 10,000 square feet of construction, demolition, or remodeling and requires mitigation to prepare a Waste Management Plan if this threshold is met.

WASTE MANAGEMENT PLAN

If the project would exceed the significance threshold for solid waste generation, a Waste Management Plan must be prepared by the applicant, conceptually approved by the Environmental Services Department (ESD) and discussed in the environmental document. The Plan must be implemented by the applicant and address the demolition, construction, and occupancy phases of the project as applicable to include the following:

a. A timeline for each of the three main phases of the project (demolition, construction, and occupancy).
b. Tons of waste anticipated to be generated (demolition, construction, and occupancy).
c. Type of waste to be generated (demolition, construction, and occupancy).
d. Describe how the project will reduce the generation of construction and demolition (C & D) debris
e. Describe how the C & D materials will be reused on-site
f. Include the name and location of recycling, reuse, and landfill facilities where recyclables and waste will be taken if not reused on-site
g. Describe how the C&D waste will be source separated if a mixed C&D facility is not used for recycling
h. Describe how the waste reduction and recycling goals will be communicated to subcontractors

i. Describe how a "buy recycled" program for green construction products, including mulch and compost will be incorporated into the project.
j. Describe how the Refuse and Recyclable Materials Storage Regulations (LDC Chapter 14, Article 2 Division 8) will be incorporated into design of building's waste storage area
k. Describe how compliance with the Recycling Ordinance (Municipal Code Chapter 6, Article 6, Division 7) will be incorporated in the operational phase
l. Describe any International Standards of Operation (ISO)[1], or other certification, if any.

[1] ISO certification means there has been a commitment to reduce ongoing waste.

5. Water and Sewer

Potable water (fresh water) and sewer requirements for incoming development projects are administered by the City Water and Metropolitan Wastewater Departments. Water and sewer demand is handled on a project-by-project basis, where developers are now required to submit water and sewer studies using the measurement of equivalent dwelling units (EDUs). The incorporation of water conservation devices into project designs are encouraged or required, such as the use of low-flush toilets, low-flow faucets, and timers on lawn sprinklers.

In projects with over 30 EDUs, a dual feed water pipeline system is required in case one of the pipelines fails. This is necessary to ensure continual water service to the project and adequate water pressure for fire protection. Also, since July of 1989, all development projects are required to install an additional water pipeline reserved for reclaimed water.

Water and sewer trunk lines are continually monitored in the field to determine remaining levels of capacity. The Engineering Division plans its capital improvement projects several years prior to pipelines actually reaching capacity. It is also the Engineering Division's belief that both the water and sewer system will be able to accommodate future growth.

For projects potentially affecting water and/or sewer lines, the California Department of Health Services Drinking Water Field Operations Branch requires notification if the separation between potable water and sewer or recycled water at any point is less than ten feet horizontal or one foot vertical. A minimum six inch vertical separation is required to be maintained between utilities. Potentially significant impacts could result if these separation distances are not maintained. The focus of the analysis should be on the construction of water and sewer facilities.

Senate Bills 610 and 221

For certain types of large projects (see list below), Senate Bill 610 requires that the environmental document prepared for each project contain a discussion regarding the availability of water to meet the projected water demands of the project for a 20-year planning horizon, including single and multiple dry years. Senate Bill 221 requires the decisionmaker to make a finding that the project's water demands for the planning horizon will be met before approving a Tentative Map.

The types of projects subject to Senate Bills 610 and 221 are the following:

a. Residential developments of more than 500 units;
b. Shopping centers or businesses employing more than 1,000 people or having more than 500,000 square feet of floor space;
c. Commercial office buildings employing more than 1,000 people or having more than 250,000 square feet of floor space;
d. Hotels or motels having more than 500 rooms;
e. Industrial, manufacturing, or processing plants or industrial parks planned to house more than 1,000 people or having more than 650,000 square feet of floor space;
f. Mixed use projects that include one or more of the above types of projects;
g. Projects that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

For each of the types of projects listed above, the analyst should send a memo to the Principal Water Resource Specialist at the Water Department, giving the project details and requesting that the water availability analysis be done. The Water Department will coordinate with the County Water Authority, and will provide the analyst with the information needed for the environmental document.

6. Water Conservation

San Diego's arid climate and the fact that the majority of the region's water is imported, results in a limited water supply and availability. The drought cycles have resulted in a water conservation program throughout the City and region. According to San Diego Municipal Code Section 147.04, all buildings, prior to a change in ownership, are required to be certified as having water-conserving plumbing fixtures in place. All residential, commercial, and industrial water customers who receive water from the City of San Diego Water Department are affected by this Ordinance.

In terms of water conservation, the following factors should be considered (list is not inclusive) in determining baseline impacts on water conservation:

A significant impact may result if the following occurs:

1. The project would use excessive amounts of potable water. For example, a golf course use or certain industrial uses result in substantial water usage compared to most other uses. Projects should be encouraged to use reclaimed water whenever possible. See Item 7 below and subitems (b) and (g) in previous discussion regarding Senate Bills 610 and 221.

2. A project proposes predominantly non-drought resistant landscaping and excessive water usage for irrigation and other purposes. See Section 142.0401 regarding the use of drought-tolerant landscaping.

7. Recycled Water Reuse

Recycled water use is regulated by Ordinance 0-17327 ("Mandatory Reuse Ordinance") adopted by the City Council on July 24, 1989. This Ordinance specifies that "recycled water shall be used within the City where feasible and consistent with the legal requirements, preservation of public health, safety, and welfare, and the environment." Compliance with this Ordinance for new development is made a condition of tentative maps, land use permits, etc. based on the project's location within an existing or proposed recycled water service area. In addition, the City Water Department is proposing additional retrofit criteria in conjunction with the Public Utilities Advisory Commission. Compliance with the Mandatory Reuse Ordinance is assured via permit conditions and therefore no significance thresholds for CEQA analysis is required. **The physical placement of any reuse lines would be analyzed for impacts as part of the normal discretionary process.**

O. TRANSPORTATION / CIRCULATION and PARKING

Note: This section is to be applied for projects deemed complete on or after January 1, 2007. For projects deemed complete prior to January 1, 2007, the following Section O.1. on Page 73 is to be applied.

Project-related traffic impacts are one of the most commonly identified environmental impacts under the CEQA. Traffic operations and safety impacts are addressed in this section. Other environmental impacts associated with project- related traffic and transportation infrastructure improvements (e.g., air quality, noise, biology) are addressed in the applicable sections of this manual which pertain to such issues.

Direct traffic impacts are those projected to occur at the time a proposed development becomes operational, including other developments not presently operational but which are anticipated to be operational at that time (near term).

Cumulative traffic impacts are those projected to occur at some point after a proposed development becomes operational, such as during subsequent phases of a project and when additional proposed developments in the area become operational (short-term cumulative) or when the affected community plan area reaches full planned build out (long-term cumulative).

It is possible that a project's near term (direct) impacts may be reduced in the long term, as future projects develop and provide additional roadway improvements (for instance, through implementation of traffic phasing plans). In such a case, the project may have direct impacts but not contribute considerably to a cumulative impact.

For intersections and roadway segments affected by a project, level of service (LOS) D or better is considered acceptable under both direct and cumulative conditions.

INITIAL STUDY CHECKLIST QUESTIONS

The following are taken from the City's Initial Study Checklist. They provide guidance on determining the potential significance of impacts to transportation, circulation systems, and parking.

Would the proposal result in:

1. Traffic generation in excess of specific community plan allocation?
2. An increase in projected traffic which is substantial (see table on following page) in relation to the existing traffic load and capacity of the street system?
3. Addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp as shown in the table on the next page?
4. An increased demand for off-site parking?
5. Effects on existing parking?
6. Substantial impact upon existing or planned transportation systems?
7. Substantial alterations to present circulation movements including effects on existing public access to beaches, parks, or other open space areas?

8. Increase in traffic hazards for motor vehicles, bicyclists or pedestrians due to a proposed, non-standard design feature (e.g., poor sight distance or driveway onto an access-restricted roadway)?
9. A conflict with adopted policies, plans or programs supporting alternative transportation models (e.g., bus turnouts, bicycle racks)?

SIGNIFICANCE THRESHOLDS

The following thresholds have been established to determine significant traffic impacts:

1. If any intersection, roadway segment, or freeway segment affected by a project would operate at LOS E or F under either direct or cumulative conditions, the impact would be significant if the project exceeds the thresholds shown in the table below.

2. At any ramp meter location with delays above 15 minutes, the impact would be significant if the project exceeds the thresholds shown in the table below.

3. If a project would add a substantial amount of traffic to a congested freeway segment, interchange, or ramp, the impact may be significant.

4. Addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp as shown in the table below?

5. If a project would increase traffic hazards to motor vehicles, bicyclists or pedestrians due to proposed non-standard design features (e.g., poor sight distance, proposed driveway onto an access-restricted roadway), the impact would be significant. Note: analysts should refer readers to a discussion of this issue in the Health and Safety section of the environmental document.

5. If a project would result in the construction of a roadway which is inconsistent with the General Plan and/or a community plan, the impact would be significant if the proposed roadway would not properly align with other existing or planned roadways.

6. If a project would result in a substantial restriction in access to publicly or privately owned land, the impact would be significant.

Level of Service with Project *	Allowable Change Due To Project Impact **					
	Freeways		Roadway Segments		Intersections	Ramp Metering
	V/C	*Speed (mph)*	*V/C*	*Speed (mph)*	*Delay (sec.)*	*Delay (min.)*
E (or ramp meter delays above 15 min.)	0.010	1.0	0.02	1.0	2.0	2.0
F (or ramp meter delays above 15 min.)	0.005	0.5	0.01	0.5	1.0	1.0

Note 1: The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS E is 2 minutes.

Note 2: The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS F is 1 minute.

* All LOS measurements are based upon Highway Capacity Manual procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City's Traffic Impact Study Manual. The acceptable LOS for freeways, roadways, and intersections is generally "D" ("C" for undeveloped locations). For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

** If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (within the Traffic Impact Study) that will restore/and maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see above * note), or if the project adds a significant amount of peak-hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating the project's direct significant and/or cumulatively considerable traffic impacts.

KEY:
Delay = Average control delay per vehicle measured in seconds for intersections, or minutes for ramp meters
LOS = Level of Service
Speed = Speed measured in miles per hour
V/C = Volume to Capacity ratio

PARKING

Parking requirements vary by land use and location and are dictated by the City of San Diego Municipal Code and adopted by the City Council policies.

SIGNIFICANCE THRESHOLDS

Non-compliance with the City's parking ordinance does not necessarily constitute a significant environmental impact. However, it can lead to a decrease in the availability of existing public parking in the vicinity of the project. Generally, if a project is deficient by more than ten percent of the required amount of parking and at least one of the following criteria applies, then a significant impact may result:

1. The project's parking shortfall or displacement of existing parking would substantially affect the availability of parking in an adjacent residential area, including the availability of public parking.

2. The parking deficiency would severely impede the accessibility of a public facility, such as a park or beach.

O.1. TRAFFIC/PARKING

Note: This section is to be applied to projects deemed complete prior to January 1, 2007.

Traffic:

Direct traffic impacts are those projected to occur at the time a proposed development becomes operational. The calculations include other operating projects and those not yet operational but which are anticipated to be operational when the proposed project goes into effect.

Cumulative traffic impacts are those projected to occur at some point after a proposed development becomes operational, such as during subsequent phases of a project or when additional proposed developments in the area become operational (short-term cumulative) or when affected community plan areas reach full planned buildout (long-term cumulative).

For intersections and roadway segments affected by a project, level of service (LOS) D or better is considered acceptable under both direct and cumulative conditions. However, for undeveloped locations, the goal is to achieve LOS C.

Significance Thresholds

1. If any intersection or roadway segment affected by a project would operate at LOS E or F under either direct or cumulative conditions, the impact would be significant if the project exceeds the following allowable increases in delay or intersection capacity utilization for affected intersections or volume-to-capacity ratio or speed for affected roadway segments:

Allowable Increase Due to Project Impacts*

Level of Service with Project	Intersections		Roadway Segments	
	Delay (sec.)	*ICU (V/C)*	*V/C*	*Speed (mph)*
E**	2	0.02	0.02	1
F**	2	0.02	0.02	1

Notes:

* If a proposed project's traffic impacts exceed the values shown in the table, then the impacts are deemed "significant." The project applicant shall identify "feasible mitigations" to achieve LOS D or better.

** The acceptable level of service standard for roadways and intersections in San Diego is LOS D. However, for undeveloped locations, the goal is to achieve LOS C.

Key:

Delay = Average stopped delay per vehicle measured in seconds
ICU = Intersection Capacity Utilization
V/C = Volume-to-Capacity Ration (capacity at level of service E should be used, as specified in Table 1 of the City of San Diego Traffic Impact Study Manual)
Speed = Arterial speed measured in miles per hour

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P. VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER

Making the determination of a significant impact on visual quality is highly subjective. Identifying how a proposed development would fit or blend with the existing scale and character of the surrounding developed and natural environment is the key to determining significance. A project may meet all of its height, bulk, scale and zoning requirements and still have a significant visual impact on the environment if it is not in character with the surrounding development and natural landforms.

INITIAL STUDY CHECKLIST QUESTIONS

The following are from the City's Initial Study Checklist and provides guidance to determine potential significance for impacts to Visual Quality and Neighborhood Character.

Would the proposal result in:

1. A substantial obstruction of any vista or scenic view from a public viewing area as identified in the community plan?
2. The creation of a negative aesthetic site or project?
3. Project bulk, scale, materials, or style which would be incompatible with surrounding development?
4. Substantial alteration to the existing or planned character of the area, such as could occur with the construction of a subdivision in a previously undeveloped area? Note: for substantial alteration to occur, new development would have to be of a size, scale, or design that would markedly contrast with the character of the surrounding area.
5. 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).
6. Substantial change in the existing landform?
7. Substantial light or glare which would adversely affect daytime or nighttime view in the area?

SIGNIFICANCE THRESHOLDS

1. Views

   Projects that would block public views from designated open space areas, roads, or parks or to significant visual landmarks or scenic vistas (Pacific Ocean, downtown skyline, mountains, canyons, waterways) may result in a significant impact. To meet this significance threshold, one or more of the following conditions must apply:

   a. The project would substantially block a view through a designated public view corridor as shown in an adopted community plan, the General Plan, or the Local Coastal Program. Minor view blockages would not be considered to meet this condition. In order to determine whether this condition has been met, consider the level of effort required by the viewer to retain the view;

   b. The project would cause substantial view blockage from a public viewing area of a public resource (such as the ocean) that is considered significant by the applicable community

plan. Unless the project is moderate to large in scale, condition "c" would typically have to be met for view blockage to be considered substantial;

c. The project exceeds the allowed height or bulk regulations, and this excess results in a substantial view blockage from a public viewing area;

d. The project would have a cumulative effect by opening up a new area for development, which will ultimately cause "extensive" view blockage. (Cumulative effects are usually considered significant for a community plan analysis, but not necessarily for individual projects. Project level mitigation should be identified at the community plan level). View blockage would be considered "extensive" when the overall scenic quality of a visual resource is changed; for example, from an essentially natural view to a largely manufactured appearance.

Note: Views from private property are not protected by CEQA or the City of San Diego.

2. Neighborhood Character/Architecture:

Projects that severely contrast with the surrounding neighborhood character. To meet this significance threshold, one or more of the following conditions must apply:

a. The project exceeds the allowable height or bulk regulations and the height and bulk of the existing patterns of development in the vicinity of the project by a substantial margin.

b. The project would have an architectural style or use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme (e.g., Gaslamp Quarter, Old Town).

c. The project would result in the physical loss, isolation or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark) which is identified in the General Plan, applicable community plan or local coastal program.

d. The project is located in a highly visible area (e.g., on a canyon edge, hilltop or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive height, bulk, signage, or architectural projections.

e. The project would have a cumulative effect by opening up a new area for development or changing the overall character of the area (e.g., rural to urban, single-family to multi-family). As with views, cumulative neighborhood character effects are usually considered significant for a community plan analysis, but not necessarily for individual projects. Project level mitigation should be identified at the community plan level. Analysts should also evaluate the potential for a project to initiate a cumulative effect by building structures that substantially differ from the character of the vicinity through height, bulk, scale, type of use, etc., when it is reasonably foreseeable that other such changes in neighborhood character will follow.

3. Land Form Alteration

Grading

Projects that significantly alter the natural landform. To meet this significance threshold, typically the following conditions must apply:

a. The project would alter more than 2,000 cubic yards of earth per graded acre by either excavation or fill. Grading of a smaller amount may still be considered significant in highly scenic or environmentally sensitive areas. Excavation for garages and basements are typically not held to this threshold. In addition, one or more of the following conditions (1-3) must apply to meet this significance threshold.

   1) The project would disturb steep hillsides in excess of the encroachment allowances of the Environmentally Sensitive Lands regulations (LDC Chapter 14, Article 3, Division 1). In evaluating this issue, environmental staff should consult with permit staff.

   2) The project would create manufactured slopes higher than ten feet or Steeper than 2:1 (50 percent).

   3) The project would result in a change in elevation of steep hillsides as defined by the SDMC Section 113.0103 from existing grade to proposed grade of more than five feet by either excavation or fill, unless the area over which excavation or fill would exceed five feet is only at isolated points on the site. (A continuous elevation change of five feet may be noticeable in relation to surrounding areas. In addition, such a change may require retaining walls and other features to stabilize slopes, potentially resulting in a manufactured appearance.)

   4) The project design includes mass terracing of natural slopes with cut or fill slopes in order to construct flat-pad structures. (This item moved from "Development Features" section below.)

b. However, the above conditions may not be considered significant if one or more of the following apply:

   1) The grading plans clearly demonstrate, with both spot elevations and contours, that the proposed landforms will very closely imitate the existing on-site landform and/or the undisturbed, pre-existing surrounding neighborhood landforms. This may be achieved through "naturalized" variable slopes.

   2) The grading plans clearly demonstrate, with both spot elevations and contours, that the proposed slopes follow the natural existing landform and at no point vary substantially from the natural landform elevations.

   3) The proposed excavation or fill is necessary to permit installation of alternative design features such as step-down or detached buildings, non-typical roadway or

parking lot designs, and alternative retaining wall designs which reduce the project's overall grading requirements.

4. Development Features

Projects that have a negative visual appearance. To meet this significance threshold, one or more of the following conditions must apply:

a. The project would create a disorganized appearance and would substantially conflict with City codes (e.g., a sign plan which proposes extensive signage beyond the City's sign ordinance allowance).

b. The project significantly conflicts with the height, bulk, or coverage regulations of the zone and does not provide architectural interest (e.g., a tilt-up concrete building with no offsets or varying window treatment).

c. The project includes crib, retaining or noise walls greater than six feet in height and 50 feet in length with minimal landscape screening or berming where the walls would be visible to the public.

d. The project is large and would result in an exceeding monotonous visual environment (e.g., a large subdivision in which all the units are virtually identical).

e. The project includes a shoreline protection device in a scenic, high public use area, unless the adjacent bluff areas are similarly protected.

These conditions may become more significant for projects which are highly visible from designated open spaces, roads, parks, or significant visual landmarks. The significance threshold may be lower for such projects. Refer to the project's applicable community plan and the Urban Design Element of the City's Progress Guide and General Plan for more information on visual quality.

5. Light/Glare

Projects that would emit or reflect a significant amount of light and glare. To meet this significance threshold, one or more of the following must apply:

a. The project would be moderate to large in scale, more than 50 percent of any single elevation of a building's exterior is built with a material with a light reflectivity greater than 30 percent (see LDC Section 142.07330(a)), and the project is adjacent to a major public roadway or public area.

b. The project would shed substantial light onto adjacent, light-sensitive property or land use, or would emit a substantial amount of ambient light into the nighttime sky. Uses considered sensitive to nighttime light include, but are not limited to, residential, some commercial and industrial uses, and natural areas.

Q. WATER QUALITY

Water quality is affected by sedimentation caused by erosion, by runoff carrying contaminants, and by direct discharge of pollutants (point-source pollution). As land is developed, the new impervious surfaces send an increased volume of runoff containing oils, heavy metals, pesticides, fertilizers and other contaminants (non-point source pollution) into adjacent watersheds.

Degradation of water quality impacts human health, as well as wildlife systems. Sedimentation can cause impediments to stream flow, creating dams and ultimately stagnant pools. In addition, oxygen availability is affected by sedimentation and degradation of water quality. Available oxygen significantly influences aquatic and riparian habitats. Fertilizers can create algal bloom and lead to eutrophication. Eutrophication occurs when waters become rich in mineral and organic nutrients resulting in a proliferation of plant life, especially algae This, in turn, reduces the dissolved oxygen content in the water and often causes the reduction of biodiversity of the habitat. The ultimate result is negative alteration of the habitat.

The Municipal Storm Water National Pollutant Discharge Elimination System (NPDES) Permit (Municipal Permit), issued on February 21, 2001 to the City of San Diego by the San Diego Regional Water Quality Control Board (Regional Board), requires the development and implementation of storm water pollution best management practices (BMPs), both during construction and in projects' permanent designs, to reduce pollutants discharged from the project site, to the maximum extent practicable. To address pollutants that may be generated from the new development once the site is in use, the Municipal Permit further requires that the City implement a series of permanent BMPs described in the Model Standard Urban Storm Water Mitigation Plan or SUSMP (pronounced "sue-sump") which is contained in the City's Storm Water Standards manual and was approved by the Regional Board on June 12, 2002. The City's Storm Water Standards manual is intended to provide information on how to comply with all of the City's permanent and construction storm water BMP requirements, including the Model SUSMP, for private and public development projects in the City of San Diego.

Compliance with the Water Quality Standards is assured through permit conditions provided by LDR Engineering. Adherence to the City's Stormwater Standards is considered to preclude water quality impacts unless substantial evidence supports a fair argument that a significant impact will still occur.

- The Storm Water Manual is available online at:
http://www.sannet.gov/developmentservices/news/pdf/stormwatermanual.pdf

- The Storm Water Requirements Applicability Checklist is available online at:
http://www.sannet.gov/development services/news/pdf/ds 5601stormwtr.pdf

- Other state stormwater requirements are available online at:
http://www.sannet.gov/development services/news/strmwtrpermit.shtml

WATER QUALITY SUBMITTAL REQUIREMENTS

1. For every project upon formal project submittal, the applicant must complete and submit the Storm Water Requirements Applicability Checklist in order to determine the project's storm water Best Management Practices (BMPs) requirements during construction and post construction.

2. If the project requires treatment control BMPs, as per the Storm Water Applicability Checklist, the applicant must submit a Water Quality Technical Report consistent with the City of San Diego's Storm Water Standards. The report must include, but not be limited to, BMP maintenance schedules and the responsible party for future maintenance and associated costs. The report must also address water quality by describing the type of pollutants which would be generated during construction and post construction, as well as identifying pollutants to be captured and treated by the proposed BMPs.

BIOLOGICAL RESOURCE REFERENCE

1. If the project discharges into receiving waters within Environmentally Sensitive Lands or waterbodies listed on the Regional Water Quality Control Board 303(d) Impaired Water Body List: http://www.swrcb.ca.gov/303dupdate.html, and the potential exists for significant impacts to biological resources, the biological report and the environmental document should discuss the BMPs to be implemented in order to preclude impacts to biological resources. Analysts should note that this potential impact should be addressed in the Biological Resources section of environmental documents.

2. Adverse water quality effects could include:
   a. stream channelization/hardscaping which may affect water quality by reducing vegetation which shades and cools the water; and
   b. channel lining which can decrease biological assimilation by increasing flow velocities and/or reducing permeability and adsorption potential (including bacteriological assimilation).

GROUNDWATER

1. If the project would result in the creation of ponded water not related to water quality treatment devices (i.e. detention basins) analysis of groundwater conditions associated with the proposed project may be warranted. A similar analysis may be required if a private sewage disposal system is proposed. Conversely, if the utilization of groundwater resources potentially impacts wetlands or surface flow, or adjacent project(s) dependent on existing groundwater resources, a full hydrogeologic analysis of the proposed development and attendant impacts must be performed.

   Note: Projects located within the Los Peñasquitos Lagoon Restoration and Enhancement Fee Boundaries (See Figure 2 of the City's Coastal Development Information Guide, November 1988) are required to pay a fee to the Los Penasquitos Lagoon Enhancement fund. In addition, the projects are required to comply with City Clerk Document No. 00-1 7068, which requires the implementation of certain erosion and siltation control measures during construction for projects draining into Los Peñasquitos or San Dieguito Lagoon. The

requirements, however, do not provide post-construction erosion and pollution controls. Additional mitigation would usually be required in conjunction with the Los Peñasquitos Lagoon requirements.

SIGNIFICANCE THRESHOLDS

Compliance with the Water Quality Standards is assured through permit conditions provided by LDR Engineering for private projects. For public projects compliance is the responsibility of the particular department implementing the project. Adherence to the City's Stormwater Standards is the Water Quality threshold.

If it is determined that BMPs are to be used to protect another specific environmental resource (biological resources, etc.) and these BMPs are above what is required for the project to achieve compliance with the City's Water Quality Standards, the BMPs should be regarded as mitigation measures. The BMPs should be discussed and included as mitigation in the environmental document under the heading of the resource they are meant to protect.
For example, a silt fence around oak trees to avoid siltation of the roots is a biological mitigation measure which should be addressed in the biological resources discussion area of the environmental document.

R. CUMULATIVE IMPACTS

Section 15130 (a)(1) of the CEQA Guidelines states: "As defined in Section 15355, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the Environmental Impact Report (EIR) together with other projects causing related impacts. An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR."

Section 15355 defines cumulative impacts as follows:

"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Discussion of Contributions To Cumulative Impacts

In October 2002, the California Court of Appeal for the Third District issued a decision in the case *Communities For A Better Environment v. California Resources Agency*, Case No. CO38844 (10/28/02). Among other decisions, the court invalidated the State CEQA Guidelines at 15064(i)(4) and 15130(a)(4) regarding de minimis contributions to cumulative impacts. Under the now invalidated Guideline, an agency could determine that the incremental impacts of a project were not cumulatively considerable when they would make only a "de minimis" contribution to a significant cumulative effect.

However, the court found that "A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem. . . . " Since many projects could conceivably contribute to a significant cumulative effect, it is important to consider the incremental effect and determine measures to substantially lessen the cumulative impacts to below a level of significance. The court suggested that the greater the cumulative environmental problem, the lower the threshold should be for determining the significance of a project's contribution to that cumulative problem.

Identification of Future Cumulative Projects

The same court case referenced above also invalidated Section 15130(b)(1)(B)2. CEQA requires an agency to consider how a project's impacts will cumulate with the impacts of past, present, and probably future projects. This Guideline provided that probable future projects could be limited to certain categories of projects: projects with a pending application for approval;

projects included in adopted agency plans; project anticipated as later phases of previously-approved project; "or" public agency projects for which money has been budgeted. However, the court found that to the extent this section might be read disjunctively to allow a lead agency to include only one category of projects in its list of probably future projects, it invalidated this section.

For additional reference on how to consider cumulative impacts, see the report prepared by the United States Council on Environmental Quality (CEQ), "Considering Cumulative Effects under the National Environmental Policy Act (NEPA)."

SIGNIFICANCE THRESHOLDS

CEQA requires a discussion of cumulative impacts when they are significant. The determination of cumulative significance calls for reasonable effort to discover and disclose other related projects. The direct and indirect impacts of each related project need to be identified and looked at comprehensively. CEQA provides various alternative methods to achieve an adequate discussion of cumulative impacts (see CEQA Guidelines Section 15130 noting the repealed sections of 15064(i)(4) and 15130(a)(4)). Some of the sections of this report provide significance determination criteria for cumulative impacts under individual issue areas (e.g. biology, air quality, traffic). However, in general the following rule of thumb should apply for determining significant cumulative impacts:

1. If there are known documented existing significant impacts occurring in a community, additional increments would exacerbate the impact (e.g. an overloaded transportation system).

2. If a community plan and/or precise plan identifies cumulative impacts in the community wide EIR, individual projects which contribute significantly to the community wide impacts would be considered cumulatively significant.

3. A large scale project (usually regional in nature) for which direct impacts are mitigated by the collective number of individual impacts results in a cumulative impact.

S. MANDATORY FINDINGS OF SIGNIFICANCE

CEQA sets forth the three mandatory findings of significance listed below. That is, a potential impact must be considered significant if a Lead Agency determines that any of the mandatory findings of significance apply, and an EIR must be prepared.

INITIAL STUDY QUESTIONS:

1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory?

2. Does the project have possible environmental effects which are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

3. Does the project have environmental effects of a project which would cause substantial adverse effects on human beings, either directly or indirectly?

T. GREENHOUSE GAS EMISSIONS

Pursuant to CEQA Guidelines sections 15183.5(b), 15064(h)(3), and 15130(d), the City may determine that a project's incremental contribution to a cumulative GHG effect is not cumulatively considerable if the project complies with the requirements of a previously adopted GHG emission reduction plan. CEQA Guidelines section 15183.5(b)(1)(A-F) specifically provides that a GHG emissions reduction plan should:

A. Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
B. Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;
C. Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;
D. Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
E. Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels; and
F. Be adopted in a public process following environmental review.

An environmental document that relies on a GHG emissions reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. CEQA Guidelines §15183.5(b)(2). The City's Climate Action Plan was adopted by the City Council on December 15, 2015. The Climate Action Plan quantifies existing GHG emissions as well as projected emissions for the years 2020, 2030, and 2035 resulting from activities within the City's jurisdiction. The Climate Action Plan also identifies City target emissions levels, below which the Citywide GHG impacts would be less than significant. The Climate Action Plan and the accompanying certified Final Environmental Impact Report (FEIR) also identify and analyze the GHG emissions that would result from the business as usual scenario for the years 2020, 2030, and 2035. The Climate Action Plan includes a monitoring and reporting program to ensure its progress toward achieving the specified GHG emissions reductions, and specifies 17 actions that if implemented, would achieve the specified GHG emissions reductions targets. The Climate Action Plan was adopted in a public process following certification of the FEIR. Subsequent to the adoption of the CAP, the City has also established additional specific measures that if implemented on a project-by-project basis, would further ensure that the City as a whole achieves the specified GHG emissions reduction targets in the Climate Action Plan.

The CAP has been developed in response to State legislation and policies that are aimed at reducing California's greenhouse gas (GHG) emissions. This includes Executive Order S-3-05, which established the 2050 statewide GHG reduction target of 80 percent below 1990 levels, Executive Order B-30-15, which established the 2030 statewide GHG reduction target of 40 percent below 1990 levels, and Assembly Bill 32, the Global Warming Solutions Act (AB 32),

which tasked the California Air Resources Board (CARB) with creating the Climate Change Scoping Plan (Scoping Plan) to establish a 2020 interim target and to provide a path for local governments to contribute their fair share of the GHG emission reductions necessary to achieve the target. Consistent with AB 32 and the CARB Scoping Plan, the CAP sets a GHG target for 2020 equivalent to 15 percent below the City's 2010 baseline emissions to ensure that it meets its proportional share of the 2020 AB 32 reductions. For 2035, the CAP sets a GHG target equivalent to a 50 percent reduction from baseline emissions to ensure it is on the trajectory toward achieving its proportional share of the 2050 state target identified in Executive Order S-3-05. The 2035 target also ensures that the City would be consistent with the 2030 state target identified in Executive Order B-30-15. Since CARB has not provided guidance on a specific reduction target for local governments to use for 2030 and 2050, it was determined that a 50 percent reduction from baseline emissions by 2035 would ensure that the City achieved a proportional share of the statewide GHG reductions. In terms of consistency with Executive Orders S-3-05 and B-30-15, the Climate Action Plan's 2035 target provides a conservative target toward achieving the statewide reductions. If CARB provides new guidance on how cities should address the 2030 targets, the City will adjust the CAP accordingly.

INITIAL STUDY CHECKLIST QUESTIONS

Would the Project:

1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

2) Conflict with the City's Climate Action Plan or another applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

SIGNIFICANCE THRESHOLDS

The method for determining significance depends on whether the action requires plan- or policy-level or project-level environmental analysis.

1. For plan- and policy-level environmental documents, the Planning Department has prepared a Memorandum, Climate Action Plan Consistency for Plan- and Policy-Level Documents, to provide guidance on significance determination as it relates to all five strategies of the CAP.

2. For project-level environmental documents, significance is determined through the CAP Consistency Checklist. See also the CAP Consistency Checklist Technical Support Documentation.

Final
Program Environmental Impact Report for Complete Communities: Housing Solutions and Mobility Choices San Diego, California SCH No. 2019060003

May 5, 2020

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List of Abbreviated Terms

°F	degrees Fahrenheit
AAOZ	Airport Approach Overlay Zone
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACC	Advanced Clean Cars
AFY	acre-feet per year
AIA	Airport Influence Area
Airport Authority	San Diego County Regional Airport Authority
ALUC	Airport Land Use Commission
ALUCOZ	Airport Land Use Compatibility Overlay Zone
ALUCP	Airport Land Use Compatibility Plan
~~APCD~~	~~Air Pollution Control District~~
APEFZ	Alquist-Priolo Earthquake Fault Zone
AST	Above ground storage tank
BMP	best management practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire
CalARP	California Accidental Release Prevention Program
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CALNAGPRA	California Native American Graves Protection and Repatriation Act
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CED	California Energy Demand
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
CIP	Capital Improvement Project

City	City of San Diego
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CoSMoS	Coastal Storm Modeling System
CPIOZ	Community Plan Implementation Overlay Zone
CPRC	California Public Resources Code
CPU	Community plan update
CPUC	California Public Utilities Commission
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 decibel
DCSS	Diegan coastal sage scrub
DEH	Department of Environmental Health
DIF	Development Impact Fees
DOT	Department of Transportation
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
DWR	Department of Water Resources
EIR	environmental impact report
EO	Executive Order
EOC	Emergency Operations Center
ESA	Endangered Species Act
ESL	Environmentally Sensitive Lands
FAA	Federal Aviation Administration
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FTA	Federal Transit Authority
GHG	greenhouse gas
GIS	geographic information system
GWP	global warming potential
H&SC	California Health and Safety Code
HMBP	Hazardous Materials Business Plan
HMD	Hazardous Materials Division
HMP	Hydromodification Management Plan
IBC	International Building Code
IPCC	Intergovernmental Panel on Climate Change
LCFS	Low Carbon Fuel Standard
LCP	Local Coastal Plan
LDC	Land Development Code
LDM	Land Development Manual

L_{eq}	hourly equivalent sound level
LEV	low emission vehicle
LEV III	Low Emission Vehicle III Standards
LID	Low Impact Development
LOS	Level of Service
LOSSAN	Los Angeles–San Diego–San Luis Obispo (rail corridor)
LRWRP	Long-Range Water Resources Plan
LTPP	Long-Term Procurement Plan
LUST	leaking underground storage tanks
LWSD	Local Water Supply Development
MBTA	Migratory Bird Treaty Act
MCAS	Marine Corps Air Station
MCL	maximum contaminant level
MGD	million gallons per day
MHPA	Multi-Habitat Planning Area
MJHMP	Multi-Jurisdictional Hazard Mitigation Plan
MMT CO_2E	million metric tons of carbon dioxide equivalent
Mpg	miles per gallon
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSCP	Multiple Species Conservation Program
MSL	mean sea level
MTS	Metropolitan Transit System
MW	megawatt
MWD	Metropolitan Water District of Southern California
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NCWRP	North City Water Reclamation Plant
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NO_2	nitrogen dioxide
NOLF	Naval Outlying Landing Field
NOP	Notice of Preparation
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
OES	Office of Emergency Services
OPR	Governor's Office of Planning and Research
PAL	Provisionally Accredited Levy
PDO	Planned District Ordinance
PDP	Priority Development Projects
PEIR	Program Environmental Impact Report
PFFP	Public Facilities Financing Plan
PLWTP	Point Loma Wastewater Treatment Plant
PM	particulate matter

PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PRC	Public Resources Code
PUD	Public Utilities Department
PV	photovoltaic
PWD	Public Works Department
RAQS	Regional Air Quality Strategy
RCP	Regional Comprehensive Plan
RES	Regional Energy Strategy
RHNA	Regional Housing Needs Allocation
ROG	reactive organic gas
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	Senate Bill
SBWRP	South Bay Water Reclamation Plant
SCIC	South Coastal Information Center
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDCWA	San Diego County Water Authority
SDFD	San Diego Fire-Rescue Department
SDG&E	San Diego Gas & Electric
SDIA	San Diego International Airport
SDMC	San Diego Municipal Code
SDWA	Safe Drinking Water Act
SFHA	Special Flood Hazard Area
SHMP	State Hazard Mitigation Plan
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO_2	sulfur dioxide
SR	State Route
SWP	State Water Project
SWPPP	storm water pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TCM	transportation control measures
TMDL	total maximum daily load
TPA	Transit Priority Area
~~TPA HIIP~~	~~Transit Priority Area Housing and Infrastructure Incentive Program~~
TSS	Threshold Siting Surface
UDC	Unified Disaster Council
USACE	United States Army Corps of Engineers
USC	United States Code
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service

UST	underground storage tank
UWMP	Urban Water Management Plan
VMT	vehicle miles traveled
VOC	volatile organic compounds
VPHCP	Vernal Pool Habitat Conservation Plan
WMP	Waste Management Plan
WQIP	Water Quality Improvement Plan
WSA	Water Supply Assessment
ZEV	zero emission vehicle

Executive Summary

S.1 Project Location and Setting

The City of San Diego (City) covers 342.5 square miles and stretches nearly 40 miles from north to south. There are 93 miles of shorelines including bays, lagoons, and the Pacific Ocean. Elevations mostly range from sea level to 600 feet above sea level. High points include Mt. Soledad in La Jolla and Cowles Mountain in the eastern part of the City which is nearly 1,600 feet high (City of San Diego General Plan 2008).

The proposed project includes amendments to the San Diego Municipal Code (SDMC) and Land Development Manual (LDM) to adopt two new ordinances, collectively referred to as Complete Communities: Housing Solutions and Mobility Choices (proposed project). Within the Program Environmental Impact Report (PEIR), Complete Communities: Housing Solutions is referred to as the "Housing Program" while Complete Communities: Mobility Choices is referred to as "Mobility Choices Program." The proposed project areas are generally developed, urbanized areas with access to high-quality transit. The approximately 20,538 acres of the Housing Program project areas are located within Transit Priority Areas (TPAs) throughout the City. Areas where improvements under the Mobility Choices Program could be implemented covers approximately 83,218 acres and are inclusive of Housing Program project areas. Refer to Figure 3-2 for Housing Program eligible areas and Figure 3-4 for Mobility Choices Program improvement areas.

S.2 Project Description

S.2.1 Complete Communities: Housing Solutions

The proposed project includes amendments to the Land Development Code (LDC) to implement the Housing Program. Future development projects that provide affordable housing and provide or contribute toward neighborhood-serving improvements would be allowed additional square footage and building height, which would allow for additional units beyond what is otherwise allowed in the respective base zone, Planned District Ordinance (PDO), or Community Plan. Existing height restrictions in the Coastal Zone in addition to height restrictions in proximity to airports would continue to apply. Additionally, projects that qualify for participation in the Housing Program could be approved through a ministerial process, unless site-specific conditions warrant a discretionary approval.

As discussed in Section 3.5.1, in exchange for additional density, building square footage, and height, the Housing Program would require all projects to provide new community-serving infrastructure improvements through either payment of a fee into a Neighborhood Enhancement

Fund or by accommodating a public promenade that meets specified standards including minimum street frontage requirements.

S.2.2 Complete Communities: Mobility Choices

The proposed project includes amendments to the City's LDC and Land Development Manual (LDM) to implement the Mobility Choices Program and support adoption of a new California Environmental Quality Act (CEQA) significance threshold for transportation that implements Senate Bill (SB) 743. The purpose of the Mobility Choices Program is to implement SB 743 by ensuring that new development mitigates transportation impacts based on vehicle miles traveled (VMT) to the extent feasible, while incentivize~~e~~ing development within the City's ~~TPAs and~~ urban areas (Mobility Zones 1, 2, and 3~~2~~). The Mobility Choices Program will ~~that will be~~ support~~ed by an~~ investments in active transportation and transit infrastructure – in the areas where that infrastructure is needed most – where the most reductions in overall ~~vehicle miles traveled (~~VMT~~)~~ and greenhouse gas (GHG) emissions reductions can be realized.

The Mobility Choices Program would apply citywide to any new development for which a building permit is issued except for:

- Residential development with 10 or fewer dwelling units; or
- Any non-residential development less than 10,000 square feet gross floor area; or
- Residential development that includes at least 20 percent affordable housing as defined in SDMC Section 143.0730 for the provision of amenities requirement; or
- Public projects; or
- Development within one-quarter mile of existing passenger rail; or
- Development located in Downtown.

For development within Mobility Zone 4 (within more suburban areas outside of the urban core), payment of a Mobility Choices Fee would be required. The Mobility Choices Fee would be used to fund active transportation and VMT reducing infrastructure projects in Mobility Zone 1, 2, and 3. Consistent with SB 743's mandate to reduce VMT, the Mobility Choices Fee would be used in areas that have the greatest capacity to realize VMT reductions within the City. Deed restricted affordable housing within Mobility Zone 4 that meets specified criteria would be exempt from payment of the Mobility Choices Fee.

S.3 Project Objectives

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15124(b), the following basic project objectives have been identified:

- Identify and make available for development adequate sites to meet the City's diverse housing needs;
- Incentivize new construction of all types of multi-family housing, with an emphasis on affordable housing units;

- Implement the City's General Plan to achieve planned residential buildout and meet the City's Regional Housing Needs Allocation (RHNA) targets;
- Implement the City's Climate Action Plan to achieve greenhouse gas reductions through a reduction in vehicle miles traveled, and increased active transportation mode shares within TPAs (for the Housing Program) and urban areas- (Mobility Zones 1, 2, and 3~~2~~);
- Incentivize the production of multi-family residential development within TPAs (for the Housing Program) and urban areas (Mobility Zones 1, 2, and 3~~2~~) to reduce the amount of vehicular miles driven in the City;
- Plan for infrastructure that reduces trips and trip length instead of planning for infrastructure that accommodates additional vehicular traffic, in accordance with Senate Bill 743; and
- Provide public infrastructure that supports a pedestrian-, bike-, and transit-friendly environment to achieve vibrant, active, healthy, and livable communities within TPAs (for the Housing Program) and urban areas (Mobility Zones 1, 2, and 3~~2~~).

S.4 Areas of Controversy

Section 15123(b)(3) of the CEQA Guidelines requires that an environmental impact report address issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this PEIR adequately describes the environmental impacts of the proposed project.
2. Whether the benefits of the proposed project override the environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether there are any alternatives to the proposed project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the PEIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public.

Prior to preparation of the PEIR, the Notice of Preparation (NOP) was distributed for comment from June 5, 2019 to July 5, 2019. Agency letters and public comments received in response to the NOP included requests to address existing conditions, cultural and historical resources, traffic and transportation, tribal cultural resources, health and safety, aesthetics, land use, hydrology and water quality, public services and facilities, and other general considerations for implementation of the proposed project. A number of concerns were raised related to the potential for increased height and density of development and the associated effects on community character and views, particularly within the Clairemont Mesa Community Plan area.

S.5 Project Alternatives

To fully evaluate the environmental effects of the proposed project, 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.

Project alternatives are evaluated in further detail in Chapter 8, Alternatives. The evaluations analyze the ability of each alternative to further reduce or avoid the significant environmental effects of the proposed project. Each major issue area included in the impact analysis of this PEIR has been given consideration in the alternatives analysis. This PEIR evaluates three alternatives to the project: Alternative 1: No Project Alternative, Alternative 2: Limited Transit Priority Area Alternative, and Alternative 3: Incentives Available Citywide Except Height Incentive Alternative.

S.5.1 Alternative 1: No Project Alternative

Under the No Project Alternative, the proposed ordinances would not be adopted and growth would continue to occur in accordance with the adopted General Plan and applicable Community Plans without the proposed project incentives for development within TPAs (for the Housing Program) and Mobility Zones 1, 2, and 3~~2~~ (for the Mobility Choices Program). Development would continue to occur through site-specific rezoning and community plan amendment actions, rather than through a comprehensively planned approach that incentivizes development within TPAs and Mobility Zones 1, 2, and 3~~2~~ and ensures multi-modal transportation improvements are constructed within appropriate areas. Affordable housing development and development within TPAs and Mobility Zones 1, 2, and 3~~2~~ would not be incentivized by the proposed project. Without the proposed project, it is anticipated that new multi-family housing would continue to occur throughout the City, rather than being focused within TPAs and Mobility Zones 1, 2, and 3~~2~~, since there would be fewer incentives to develop multi-family housing in these areas. It is also anticipated that the planned densities needed to accommodate the region's housing and provide the required levels of affordability would not occur.

S.5.2 Alternative 2: Limited Transit Priority Area Alternative

S.5.2.1 Alternative 2A Limited Transit Priority Area Alternative - within one-quarter mile of major transit stop

Under this alternative, the project areas eligible for participation in the Housing Program would be reduced compared to the proposed project. The incentives provided for the provision of multi-family

residential development would not be available in all of the City's TPAs; rather, the incentives would only be available in areas within TPA that are located within the one-quarter mile of a major transit stop that is existing or planned, if the planned major transit stop is scheduled to be completed within the SANDAG Regional Transportation Improvement Program. The incentives would continue to be available within zones that allow for multi-family residential development. It is anticipated that the planned densities incentivized under this alternative would be somewhat reduced due to the reduced geographical area where the program would apply. Thus, the alternative would likely achieve less units than the proposed project and would not achieve the same level of housing needed to accommodate the region's housing needs. Under this alternative, the Housing Program incentives would be available in approximately 6 percent of the City's land, compared to approximately 11 percent under the proposed project. Under this alternative, the Mobility Choices program would be the same as the proposed project.

S.5.2.2 Alternative 2B: Limited Transit Priority Area Alternative - within one-quarter mile of trolley station

Under this alternative, the project areas eligible for participation in the Housing Program would be reduced compared to the proposed project and would be further reduced compared to Alternative 2A. The incentives provided for the provision of multi-family residential development would not be available in all of the City's TPAs; rather, the incentives would only be available in areas within TPAs that are located within the one-quarter mile of a major trolley station that is existing or planned, if the planned trolley station is scheduled to be completed within the San Diego Association of Governments (SANDAG) Regional Transportation Improvement Program. The incentives would continue to be available only within zones that allow for multi-family residential development. It is anticipated that the planned densities incentivized under this alternative would be somewhat reduced due to the reduced geographical area where the program would apply. Thus, the alternative would likely achieve less units than the proposed project and would not achieve the same level of housing needed to accommodate the region's housing needs. Under this alternative, the Housing Program incentives would be available in approximately 2 percent of the City's land, compared to approximately 11 percent under the proposed project. Under this alternative, the Mobility Choices program would be the same as the proposed project.

S.5.2.3 Alternative 3: Incentives Available Citywide Except Height Incentive Alternative

Under this alterative, the Housing Program height incentive would not be available, but all the other development incentives under the Housing Program would be available Citywide – inside TPAs as well as outside of TPAs – in zones that allow for multi-family residential development. Thus, under this alternative, multi-family housing would be incentivized Citywide, rather than focused within TPAs and Mobility Zones 1, 2, and 3~~2~~. Additionally, active transportation infrastructure investments under both the Housing and Mobility Choices Programs would be spread out Citywide rather than being focused within TPAs and Mobility Zones 1, 2, and 3~~2~~. Under this alternative, all development would participate in the Mobility Choices Program in the same manner as projects within TPAs and Mobility Zones 1, 2, and 3~~2~~. Under this alternative, it is anticipated that housing needed to accommodate the region's housing needs would be developed in various areas throughout the City,

and would not be concentrated within the TPAs and Mobility Zones 1, 2, and 3~~2~~, as under the proposed project. It is anticipated that fewer residential units would be developed since the amount of dwelling units allowed would be limited due to a reduced height limit.

S.6 Summary of Environmental Impacts and Significance Conclusions

Table ES-1 summarizes the conclusions of the environmental analysis of this PEIR. Impacts are identified as significant or less than significant. As detailed within Chapter 4.0, the project is designed to be self-mitigating to the extent feasible through application of existing regulations in addition to application of design features incorporated into the proposed project.

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
4.1 Land Use		
Issue 1 Would implementation of the proposed project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	The proposed project is consistent with the City's overarching policy and regulatory documents including the General Plan and SDMC. Additionally, the proposed project would help achieve consistency with the Regional Plan. As the proposed project would be consistent with applicable environmental goals, objectives, or guidelines of the General Plan and other applicable plans and regulations, impacts would be less than significant. However, refer to 4.3, Biological Resources, for potentially significant and unavoidable secondary impacts that could result from implementation of the project.	Less than Significant
Issue 2 Would implementation of 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 project areas do not contain land designated as Prime Farmland. The proposed project does not include development or redesignation of open space; therefore, there would be no impacts associated with the development or conversion of General Plan- or Community Plan-designated Open Space or Prime Farmland, and the impacts would, therefore, be less than significant.	Less than Significant
Issue 3 Would implementation or the proposed project result in land uses which are not compatible with an adopted ALUCP?	Implementation of the proposed project would not result in impacts associated with existing Airport Land Use Compatibility Plans (ALUCPs), because development allowed by the Housing Program would continue to be limited by airport land use compatibility policies and regulations. Until the policies of the San Diego International Airport (SDIA) and Naval Outlying Landing Field (NOLF) Imperial Beach ALUCPs are incorporated into the City's Airport Land Use Compatibility Overlay Zone (ALUCOZ), future multi-family development within TPAs located within SDIA or NOLF Imperial Beach Airport Influence Area (AIA) Review Area 1 will be subject to Airport Land Use Commission (ALUC) review of the development's consistency with ALUCP policies for all compatibility	Less than Significant

Table ES-1
Summary of Significant Environmental Impacts

Impact	Results of Impact Analysis	Impact Conclusion
	factors; projects within AIA Review Area 2 for these airports will be subject to review against overflight and airspace protection policies and may require Federal Aviation Administration (FAA) notification (if the proposed development project maximum height exceeds the FAA's Part 77 Notification Surface) and/or recordation of an avigation easement and/or overflight notification; and projects within AIA Review Area 1 for SDIA will also be subject to the City's Airport Approach Overlay Zone and Airport Environs Overlay Zone, which provides supplemental regulations for property surrounding SDIA. After incorporation of the policies of the SDIA and NOLF Imperial Beach ALUCPs into the ALUCOZ, development allowed by the proposed project will be subject to the requirements of the ALUCOZ. Future development allowed under the proposed project within the AIAs for Brown Field, Montgomery Field, and MCAS Miramar will be subject to the regulations of the ALUCOZ, which implements the policies of the applicable ALUCPs regarding noise, safety, airspace protection, and aircraft overflight. As a result, the proposed project would not result in land uses that are incompatible with an adopted ALUCP. Therefore, impacts would be less than significant.	
4.2 Air Quality		
Issue 1 Would the proposed project conflict with or obstruct the implementation of the applicable air quality plan?	Significant air quality impacts (direct and cumulative) would occur in regards to conflict<u>s</u>~~ing~~ with air quality plans. Approval of the proposed project would not specifically permit the construction of an individual project, as no specific developments are currently proposed. The proposed project would allow future multi-family residential development projects within TPAs to be approved ministerially. No additional feasible mitigation measures beyond what is proposed in the proposed project are available to address the significant impacts.	Significant and Unavoidable

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
Issue 2 Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Significant air quality impacts (direct and cumulative, construction and operation) would occur in regards to violation of any air quality standard. Approval of the proposed project would not specifically permit the construction of an individual project, as no specific developments are currently proposed. The proposed project would allow future multi-family residential development projects within TPAs to be approved ministerially. No additional feasible mitigation measures beyond what is proposed in the proposed project are available to address the significant impacts.	Significant and Unavoidable
Issue 3 Would the proposed project expose sensitive receptors to substantial pollutant concentrations?	Significant air quality impacts (carbon monoxide hot spots, mobile source emissions, direct) would occur in regards to the exposure of sensitive receptors to substantial pollutant concentration, including toxins. Approval of the proposed project would not specifically permit the construction of an individual project, as no specific developments are currently proposed. The proposed project would allow future multi-family residential development projects within TPAs to be approved ministerially. No additional feasible mitigation measures beyond what is proposed in the proposed project are available to address the significant impacts.	Significant and Unavoidable
Issue 4 Would the proposed project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Facilities that generate objectionable odors typically include wastewater treatments plants, landfills, and paint/coating operations (e.g., auto body shops), among others. The proposed project ~~Housing Program~~ would facilitate the development of high-density multi-family residential development, as well as associated infrastructure improvements. These uses are not expected to result in objectionable odors. Impacts would be less than significant.	Less than Significant

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
4.3 Biological Resources		
Issue 1 Would the proposed project result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the Multiple Species Conservation Program (MSCP) or other local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW) or (United States Fish and Wildlife Service (USFWS)?	Implementation of the proposed project would affect primarily developed areas. However, sensitive species could be present within the project areas. Pursuant to the Environmentally Sensitive Lands (ESL) Regulations, ministerial projects would be reviewed for the presence of ESL. If the development area is determined to support ESL, the project would not be processed ministerially and would instead be required to undergo a discretionary permit process in accordance with ESL Regulations, the City's Biology Guidelines, and the provisions of the MSCP. Development under the Housing Program on sites with ESL that are processed with a Site Development Permit could result in significant impacts to sensitive habitats. While the discretionary review process would generally ensure impacts would be mitigated to less than significant, it cannot be ensured at this program level of review whether all impacts could be fully mitigated. Thus, impacts associated with potential future discretionary development under the Housing Program would be significant. The ESL Regulations require that any project located adjacent to Multi-Habitat Planning Area (MHPA) or Vernal Pool Habitat Conservation Plan (VPHCP) comply with Land Use Adjacency Guidelines and Avoidance and Minimization Measures (respectively), which would ensure potential indirect impacts to sensitive habitats and wildlife species within MHPA and VPHCP would be avoided. Thus, with implementation of existing regulatory protections for biological resources, impacts to sensitive species resulting from future ministerial development within the project areas would be less than significant. However, impacts associated with potential future discretionary development under the proposed project would be significant.	Significant and Unavoidable

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
Issue 2 Would the proposed project result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	Implementation of the proposed project could impact sensitive habitats. Pursuant to the ESL Regulations, ministerial projects would be reviewed for the presence of ESL. If the development area is determined to support ESL, the project would not be processed ministerially and would instead be required to undergo a discretionary permit process in accordance with ESL Regulations, the City's Biology Guidelines, and the provisions of the MSCP and VPHCP. Thus, with implementation of existing regulatory protections for biological resources, impacts to sensitive habitats resulting from future ministerial development within the project areas would be less than significant. However, where ESL and a discretionary review process is required, it cannot be ensured that all impacts can be fully mitigated at a program level of analysis. Impacts associated with potential future discretionary development under the proposed project would be significant.	Significant and Unavoidable
Issue 3 Would the proposed project result in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?	Implementation of the proposed project would not likely impact wetlands, as areas where this habitat occurs would remain within open space and/or the MHPA. However, like other ESL, should wetland habitat be identified through project intake screening, it would not be processed ministerially, but would undergo a discretionary permit process in accordance with City and wildlife agency regulatory requirements. For projects with wetlands, while the discretionary review process would generally ensure impacts would be mitigated to less than significant, it cannot be ensured at this program level of review whether all impacts could be fully mitigated. With implementation of existing regulatory protections for biological resources, impacts to wetlands resulting from future ministerial development within the project areas would be less than significant. However, impacts associated with potential future discretionary	Significant and Unavoidable

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
	development under the proposed project would be potentially significant.	
Issue 4 Would the proposed project result in 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 Subarea Plan, or impede the use of native wildlife nursery sites?	Impacts to wildlife corridors and nursery sites would be avoided through compliance with the MSCP and compliance with protections afforded to MHPA and MHPA-adjacent lands. Thus, through adherence to the existing regulatory framework in place, potential impacts to wildlife corridor and nursery sites would be less than significant.	Less than Significant
Issue 5 Would the proposed project result in a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan, either within the MSCP plan area or in the surrounding region?	Project areas located within MHPA and VPHCP preserve lands would be subject to the ESL Regulations which would ensure no conflicts would occur in relation to the MSCP Subarea Plan or VPHCP. Additionally, development adjacent to MHPA and VPHCP preserve lands would be subject to the Land Use Adjacency Guidelines in MSCP Subarea Plan Section 1.4.3 and Avoidance and Minimization Measures in VPHCP Section 5.2.1. Thus, impacts related to conflicts with the MSCP Subarea Plan and VPHCP would be less than significant.	Less than Significant
Issue 6 Would the proposed project result in a conflict with any local policies or ordinances protecting biological resources?	The proposed project would be consistent with ESL Regulations. No conflicts with the MSCP Subarea Plan and/or VPHCP were identified. Impacts related to conflicts with local policies or ordinances protecting biological resources would be less than significant.	Less than Significant

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
4.4 Energy		
Issue 1 Would the proposed project result in a potentially significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	Long-term implementation of the proposed project would not create a land use pattern that would result in a wasteful, inefficient, or unnecessary use of energy. Impacts would be less than significant.	Less than Significant
Issue 2 Would the proposed project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Future projects would be subject to existing building and energy code regulations in place at the time in which they are implemented. Impacts would be less than significant.	Less than Significant
4.5 Geology, Soils, and Seismicity		
Issue 1 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?	Implementation of the proposed project would not have direct or indirect significant environmental impacts in regard to seismic hazards because future development would be required to occur in accordance with the 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. Adherence to the SDMC grading regulations and construction requirements and implementation of the City's geotechnical study requirements would preclude significant impacts related to seismic hazards. Thus, impacts would be less than significant.	Less than Significant

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
Issue 2 Would the proposed project result in substantial soil erosion or the loss of topsoil?	Implementation of the proposed project would result in less than significant impacts related to erosion and loss of topsoil. SDMC regulations prohibit sediment and pollutants from leaving the worksite and require the property owner to implement and maintain temporary and permanent erosion, sedimentation, and water pollution control measures. Conformance to mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Thus, impacts would be less than significant.	Less than Significant
Issue 3 Would the proposed project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Implementation of the proposed project would not result in impacts related to landslides, lateral spreading, subsidence, liquefaction, or collapse. Future development within the project areas would be required to be constructed in accordance with the SDMC and CBC, and would be required to implement any recommendations of the site-specific geotechnical report. Thus, impacts would be less than significant.	Less than Significant
Issue 4 Would the proposed project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	The SDMC requires soils analysis prior to issuance of a building permit. Based on the soils report findings, if expansive soils are found at a particular project site within the project areas, that project site would need to comply with the both CBC and SDMC requirements. Compliance with existing regulations would ensure that impacts associated with expansive soils are reduced to less than significant.	Less than Significant

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
4.6 Greenhouse Gas Emissions		
Issue 1 Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	The Housing Program would be consistent with the General Plan's City of Villages strategy, and the City's CAP promoting the placement of new development within TPAs and other smart growth areas. The proposed project is intended to support the City in achieving CAP goals by supporting and incentivizing future development that will reduce GHG emissions, primarily through reductions in VMT. The proposed project would support the City in obtaining citywide GHG emissions reduction targets under the CAP. Impacts related to GHG emissions would be less than significant.	Less than Significant
Issue 2 Would the proposed project conflict with the City's Climate Action Plan or another applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?	Future development under the proposed project would be consistent with state plans, SANDAG's San Diego Forward, the City's General Plan, and Climate Action Plan. Impacts associated with applicable GHG emission reduction plans would be less than significant.	Less than Significant
4.7 Health and Safety		
Issue 1 Would implementation of the proposed project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Although small amounts of hazardous materials may be used for cleaning and maintenance, standard best management practices (BMPs) would be applied to ensure that regulated hazardous materials are handled and disposed of properly, and that no hazards would result during long-term operation of the project. Hazardous materials and waste would be managed and used in accordance with all applicable federal, state, and local laws and regulations. Therefore, the project would not create a significant hazard to the public or environment. Impacts would be less than significant.	Less than Significant

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
Issue 2 Would implementation of the proposed project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	The project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.	Less than Significant
Issue 3 Would implementation of the proposed project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	The project areas are located throughout the City and may be located within proximity to schools. The land uses that would be developed per the proposed project are not anticipated to result in hazardous emissions or exposure to acutely hazardous materials. In accordance with City, state, and federal requirements, any new development that involves contaminated property would necessitate the clean-up and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted to occur at a contaminated site until a "no further action" clearance letter from the County of San Diego's Department of Environmental Health (DEH), or similar determination is issued by the San Diego Fire Department (SDFD), California Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), or other responsible agency. Therefore, impacts to schools would be less than significant.	Less than Significant

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
Issue 4 Would the proposed project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Implementation of the proposed project would be in accordance with local City, County, State, and federal requirements, and any new development that involves contaminated property would necessitate the clean-up 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's DEH, or a similar determination is issued by the SDFD, DTSC, RWQCB, or other responsible agency. Therefore, impacts related to hazardous materials sites and health hazards would be less than significant.	Less than Significant
Issue 5 Would implementation of the proposed project result in a safety hazard for people residing or working in project areas located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport?	Implementation of the proposed project would be consistent with adopted ALUCPs as future development would be required to show compatibility with the requirements of the ALUCPs, the SDMC, and associated FAA requirements. Impacts related to aircraft related hazards would be less than significant.	Less than Significant

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
Issue 6 Would implementation of the proposed project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	The San Diego County Emergency Operations Plan (County of San Diego 2018) identifies a broad range of potential hazards and a response plan for public protection, and identifies major interstates and highways within San Diego County that could be used as primary routes for evacuation. Additionally, the County of San Diego Multi-Jurisdictional Hazard Mitigation Plan (MJHMP), provides methods to help minimize damage caused by natural and man-made disasters. The City and the OES of San Diego County continue to coordinate to update the MJHMP as hazards, threats, population, and land use, or other factors change to ensure that impacts to emergency response plans are less than significant. Therefore, impacts related to emergency evacuation and response plans would be less than significant.	Less than Significant
4.8 Historical, Archaeological, and Tribal Cultural Resources		
Issue 1 Would implementation of the proposed project result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a historic building (including an architecturally significant building), structure, object, or site?	While the LDC provides for the regulation and protection of designated and potential historical resources, it is impossible to ensure the successful preservation of all historic built environment resources, objects, and sites within the project areas. Thus, potential impacts to historic resources would be considered significant.	Significant and Unavoidable

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
Issue 2 Would implementation of the proposed project result in a substantial adverse change in the significance of a prehistoric or historic archaeological resource, a religious or sacred use site, or the disturbance of any human remains, including those interred outside of formal cemeteries?	While existing regulations and the LDC would provide for the regulation and protection of archaeological resources and human remains, it is impossible to ensure the successful preservation of all archaeological resources. Therefore, potential impacts to archaeological resources and human remains are considered significant.	Significant and Unavoidable
Issue 3 Would implementation of the proposed project result in a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 1. Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k); or, 2. A resource determined by the lead agency, in its discretion and supported by substantial	While existing regulations including the San Diego Historical Resources Regulations and Historical Resources Guidelines would provide for the protection of tribal cultural resources and would minimize potential impacts, it is not possible to ensure the successful preservation of all tribal cultural resources. Therefore, potential impacts to tribal cultural resources are considered significant.	Significant and Unavoidable

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1? In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		
4.9 Hydrology and Water Quality		
Issue 1 Would the proposed project result in flooding due to an increase in impervious surfaces or changes in absorption rates, drainage patterns, or the rate of surface runoff?	All development occurring within the project areas would be subject to drainage and floodplain regulations in the SDMC, and would be required to adhere to the City's Drainage Design Manual, ESL Regulations protecting floodplains, Federal Emergency Management Agency (FEMA) standards, and the City's Storm Water Standards Manual. Thus, impacts related to changes in runoff patterns associated with future development would be less than significant. Potential riverine flooding impacts would largely be avoided through compliance with ESL regulations; however, at a program level of analysis it cannot be ensured that every future project would fully mitigate potential flooding impacts, resulting in a significant and unavoidable impact. Additionally, for project areas protected by the provisionally accredited levy in Mission Valley, impacts would be significant. Impacts associated with flooding due to a seiche or dam inundation would be less than significant, due to the lack of seiche hazards within the project areas, and based on applicable regulatory requirements and protections associated with development downstream of dams.	Significant and Unavoidable

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
	Impacts related to tsunami inundation would be significant and unavoidable due to the potential for increased development densities occurring within areas subject to tsunami inundation. Future development is anticipated to incorporate adequate design measures to protect development areas from potential mudflow and debris that could follow a fire event; however, areas with potential risk of mudflow cannot be determined at this programmatic level of review and impacts would be significant.	
Issue 2 Would the proposed project result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body?	New development occurring within the project areas would be required to implement Low Impact Development (LID) and storm water BMPs into the design of future projects within the project areas to address the potential for transport of pollutants of concern through either retention or filtration, consistent with the requirements of the Municipal Separate Storm Sewer System (MS4) Permit for the San Diego region and the City's Storm Water Standards Manual. Implementation of LID design and storm water BMPs would reduce the amount of pollutants transported from the project areas to receiving waters. Thus, with compliance with the existing regulatory framework addressing protection of water quality, impacts would be less than significant.	Less than Significant
Issue 3 Would the proposed project deplete groundwater supplies, degrade groundwater quality, or interfere with groundwater recharge?	Storm water regulations that encourage infiltration of storm water runoff and protection of water quality would protect the quality of groundwater resources and support infiltration where appropriate. Impacts would be less than significant.	Less than Significant

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
4.10 Noise		
Issue 1 Would implementation of the proposed project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**a. General Ambient Noise Levels** Ambient noise levels in the project areas would increase as a result of implementation of the proposed project. The increase in ambient noise levels associated with additional potential density within the project areas could expose existing and future noise-sensitive receptors to a significant noise impact. The Housing Program includes design requirements to attenuate noise levels in outdoor usable open space areas through project design. While compliance with the design requirements would reduce potential impacts to existing and future noise sensitive land uses, future ambient noise levels could nevertheless exceed the City's significance threshold. Therefore, impacts would be significant. **b. Traffic-related Noise Levels** Interior noise standards of 45 A-weighted decibels Community Noise Equivalent Level [dB(A) CNEL] for residential uses and 50 dB(A) for nonresidential uses will be achieved through compliance with Title 24 requirements during the building permit review. However, future development within the project areas could result in the exposure of residents to exterior noise levels which exceed the City's significance thresholds. Recent Community Plan Update EIR analysis shows noise levels in the project areas are dominated by vehicle traffic exceeding allowable levels. While design requirements associated with the proposed ordinance would reduce potential impacts to existing and future noise sensitive land uses, future ambient noise levels could nevertheless exceed the City's significance threshold. Therefore, impacts would be significant.	Significant and Unavoidable

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
	c. Rail Noise City rail and trolley lines pass through the project areas. New development located adjacent to rail operations could expose residents to noise levels that exceed noise standards. Therefore, at this programmatic level of review, impacts associated with rail noise would be significant. **d. Noise Ordinance Compliance** The project areas would contain residential and commercial interfaces. Mixed-use areas where residential uses are located in proximity to commercial sites could expose sensitive receptors to noise above allowable levels. While it is not anticipated that stationary sources associated with multi-family residential land uses located within TPAs would result in noise exceeding property line limits, at a programmatic level of review it cannot be verified. The City's Noise Ordinance property line standards would apply to any future development processed under the proposed ordinances. Although enforcement mechanisms for the violation of noise regulations in the Noise Abatement and Control Ordinance would provide for the correction of potential noise exceedances, impacts could remain potentially significant. **e. Temporary Construction Noise Levels** Construction activities related to implementation of the proposed project would potentially generate short-term noise levels in excess of 75 dB(A) hourly equivalent sound level (L_{eq}) at adjacent properties. While the City regulates noise associated with construction equipment and activities through enforcement of its noise ordinance standards (e.g., days of the week and hours of operation), impacts associated with construction noise would be remain potentially significant.	

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
Issue 2 Would implementation of the proposed project cause the generation of excessive groundborne vibration or groundborne noise levels?	Groundborne vibration impacts could occur as a result of trolley and train operations where development is located in proximity to a rail line. The specific location and orientation of future development is unknown at this time. Due to the anticipated proximity of future multi-family residential development near rail lines, impacts would be significant.	Significant and Unavoidable
Issue 3 Would the proposed project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Portions of the project areas are located within ALUCP identified noise contours. However, the proposed project does not propose a change to any existing land use designation and future multi-family residential development allowed under the proposed ordinance would be consistent with existing Community Plan allowed land uses and associated ALUC consistency determinations. ~~However, d~~During the building permit process for proposed projects, overflight notification requirements would apply. -Therefore, impacts would be less than significant.	Less than Significant
4.11 Paleontological Resources		
Issue 1 Would the proposed 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?	Implementation of the General Grading Guidelines for Paleontological Resources, as required by the SDMC and applicable to all new development, would require paleontological monitoring to ensure that potential paleontological resources impacts resulting from future grading activities would be less than significant.	Less than Significant

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
4.12 Public Services and Facilities		
Issue 1 Would the proposed project promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police, fire-rescue, schools, libraries, or parks or other recreational facilities), the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives?	Housing incentivized by the proposed project would result in the need for additional police, school, parks and recreation, and fire-rescue facilities. Additionally, transportation infrastructure and amenities constructed under the Mobility Choices Program could result in environmental impacts. As the location and need for potential future facilities cannot be determined at this time, it is unknown what specific impacts may occur associated with future construction of such facilities. Thus, as it cannot be ensured all impacts associated with the construction of potential future facilities would be mitigated to less than significant, impacts would be significant.	Significant and Unavoidable

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
Issue 2 Would implementation of the proposed project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	~~Implementation of the proposed project could result in the need for additional police, fire-rescue, school, library, parks and recreation facilities, and transportation infrastructure and amenities that could result in environmental impacts. It is unknown what specific impacts may occur associated with the future construction and operation of such facilities. Thus, impacts would be significant and unavoidable.~~Implementation of the proposed project could result in an increase in the use of existing neighborhood and regional parks or other recreational facilities. While the development of future recreational amenities under the proposed Housing Program could offset the potential increased use of existing recreational facilities, it is unknown where these future improvements will be located, what impacts could result from providing these facilities, and to what extent these future facilities will be able to accommodate increases in demand for recreational facilities. Thus, as it cannot be ensured that all impacts would be mitigated to a less than significant level, impacts would be significant and unavoidable.	Significant and Unavoidable
Issue 3 Does the proposed project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	While regulations in existence at that time would address potential environmental impacts related to the construction and operation of future recreational facilities, it is unknown where specific future developments would be located and what environmental impacts may be associated with providing these facilities. As it cannot be ensured that all impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to less than significant, impacts would be significant and unavoidable.	Significant and Unavoidable

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
4.13 Transportation		
Issue 1 Would the proposed project conflict with an adopted program, plan, ordinance or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities?	Overall, the proposed project would support improved pedestrian, bicycle and transit facilities and foster increased safety for all alternative modalities by facilitating the development of high density multi-family residential land uses close to existing transit areas. Additionally, the Mobility Choices Program would further support multi-modal opportunities within urban areas consistent with City policies. Thus, impacts related to conflicts with adopted policies, plans, or programs supporting alternative transportation would be less than significant.	Less than Significant
Issue 2 Would the proposed project be located within an area on the SANDAG VMT screening maps estimated to generate resident VMT per capita greater than 85 percent of the base year regional average? For mixed-use projects with a commercial component, would the project be located within an area on SANDAG VMT screening maps estimated to generate resident VMT per capita and/or employee VMT per employee greater than 85 percent of the base year regional average?	While VMT related impacts in the majority of the Housing Program project areas would result in less than significant impacts where development is located in VMT efficient areas (at or below 85 percent of the regional average), impacts in less efficient VMT per capita areas (greater than 85 percent of the regional average) would remain significant and unavoidable. Although development under the Housing Program combined with improvements resulting from the Mobility Choices Program are anticipated to result in the implementation of infrastructure improvements that could result in reductions in per capita VMT, at a program level, it cannot be determined whether those improvements would sufficiently reduce potentially significant VMT impacts to below the threshold of significance. The Mobility Choices Program would provide for additional transportation infrastructure and amenities that would support reductions in per capita VMT. Thus, the Mobility Choices Program would not be associated with significant VMT related impacts, and impacts would be less than significant. VMT impacts associated with development under the Housing Program located in less efficient VMT areas would be significant.	Significant and Unavoidable

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
Issue 3 Would the proposed project substantially increase hazards due to a geometric design features (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment))?	Any proposed improvements to roadways or amenities such as bicycle facilities would undergo review and approval by the City Engineer. Adherence to City standards, including the City's Street Design Manual, would ensure that a substantial increase in hazards or incompatible uses would not occur as a result of the proposed project. The proposed project does not include any requirements that would result in a substantial increase in hazards due to design features or incompatible uses. Impacts would be less than significant.	Less than Significant
Issue 4 Would the proposed project result in inadequate emergency access?	Future development allowed under the proposed ordinances would be required to comply with all applicable City codes and policies related to emergency access and would be forwarded to the City Fire Marshall to ensure adequate emergency access. Therefore, impacts related to emergency access would be less than significant.	Less than Significant
4.14 Public Utilities and Infrastructure		
Issue 1 Would the proposed project use excessive amounts of water beyond projected available supplies?	According to Water Supply Assessments prepared for recent CPUs, water demand would not increase within project areas located in communities with a recent CPU. Within project areas that do not have a recent comprehensive CPU, it is possible that densities could be authorized in excess of what would have been considered in the latest water supply planning document. Thus, at this programmatic level of review, direct and cumulative impacts related to the availability of water supplies based on existing projections would be significant.	Significant and Unavoidable
Issue 2 Would the proposed project promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental	Mandatory compliance with City standards for the design, construction, and operation of storm water, water distribution, wastewater, and communications systems infrastructure would likely minimize significant environmental impacts associated with the future construction of and/or improvements to utility infrastructure. However, at this programmatic level of review and without the benefit of project-	Significant and Unavoidable

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
impacts in order to maintain service ratios, or other performance objectives?	specific development plans, both direct and cumulative impacts associated with the construction of storm water, water distribution, wastewater, and communication systems would be significant.	
Issue 3 Would the proposed project result in impacts related to solid waste management, including the need for construction of new solid waste infrastructure including organics management, materials recovery facilities, and/or landfills; or result in development that would not promote the achievement of a 75 percent target for waste diversion and recycling as required under AB 341 and the City's Climate Action Plan?	Future development within the project areas would generate solid waste through demolition/construction and ongoing operations, which would increase the amount of solid waste generated within the region. However, future projects would be required to comply with City regulations regarding solid waste that are intended to divert solid waste from the Miramar Landfill to preserve capacity. Compliance with existing regulations requiring waste diversion would help preserve solid waste capacity. Therefore, impacts associated with solid waste would be less than significant.	Less than Significant

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
4.15 Wildfire		
Issue 1 Would the proposed project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	The proposed project would incentivize the development of multi-family residential units within TPAs; however, it would not change the allowable land uses within the project areas. The Housing Program would not expand the locations where multi-family residential development could occur, and thus would not result in new residential areas being exposed to potential wildfire risk. However, due to the allowance for additional height and floor area ratio (FAR), development under the Housing Program could result in additional residents in certain locations compared to what would be allowed without the Housing Program. Future development under the Housing Program would be required to comply with the City's Fire Code, Building Regulations, and Brush Management Regulations which would ensure that people and structures are protected from potential wildland fire hazards. While implementation of and adherence to this regulatory framework would reduce potential wildfire impacts, the increase in the number of residents located within areas at risk of wildland fires could increase the exposure of people and structures to wildfires and impacts would be significant.	Significant and Unavoidable
Issue 2 Due to slope, prevailing winds, and other factors, would the proposed project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	At a programmatic level of environmental review, site-specific factors such as slope and prevailing winds cannot be determined; however, due to the allowance for additional height and FAR, development under the Housing Program could result in additional residents in certain locations compared to what would be allowed without the Housing Program. These additional residents could be exposed to pollutants associated with wildfire. Therefore, impacts related to pollutant concentrations from a wildfire would be significant.	Significant and Unavoidable

Table ES-1 Summary of Significant Environmental Impacts		
Impact	Results of Impact Analysis	Impact Conclusion
Issue 3 Would the proposed project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Future utility and infrastructure improvements would be focused within existing urban areas and would be required to comply with all applicable City standards; thus, associated utility and infrastructure improvements are not likely to exacerbate fire risk. However, at this programmatic level of review, potential temporary or ongoing impacts to the environment due to the installation or maintenance of infrastructure would be significant.	Significant and Unavoidable
Issue 4 Would the proposed project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	While the proposed project areas could be subject to risks associated with downstream flooding or landslides, the existing regulatory framework related to flooding and geologic hazards would minimize potential risks. However, based on the potentially significant flooding risk identified in Section 4.9.1 related to development downstream of a provisionally accredited levy in Mission Valley, potential risks related to flooding would also be significant.	Significant and Unavoidable
4.16 Visual Effects and Neighborhood Character		
Issue 1 Would the proposed project result in a substantial obstruction of a vista or scenic view from a public viewing area?	Future development under the Housing Program that is located outside of coastal zone could adversely impact public scenic vistas or views due to height incentives that would allow for structure height in excess of existing base zone or PDO regulations. Thus, at this programmatic level of review, and without project-specific development plans, impacts associated with scenic vistas and viewsheds would be significant.	Significant and Unavoidable

Table ES-1
Summary of Significant Environmental Impacts

Impact	Results of Impact Analysis	Impact Conclusion
Issue 2 Would the proposed project result in a substantial adverse alteration (e.g., bulk, scale, materials, or style) to the existing or planned (adopted) character of the area?	The Housing Program would allow for additional building square footage and height beyond the allowance in the applicable base zone or PDO, depending on the amount of affordable units that are provided. With implementation of the proposed regulations, the design of new development would be required to incorporate features that enhance neighborhood character and minimize adverse impacts associated with increased bulk, scale and height. Building materials, style, and architectural features would be reviewed to ensure the character of development meets required development standards. Notwithstanding these requirements, at this programmatic level of review, and without project-specific development plans, impacts associated with neighborhood character would be significant.	Significant and Unavoidable
Issue 3 Would the proposed project result in the loss of any distinctive or landmark tree(s), or stand of mature trees?	At this programmatic level of review, and without project-specific development plans, impacts associated with the loss of any distinctive or landmark trees or any stand of mature trees would be significant.	Significant and Unavoidable
Issue 4 Would the proposed project result in a substantial change in the existing landform?	While existing protections are in place to preserve the City's canyons and steep slopes, specific development proposals and grading quantities are not known at this time. It is possible that future development under the proposed project could result in substantial landform alteration. Even with future discretionary review for projects that impact ESL defined steep slopes, impacts would be significant.	Significant and Unavoidable
Issue 5 Would the proposed project create substantial light or glare which would adversely affect daytime or nighttime views in the area?	Required compliance with the LDC would ensure impacts relative to lighting and glare would be less than significant.	Less than Significant

1

Chapter 1.0 Introduction

This draft Program Environmental Impact Report (PEIR) for Complete Communities: Housing Solutions and Mobility Choices (proposed project) has been prepared by the City of San Diego (City) in accordance with the California Environmental Quality Act (CEQA) Statute and Guidelines (Public Resources Code [PRC], Section 21000 et seq. and the California Code of Regulations [CCR], Title 14, Section 15000, et seq.) and in accordance with the City's CEQA Significance Determination Thresholds (2016). Within the PEIR, Complete Communities: Housing Solutions is referred to as the "Housing Program" while Complete Communities: Mobility Choices is referred to as "Mobility Choices Program."

The proposed project analyzed in this PEIR is a set of proposed amendments to the Land Development Code (LDC) and Land Development Manual (LDM) that would incentivize housing construction, affordability, and supply to achieve planned densities in the City's General Plan and Community Plans and the City's Regional Housing Needs Allocation (RHNA) goals; reduce citywide per capita vehicle miles traveled (VMT); and provide for the construction of or funding to support the completion of active transportation infrastructure within the City's ~~transit priority areas (TPAs) and~~ Mobility Zones 1, 2, and 3~~2~~.

1.1 Purpose of the Environmental Impact Report

In accordance with CEQA Guidelines Section 15121, the purpose of this PEIR is to provide public agency decision-makers and members of the public with detailed information about the potential significant environmental effects of the proposed project, possible ways to minimize its significant effects, and reasonable alternatives that would reduce or avoid any identified significant effects. 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 through 15051), with ways to substantially lessen or avoid significant effects of the proposed project on the environment, whenever feasible. Alternatives to the proposed project are

presented to evaluate alternative land use scenarios, policies, and/or regulations that would further reduce or avoid significant impacts associated with the proposed project.

1.2 Type of EIR

This document is a PEIR, as defined in Section 15168 of the CEQA Guidelines. A PEIR is prepared for a series of actions that are characterized as one large project through reasons of geography, similar rules or regulations, or where individual activities will occur under the same regulatory process with similar environmental impacts that can be mitigated in similar ways. Because the proposed project would result in the development of multi-family residential units with neighborhood-serving infrastructure, and active transportation infrastructure projects being processed under the same regulatory processes as defined in the proposed ordinances, a PEIR is appropriate.

In accordance with CEQA Guidelines Section 15168, a PEIR may serve as the Environmental Impact Report (EIR) for subsequent activities or implementing actions, provided it contemplates and adequately analyzes the potential environmental impacts of those subsequent projects. If, in examining future actions for development within the proposed project areas, the City finds no new effects could occur or no new mitigation measures would be required other than those analyzed and/or required in this 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, 15162, 15163, 15164, 15168, and 15183 (e.g., through preparation of a Consistency Determination, Mitigated Negative Declaration, Addendum, or Supplemental or Subsequent EIR).

1.3 Legal Authority

1.3.1 Lead Agency

The lead agency is “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment” (CEQA Guidelines § 15050). The City of San Diego, as the lead agency, has the principal responsibility for approval of the proposed project.

1.3.2 Responsible and Trustee Agencies

California Department of Transportation (Caltrans). Future projects resulting from the proposed project may affect facilities within the jurisdiction of Caltrans. Although the proposed project does not include construction permits, Caltrans approval would be required for any encroachments or future construction of facilities in a Caltrans right-of-way.

California Coastal Commission. The proposed ordinances would affect land within the Coastal Zone. Within the Coastal Zone, there are several categories of land associated with different types of permit authority. The City has the authority to issue Coastal Development Permits for areas of the

Coastal Zone where the Coastal Commission has certified the Local Coastal Program (LCP) land use plan and related implementation program in the form of code regulations. This constitutes a majority of the area within the Coastal Zone and these areas are known as "Coastal Commission certified areas." As the proposed code amendments would affect the certified LCP implementation program in the form of amended municipal code regulations, Coastal Commission approval will be required to authorize the amendments in coastal areas.

San Diego Regional Water Quality Control Board (RWQCB). The RWQCB regulates water quality through the federal Clean Water Act (CWA) Section 401 certification process and oversees the National Pollutant Discharge Elimination System (NPDES), Permit No. CAS0109266, which consists of wastewater discharge requirements. No permits from the RWQCB are required at this time; however, future individual development projects consistent with the proposed ordinances may require review and/or permits in the future.

San Diego County Regional Airport Authority (Airport Authority). The Airport Authority operates the airports and oversees implementation of adopted plans for regional air transportation needs. The Airport Authority also serves as the San Diego County Airport Land Use Commission (ALUC), and is responsible for land use planning relating to public safety surrounding airports. The proposed project areas are located within the Airport Influence Areas (AIAs) of Brown Field, Montgomery Field, Marine Corps Air Station (MCAS) Miramar, Naval Outlying Landing Field (NOLF) Imperial Beach, and San Diego International Airport (SDIA).

U.S. Army Corps of Engineers (USACE). The 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 U.S. Fish and Wildlife Service (USFWS) and the U.S. Environmental Protection Agency (USEPA). Drainages occurring within the project areas 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 project, may require review and/or USACE permits in the future.

U.S. Fish and Wildlife Service (USFWS). Acting under the federal Endangered Species Act, USFWS is responsible for ensuring that any action authorized, funded, or carried out by a federal agency (such as USACE) is not likely to jeopardize the continued existence of listed species or modify their critical habitat. Accordingly, USFWS will provide input to USACE as part of the federal CWA Section 404 process. The role of USFWS is limited within areas covered by the City's Multiple Species Conservation Program (MSCP) Subarea Plan. For listed species covered by the Subarea Plan, USFWS has granted take authorization to the City in accordance with the requirements of the MSCP Implementing Agreement, executed between the City, USFWS, and the California Department of Fish and Wildlife (CDFW) in 1997.

California Department of Fish and Wildlife (CDFW). CDFW has the authority to reach an agreement with an agency or private party proposing to alter the bed, banks, or floor of any watercourse/stream, pursuant to Section 1600 et seq. of the California Fish and Game Code. CDFW generally evaluates information gathered during preparation of the environmental documentation and attempts to satisfy their permit concerns in these documents. Where State-listed threatened or endangered species not covered by the City's MSCP Subarea Plan occur on a project site, CDFW

would be responsible for the issuance of a Memorandum of Understanding to ensure the conservation, enhancement, protection, and restoration of State-listed threatened or endangered species and their habitats.

1.4 Notice of Preparation

The scope of analysis for this PEIR was determined by the City as a result of an initial project review and consideration of comments received in response to the Notice of Preparation (NOP) issued on June 5, 2019 (Appendix A). A public scoping meeting was held on June 26, 2019 at the Mission Valley Library Community Room located at 2123 Fenton Parkway, San Diego, California 92108. Public outreach for the NOP included distribution using the following methods:

- The NOP was published on June 5, 2019, in the *San Diego Daily Transcript*;
- The NOP was posted at the office of the San Diego County Assessor-County Clerk-Recorder;
- The NOP was distributed to state agencies through the Governor's Office of Planning and Research (OPR), State Clearinghouse; and
- The NOP was made available to the public for review at the following web locations:
  - http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml
  - https://www.sandiego.gov/planning/programs/ceqa

Comments received during the NOP public review period from June 5, 2019 to July 5, 2019 are provided in Appendix A.

1.5 Scope of this PEIR

The scope of this PEIR was determined by the City's CEQA Significance Determination Thresholds, comments received in response to the NOP, and comments received at the public scoping meeting. Through these scoping activities, the proposed project was determined to have the potential to result in significant environmental impacts to the following subject areas:

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

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

Executive Summary. Provides a summary of this PEIR and a brief description of the proposed project; identifies areas of controversy and issues to be resolved by the decision-makers; and includes a summary table of significant impacts, proposed mitigation measures, and significance of impact after mitigation. A summary of the project alternatives and a comparison of the potential impacts of the alternatives with those of the proposed project is also provided.

Chapter 1, Introduction. Provides an overview of the legal authority, purpose, and intended uses of the PEIR, as well as its scope and content.

Chapter 2, Environmental Setting. Provides a description of the proposed project's regional context, location, geography and topography, and existing land uses within the proposed project areas.

Chapter 3, Project Description. Provides a detailed discussion of the proposed project, in addition to project background, context, and objectives.

Chapter 4, Environmental Analysis. Provides a detailed evaluation of potential environmental impacts associated with the proposed project for several environmental and land use issues. The analysis of each issue begins with a discussion of the existing conditions, a statement of specific thresholds used to determine the significance of impacts, followed by an evaluation of potential impacts and a conclusion describing the significance of impacts after application of the regulatory framework.

Chapter 5, Effects Found Not to Be Significant. Identifies all of the issues determined not to be significant for the proposed project and briefly summarizes the basis for these determinations.

Chapter 6, Growth Inducement. Evaluates the potential influence the proposed project may have on economic or population growth within the project areas as well as the region, either directly or indirectly.

Chapter 7, Significant Unavoidable Impacts/Significant Irreversible Environmental Changes. Provides a summary of any significant and unavoidable impacts associated with implementation of the proposed project, describes the potentially significant irreversible changes that may be expected, and addresses the use of nonrenewable resources during implementation of the proposed project.

Chapter 8, Alternatives. Provides a description of alternatives to the proposed project, including the No Project Alternative, Limited Transit Priority Area Alternative, and Incentives Available Citywide Except Height Incentive Alternative.

Chapter 9, References. Lists all of the reference materials cited in the PEIR.

Chapter 10, Certification. Documents individuals involved in preparation of the PEIR and certifies that the PEIR was prepared based on independent analysis and determinations made pursuant to San Diego Municipal Code Section 128.0103.

1.6 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 the analysis contained in this PEIR. These documents are included in Chapter 9, References and are hereby incorporated by reference. They are available for review at the City's Planning Department, located at 9485 Aero Drive, San Diego, California 92123. Included within the list of materials incorporated by reference into this PEIR are the following:

City of San Diego General Plan (2008)
City of San Diego Program Environmental Impact Report for the General Plan (Final PEIR) (2008)
City of San Diego Housing Element 2013–2020 (2013)
City of San Diego Municipal Code
City of San Diego Final PEIR for the Morena Corridor Specific Plan (2019)
City of San Diego Final PEIR for the Balboa Avenue Station Area Specific Plan (2019)
City of San Diego Final PEIR for the Golden Hill and North Park Community Plan Updates (2016)
City of San Diego Final PEIR for the Midway-Pacific Highway Community Plan Update (2018)
City of San Diego Final PEIR for the Mission Valley Community Plan Update (2019)
City of San Diego Final PEIR for the Navajo Community Plan Update (2015)
City of San Diego Final PEIR for the Ocean Beach Community Plan Update (2016)
City of San Diego Final PEIR for the Otay Mesa Community Plan Update (2014)
City of San Diego Final PEIR for the San Ysidro Community Plan Update (2016)
City of San Diego Final PEIR for the Southeastern San Diego and Encanto Neighborhoods Community Plan Updates (2015)
City of San Diego Final PEIR for the Uptown Community Plan Update (2016)

1.7 PEIR Process

This draft PEIR is being circulated for public review for 45 days in accordance with CEQA. Interested agencies and members of the public are invited to provide written comments on the PEIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City will review all written comments received and prepare written responses for each. A final PEIR will incorporate the received comments, responses to the comments, and any changes to the PEIR that result from comments. The final PEIR will be presented for potential certification as the environmental document for the project. All persons who comment on the PEIR will be notified of the availability of the final PEIR and the date of the public hearing before the City.

2

Chapter 2.0
Environmental Setting

This section provides a "description of the physical environmental conditions in the vicinity of the project" (CEQA Guidelines Section 15125). The environmental setting provides the baseline physical conditions from which the lead agency "determines whether an impact is significant" (CEQA Guidelines Section 15125). Further details regarding the existing conditions within the project area as it relates to individual environmental topics can be found in the Environmental Settings of relevant sections of Chapter 4, Environmental Analysis.

2.1 Project Location

2.1.1 Regional Location

The City of San Diego (City) covers 342.5 square miles and stretches nearly 40 miles from north to south. There are 93 miles of shorelines including bays, lagoons and the Pacific Ocean. Elevations mostly range from sea level to 600 feet above sea level. High points include Mt. Soledad in La Jolla and Cowles Mountain in the eastern part of the City which is nearly 1,600 feet high (City of San Diego General Plan 2008).

2.1.2 Project Area

The proposed project areas are generally developed, urbanized areas with access to high-quality transit. Complete Communities: Housing Solutions and Mobility Choices (the proposed project) includes two components. Within the PEIR, Complete Communities: Housing Solutions is referred to as the "Housing Program," and Complete Communities: Mobility Choices is referred to as the "Mobility Choices Program." The approximately 20,538 acres of the Housing Program project areas are located within Transit Priority Areas (TPAs) throughout the City within the community plan areas identified in Table 3-2 of Chapter 3, Project Description. Areas where improvements under the Mobility Choices Program could be implemented cover approximately 200,557 acres, and are

inclusive of the Housing Program project areas. Refer to Figure 3-2 for Housing Program eligible areas and Figure 3-4 for Mobility Choices Program improvement areas.

2.2 Geography and Topography

The San Diego region is underlain by three principle geologic provinces. The majority of San Diego County is in the Peninsular Ranges province, bounded by the coastal province to the west and the Salton Trough province to the east. The western edge of the Peninsular Ranges province corresponds with the eastern hills and mountains along the edge of the cities of Poway, Lakeside, and El Cajon. Extending east of Julian and Jacumba, the province abruptly ends along a series of faults. To the north, the Peninsular Ranges province continues into the Los Angeles basin area; to the south it makes up the peninsula of Baja California.

As the Peninsular Ranges province experienced uplifting and tilting, a series of large faults, such as the Elsinore and San Jacinto, developed along the edge of the province. The eastern area "dropped" down, creating what is now known as the Salton Trough-Gulf of California depression. The Salton trough province, being lower than the surrounding landscape, became an area of deposition, with sediments being carried to the depressed area by drainages of the peninsular ranges. Occasionally, the Salton Trough was inundated with marine waters from the Gulf of California, adding marine deposits to the sediment.

The City lies in the coastal plain province which extends from the western edge of the Peninsular Ranges and runs roughly parallel to the coastline. The province is composed of dissected, mesa-like terraces that graduate inland into rolling hills. The terrain is underlain by sedimentary rocks composed mainly of sandstone, shale, and conglomerate beds, reflecting the erosion of the Peninsular Ranges to the east (City of San Diego General Plan 2008).

2.2.1 Climate

The San Diego region, including the project areas, are 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 project areas are 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. Consequently, air quality near the coast is generally better than what occurs at the base of the coastal mountain range.

The project areas, like the rest of San Diego County's coastal areas, have a Mediterranean climate characterized by warm, dry summers and mild, wet winters. The mean annual temperature at the San Diego International Airport (SDIA) is 63 degrees Fahrenheit (°F). The average annual precipitation for San Diego County 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 SDIA.

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 system 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 the 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 produces the worst air quality measurements recorded in the basin.

2.3 Existing Land Use

2.3.1 Project Areas Land Use

The City's acreage distribution in terms of existing land use designations are grouped into seven General Plan land use categories. Roads/Freeways/Transportation Facilities, Water Bodies, and Vacant land use categories are not General Plan land use categories but are used in the tables to provide total project acreage. Table 2-1 shows the Housing Program project area acreage per land use category. Since improvements occurring under the Mobility Choices Program would occur within existing public rights-of-way, land use categories are not reported for the larger Mobility Choices Program improvement areas.

Table 2-1 Housing Program Project Areas Land Use	
Land Use	Acreage
Commercial Employment, Retail and Services	~~2,217~~1,858
Industrial Employment	~~225~~123
Institutional, Public and Semi-Public Facilities	~~879~~862
Multiple Use	2,~~397~~702
Park, Open Space and Recreation	41~~07~~
Residential	8,169~~024~~
Roads/Freeways/Transportation	5,~~442~~539
~~Water Bodies~~	~~40~~
Vacant (blank)	~~478~~480
TOTAL	**~~20,119~~20,143**
SOURCE: City of San Diego 2019. Numbers in the table are approximate.	

Commercial Employment, Retail, and Services

The Commercial Employment, Retail, and Services land use designation includes areas identified as Neighborhood Commercial, Community Commercial, Regional Commercial, Office Commercial, Visitor Commercial, and Heavy Commercial. Generally, these areas provide a range of retail, service, civic, hotel, office, and occasionally residential uses.

Industrial Employment

The Industrial Employment land use designation includes areas identified as Business Park, Business Park-Residential, Scientific Research, Technology Park, Light Industrial, and Heavy Industrial. Generally, these areas provide a variety of industrial uses which include office, research and development, corporate headquarters, and a range of manufacturing, warehousing, storage, wholesale distribution and transportation terminals.

Institutional, Public and Semi-Public Facilities

The Institutional, Public and Semi-Public Facilities land use designation defines areas that are identified as public or semi-public facilities 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-rescue facilities, cemeteries, post offices, hospitals, park-and-ride lots, government offices, and civic centers.

Multiple Use

The Multiple Use land use designation includes areas identified as Neighborhood Village, Community Village, and Urban Village which are characterized by mixed-use. The Village designations apply to areas that provide varying degrees of housing in a mixed-use setting that is integrated with shopping, civic uses, and services.

Park, Open Space and Recreation

The Park, Open Space and Recreation land use designation includes areas identified as Open Space, Population-based Parks, Resource-based Parks, and Private/Commercial Recreation. These areas are generally non-urban in character and may have utility for: park and recreation purposes, passive or active recreation; conservation of land, water, or other natural resources; or historic or scenic purposes.

Residential

The Residential land use designation includes all single-family and multi-family housing with varying density ranges.

2.3.2 Surrounding Land Uses

Land uses surrounding the project areas consist primarily of residential, commercial, and urban/built up land. The Housing Program project areas are located within one-half mile of a transit stop, have multi-family housing, and typically include a complementary mix of land uses such as commercial establishments, which puts origins and destinations closer together and links them with a complete active transportation network. The Mobility Choices Program improvement areas are located within the public rights-of-way within ~~the TPA and~~ Mobility Zones 1, 2, and ~~Mobility Zone 3~~2, as defined in Chapter 3, Project Description.

3

Chapter 3.0
Project Description

3.1 Introduction

The proposed project analyzed in this draft Program Environmental Impact Report (PEIR) includes amendments to the San Diego Municipal Code (SDMC) and Land Development Manual (LDM), collectively referred to as Complete Communities: Housing Solutions and Mobility Choices (proposed project). Within the PEIR, Complete Communities: Housing Solutions is referred to as the "Housing Program" while Complete Communities: Mobility Choices is referred to as "Mobility Choices Program." A new California Environmental Quality Act (CEQA) significance threshold for transportation would be implemented through adoption of the Mobility Choices Program and amendments to the LDM. The proposed project is intended to incentivize housing construction, affordability, and supply to achieve the planned residential build-out in the City of San Diego's (City's) General Plan and Community Plans and the City's Regional Housing Needs Allocation (RHNA) targets; reduce citywide per capita vehicle miles traveled (VMT); and provide funding to support the completion of active transportation infrastructure within the City's ~~transit priority areas (TPAs) and~~ Mobility Zones 1, 2, and ~~2~~ 3 to support the planned residential uses. The proposed ordinances, Land Development Code (LDC) and LDM amendments, and associated implementing actions (collectively referred to as the "proposed project" or the "proposed ordinances") are described herein.

The Housing Program would apply citywide within transit priority areas (TPAs) in zones that allow multi-family housing. In exchange for new development that provides affordable housing units and neighborhood-serving infrastructure improvements, additional building square footage (and residential units within said building square footage) and height beyond what is otherwise permitted in the respective base zone, Planned District Ordinance (PDO), and/or Community Plan would be allowed. The Housing Program would also allow qualifying projects to be approved through a ministerial approval process, unless site-specific conditions warrant a discretionary approval. In exchange for additional density, building square footage, and height, the Housing Program would require projects to provide new community-serving infrastructure improvements through either payment of a fee into a Neighborhood Enhancement Fund or by accommodating a public

promenade that meets specified standards including minimum street frontage requirements~~; no discretionary development permit would be required for development.~~ .

Proposed amendments to the City's LDC and LDM are needed to implement the Mobility Choices Program and support adoption of a new CEQA significance threshold for transportation that implements Senate Bill (SB) 743. The purpose of the Mobility Choices Program is to implement SB 743 by ensuring that new development mitigates transportation impacts based on VMT to the extent feasible, while incentivizing development within the City's urban areas (Mobility Zones 1, 2, and 3). .

The Mobility Choices Program is intended to support reductions in citywide per capita VMT by encouraging development within ~~the City's TPAs and~~ Mobility Zones 1, 2, and 3~~2 Mobility Zones 1 and 2~~, requiring the provision of on-site transportation amenities that support transit and active transportation modes within ~~the City's TPAs and~~ Mobility Zones 1, 2, and ~~2~~3, and by requiring a contribution from development outside of ~~the TPAs and~~ Mobility Zones 1, 2, and ~~2~~ 3 to fund active transportation infrastructure projects in ~~the TPAs and~~ Mobility Zones 1, 2, and ~~2~~ 3 to further support overall citywide VMT reductions in those areas. For development within Mobility Zone 4, payment of a Mobility Choices Fee would be required. The Mobility Choices Fee would be used to fund active transportation and VMT reducing infrastructure projects in Mobility Zones 1, 2, and 3. Consistent with SB 743's mandate to reduce VMT, the Mobility Choices Fee would be used in areas that have the greatest capacity to realize VMT reductions within the City. Deed restricted affordable housing within Mobility Zone 4 that meets specified criteria would be exempt from payment of the Mobility Choices Fee.

3.2 Project Background

3.2.1 City of Villages Strategy

The General Plan includes policies to guide the City's growth and implement the General Plan's City of Villages strategy. The City of Villages strategy strives to increase housing supply and diversity through the development of compact, mixed-use villages that are pedestrian-friendly and linked to an improving regional transit system (General Plan page SF-3). Per the General Plan's Strategic Framework Element, villages should increase personal transportation choices and minimize increased automobile transportation through development design and urban design that pays attention to the needs of people traveling by foot, bicycle, and transit. The City of Villages strategy also supports development incentives that contribute to the provision of affordable housing, environmental enhancement, urban design, and energy conservation, as well as those that provide public facilities and amenities over and above regulatory requirements (General Plan Policy LU-F.3).

The Housing Program would help implement the City of Villages strategy by incentivizing the construction of multi-family residential housing with neighborhood-serving amenities within TPAs. Additionally, the Mobility Choices Program would require certain projects to provide transportation infrastructure and amenities intended to support transit and active transportation modes, or provide funding to support active transportation infrastructure within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~.

3.2.2 Climate Action Plan

The Climate Action Plan (CAP) identifies a comprehensive set of goals, actions, and targets that the City can use to reduce greenhouse gas (GHG) emissions. The goals for CAP Strategy 3 are to increase the use of mass transit, increase commuter walking and bicycling opportunities, and promote effective land use to reduce VMT. The proposed project would implement Strategy 3 actions, including the following:

Action 3.1 Implement the General Plan's Mobility Element and the City of Villages strategy in TPAs to increase the use of transit.

Action 3.2 Implement the City's Pedestrian Master Plan in TPAs to increase commuter walking opportunities. This action would expand pedestrian amenities and facilities, including the extension and improvement of sidewalks, as described in the Pedestrian Master Plan.

Action 3.3 Implement the City's Bicycle Master Plan to increase commuter bicycling opportunities.

Action 3.6 Implement transit-oriented development within TPAs.

3.2.3 Housing Element and Regional Housing Needs Allocation

The Housing Element of the City's General Plan is the City of San Diego's housing plan. The City of San Diego is required by state law to adequately plan to meet the housing needs of everyone in the community, and to update its plan every eight years. To ensure that a range of housing opportunities is provided for a broad spectrum of persons, the General Plan Housing Element is required by state law to address the City's regional share of housing needs which is referred to as the RHNA. The Housing Element is also required to include an inventory of sites (parcels) within the City that are suitable for development, and to demonstrate that the City's inventory of sites, and the sites' current residential capacity under existing land use plans and zoning, are adequate to meet the City's total RHNA target and its lower (low and very low) income affordable housing RHNA target. For the current 2010-2020 Housing Element period (also known as a cycle), the City's total RHNA target is 88,096 housing units and its lower income housing target is 38,680 housing units.

Although progress has been made in constructing new housing, development has not kept pace with demand, especially in new very low-, low-, and moderate-income housing. As demonstrated in Table 3-1, at the end of 2018, housing production in the City for the current RHNA cycle was approximately 37,000 units with 51,042 more units needed by the end of 2020. So far, housing production has only met 42 percent of the City's housing needs for the RHNA cycle and 13.4 percent of its lower income housing needs. In further detail, housing production has only met 10 percent of very low-, 16 percent of low-, and less than 1 percent of moderate-income housing needs. Table 3-1 provides a breakdown of the units constructed by year and split by income category.

Table 3-1 Actual Housing Production (Units) of New Construction by Income (Compared to RHNA)					
Year	Very Low	Low	Moderate	Above Moderate	Total
2010	258	204		1,239	1,701
2011	221	127	0	2,173	2,521
2012	197	287	0	3,400	3,884
2013	412	628	0	4,269	5,309
2014	229	184	4	1,991	2,408
2015	265	446	0	4,221	4,932
2016	103	253	0	7,028	7,384
2017	324	301	0	4,395	5,020
2018	249	203	6	3,437	3,895
Total Units	**2,558**	**2,633**	**10**	**32,153**	**37,054**
RHNA Target	21,977	16,703	15,462	33,954	88,096
Percent of RHNA Achieved	10%	16%	0.06%	95%	42%
Total Remaining RHNA	**19,719**	**14,070**	**15,452**	**1,801**	**51,042**
SOURCE: City Building Permit Data and San Diego Housing Commission Data (2010-2018)					

The Housing Program is intended to support and incentivize increased housing production, particularly in the very low- and low-income, and moderate-income housing categories, to achieve the City's RHNA targets. Section 3.5.1.1 of this PEIR describes the affordable housing requirements of the Housing Program.

3.2.4 Community Plans

The City's community plans are part of and implement the City's General Plan. A community plan is a long-range physical development guide that provides a framework of future land uses and public improvements for a given community to meet the needs of the community and the City as a whole. It provides tailored policies to guide for elected officials, City staff, development professionals, and citizens engaged in community development.

Each community plan has a residential buildout. This is an estimate of total anticipated residential development based on the existing development in the community and the planned land use map within the community plan, including the map's land use designations and associated residential densities. The residential buildout is used to plan for infrastructure, parks, and recreation and public facilities to serve the future residents of the community. Environmental analysis is completed prior to adoption of each community plan, including analyses based on the residential buildout of the community plan.

The adequate sites inventory component of the Housing Element of the City's General Plan, discussed in Section 3.2.3 above, has identified significant remaining residential capacity within the City under the City's community plans. Community Plan Updates adopted since the adoption of the current Housing Element have further increased the City's residential capacity under its current land use plans and zoning. However, as discussed in Section 3.2.3, although sites have been identified,

housing production has not itself kept pace with the RHNA targets. The Housing Program is intended to support and incentivize increased housing production to achieve buildout of the residential capacity of the City's community plans.

3.2.5 Senate Bill 743

On September 27, 2013, Governor Jerry Brown signed ~~Senate Bill (~~SB~~)~~ 743 into law and started a process intended to fundamentally change transportation impact analysis as part of the ~~California Environmental Quality Act (~~CEQA~~)~~ compliance. The Office of Planning and Research (OPR) submitted its final recommended Technical Advisory on Evaluating Transportation Impacts in CEQA to the California Natural Resources Agency in November 2017. These changes include elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. The OPR guidance covers specific changes to the CEQA guidelines and recommends elimination of auto delay for CEQA purposes and the use of VMT as the preferred CEQA transportation metric. This new legislation requires the selection of a VMT analysis methodology, establishment of VMT thresholds for transportation impacts, and identification of feasible mitigation strategies. SB 743 is intended to ensure that the environmental impacts of traffic, such as noise, air pollution, and safety concerns, continue to be properly addressed and mitigated through ~~the California Environmental Quality Act~~CEQA, and to more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas (GHG) emissions.

3.3 Project Objectives

In accordance with ~~the California Environmental Quality Act (~~CEQA~~)~~ Guidelines Section 15124(b), the following basic project objectives have been identified:

- Identify and make available for development adequate sites to meet the City's diverse housing needs;
- Incentivize new construction of all types of multi-family housing, with an emphasis on affordable housing units;
- Implement the City's General Plan to achieve planned residential buildout and meet the City's RHNA targets;
- Implement the City's Climate Action Plan to achieve GHG reductions through a reduction in vehicle miles traveled, and increased active transportation mode shares within TPAs (for the Housing Program) and urban areas (Mobility Zones 1, 2, and ~~2~~3);
- Incentivize the production of multi-family residential development within TPAs (for the Housing Program) and urban areas (Mobility Zones 1, 2, ~~and~~ and ~~2~~3) to reduce the amount of vehicular miles driven in the City;

- Plan for infrastructure that reduces trips and trip length instead of planning for infrastructure that accommodates additional vehicular traffic, in accordance with SB 743; and

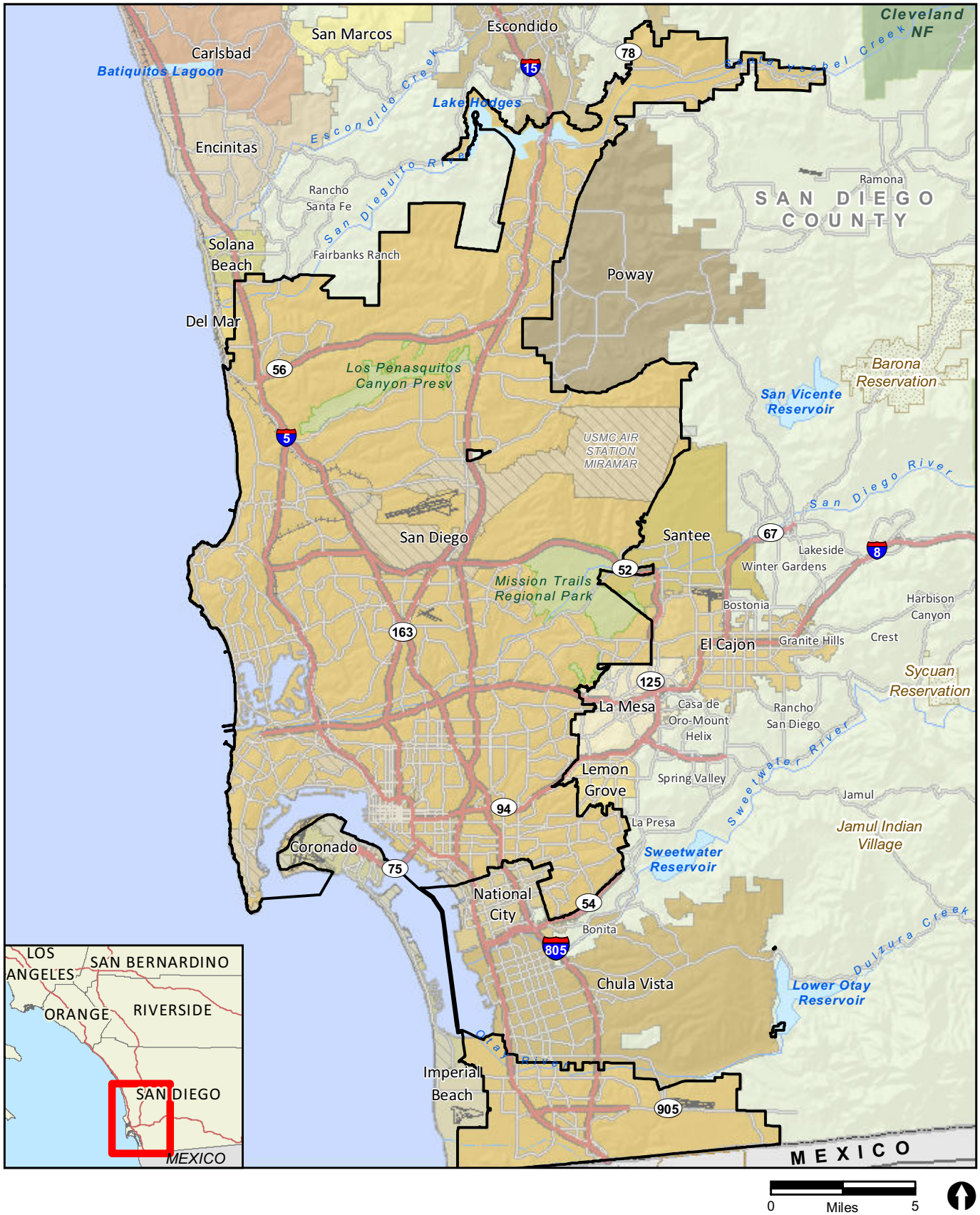
- Provide public infrastructure that supports a pedestrian-, bike-, and transit-friendly environment to achieve vibrant, active, healthy, and livable communities within TPAs (for the Housing Program) and urban areas (Mobility Zones 1, 2, and 3~~2~~).

3.4 Project Location

The City is located within San Diego County in the southwestern corner of California. San Diego County is bordered by Riverside County to the north, Orange County at the northwest corner, Imperial County to the east, the Republic of Mexico to the south, and the Pacific Ocean on the west. The City includes approximately 372 square miles of land separated by 55 community planning areas (Figure 3-1).

The applicable project areas for the Housing Program include zones within TPAs that allow for multi-family residential development as shown on Figure 3-2, Areas A through D. The location of TPAs are based on the adopted San Diego Association of Governments (SANDAG) 2050 Regional Transportation Plan. TPAs are defined in SB 743 and established in Section 21099 of the California Public Resources Code (CPRC), which states: "Transit priority area" means "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." "Major Transit Stop," as defined in CPRC Section 21064.3, is defined as, "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes each having a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods."

The proposed Mobility Choices Program would apply citywide to new development, subject to certain exceptions as detailed in Section 3.5.2. While the Mobility Choices Program would apply citywide to new development, physical impacts associated with the construction of active transportation infrastructure and amenities resulting from implementation of the program would only occur within ~~TPAs and~~ Mobility Zones 1, 2, and ~~2~~3, as shown on Figures 3-3 and 3-4 and further described in Section 3.5.2.1. These improvements would occur within existing road rights-of-way or within the development footprint of future development projects. For purposes of the environmental analysis, these areas are referred to as the Mobility Choices Program Improvement Areas to denote the areas where transportation infrastructure associated with implementation of the Mobility Choices Program would occur.



San Diego City Limits

FIGURE 3-1
Regional Location

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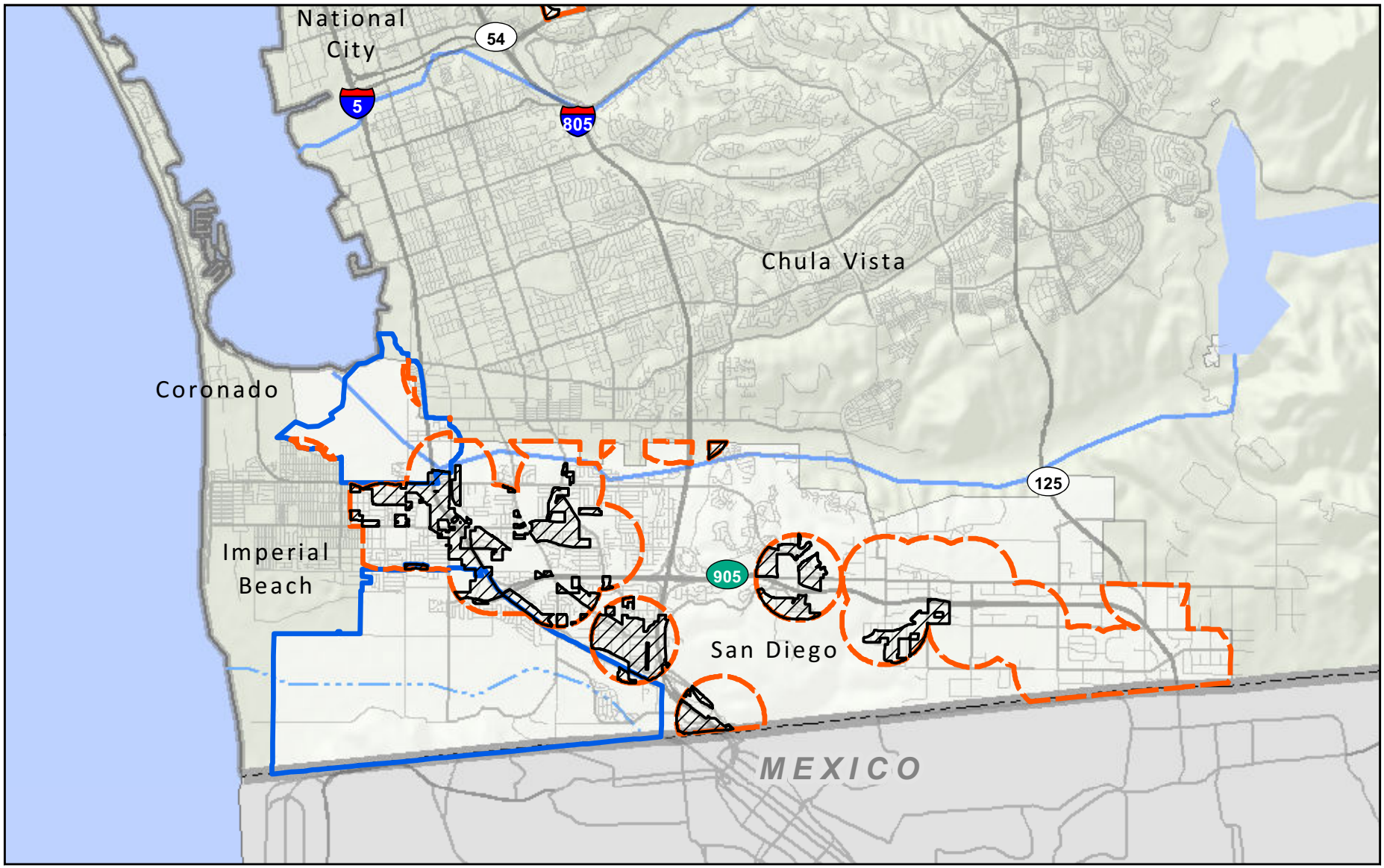

FIGURE 3-2 Area A
Housing Program Eligible Areas

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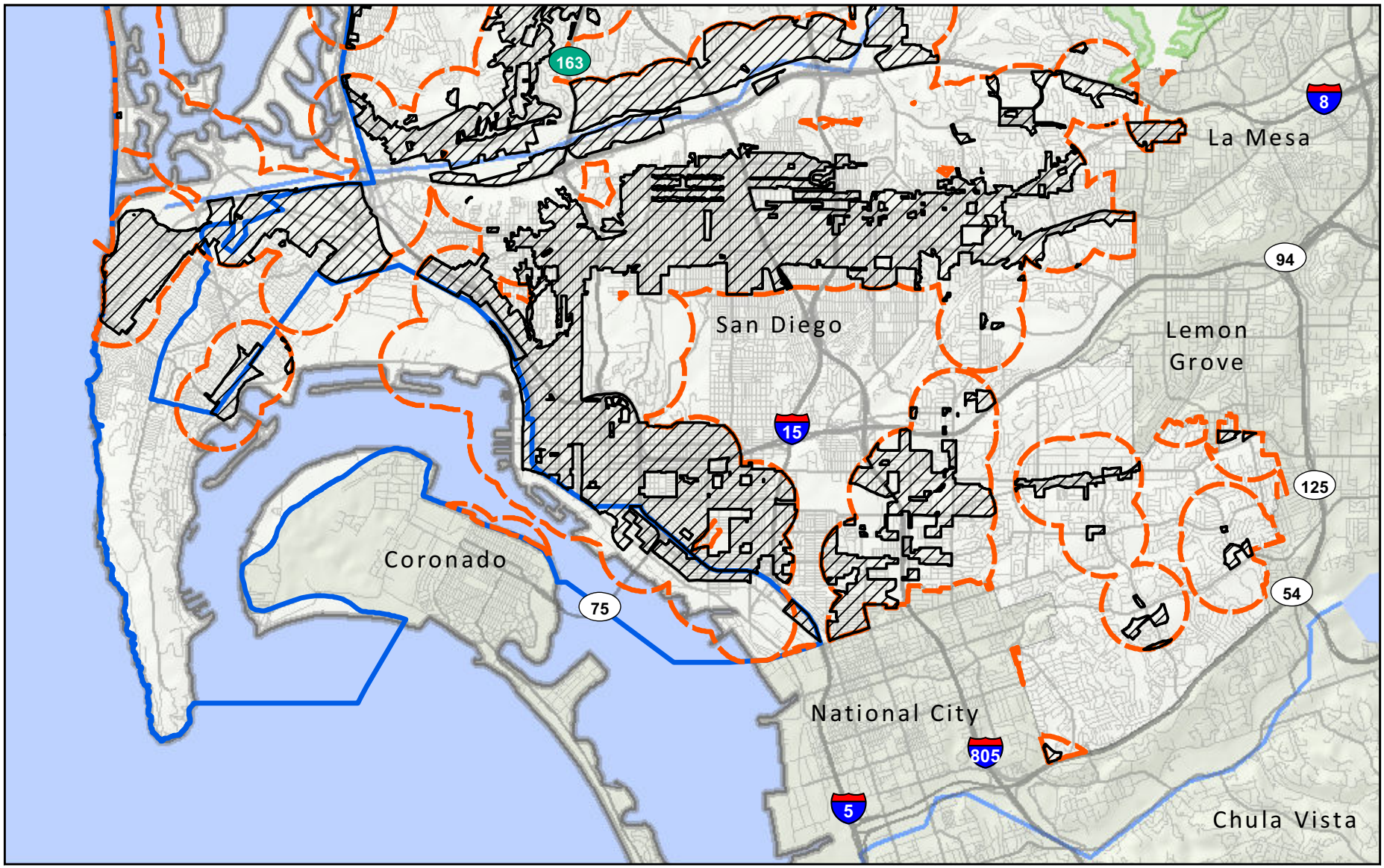

FIGURE 3-2 Area B
Housing Program Eligible Areas

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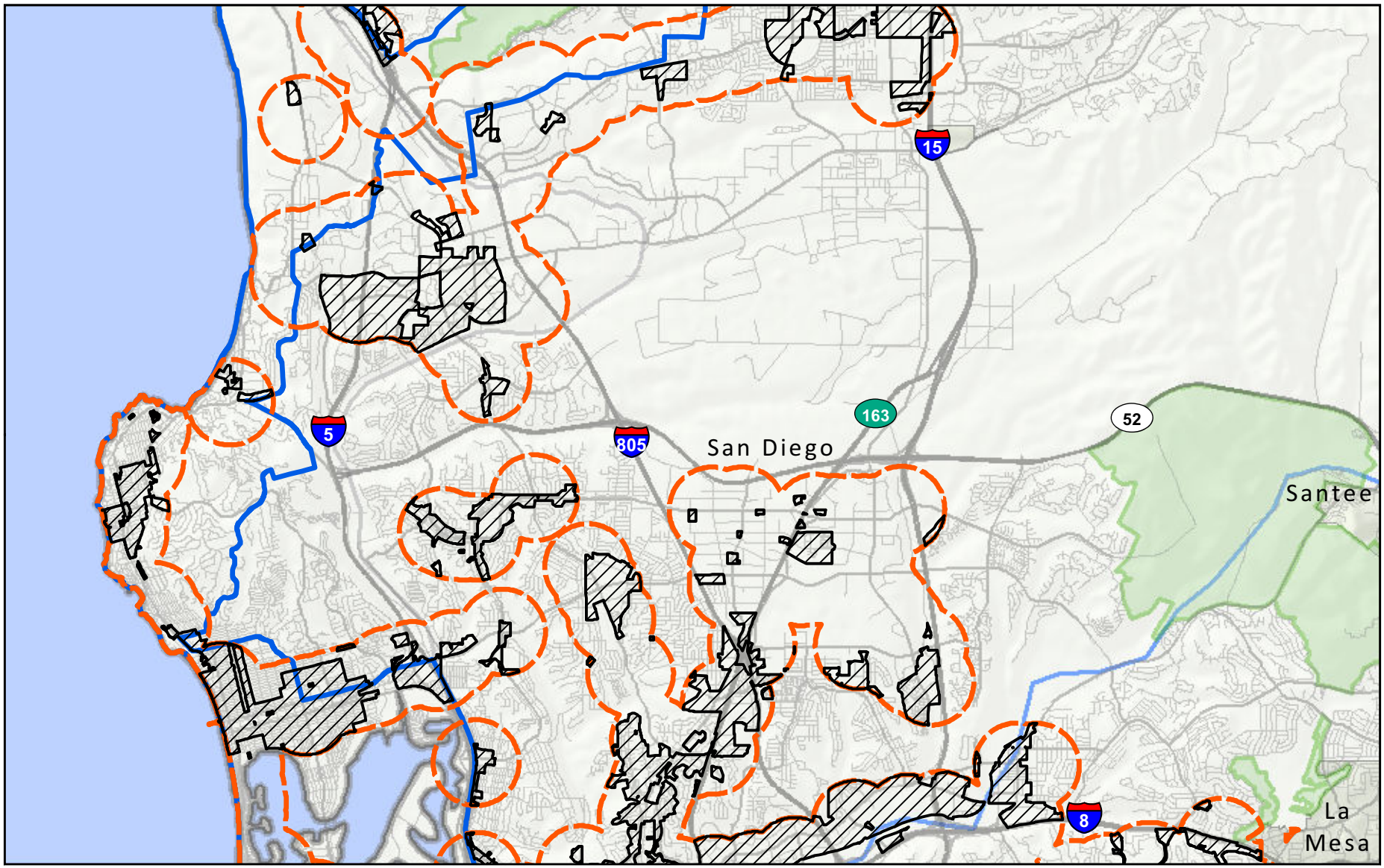

FIGURE 3-2 Area C
Housing Program Eligible Areas

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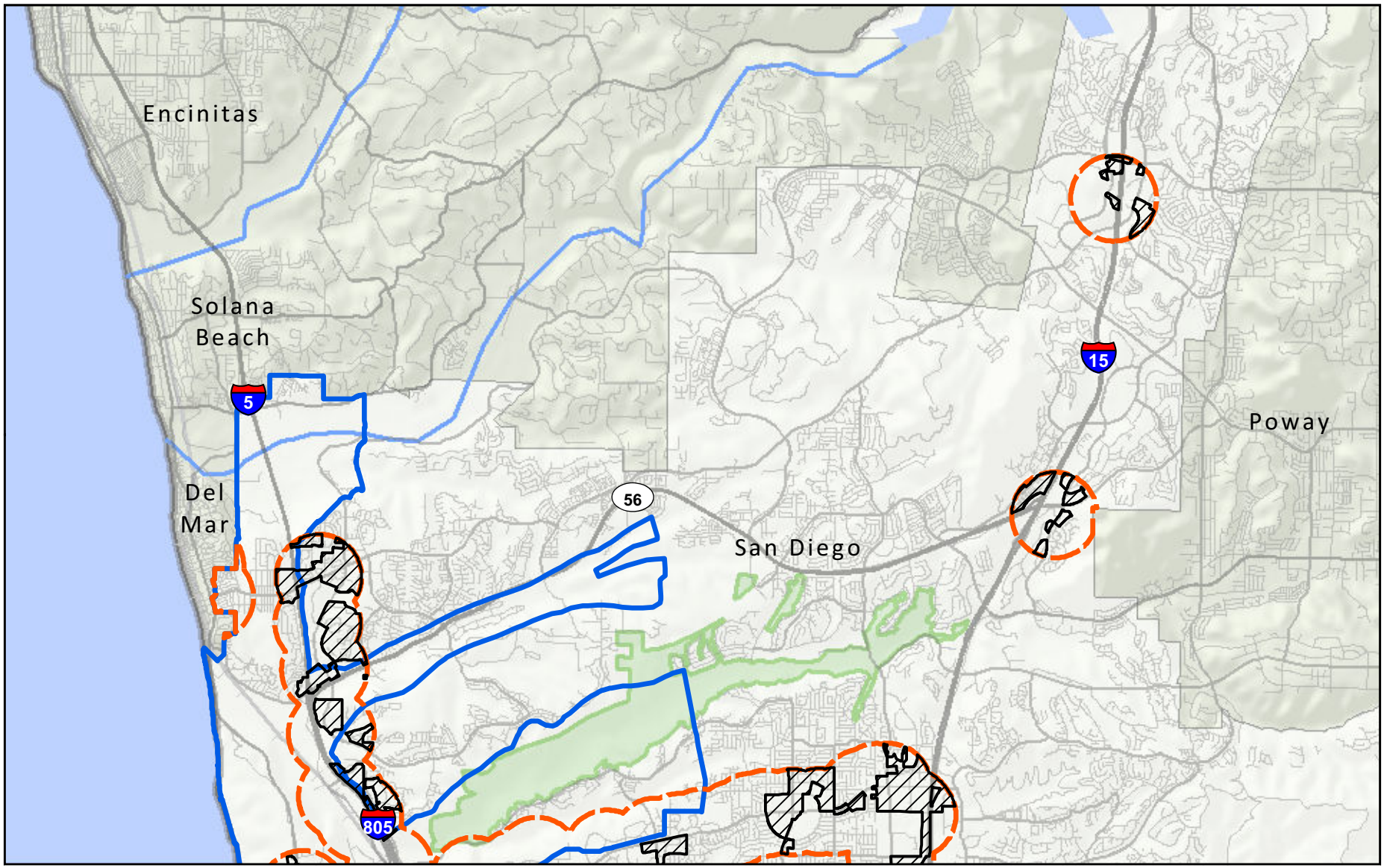

FIGURE 3-2 Area D
Housing Program Eligible Areas

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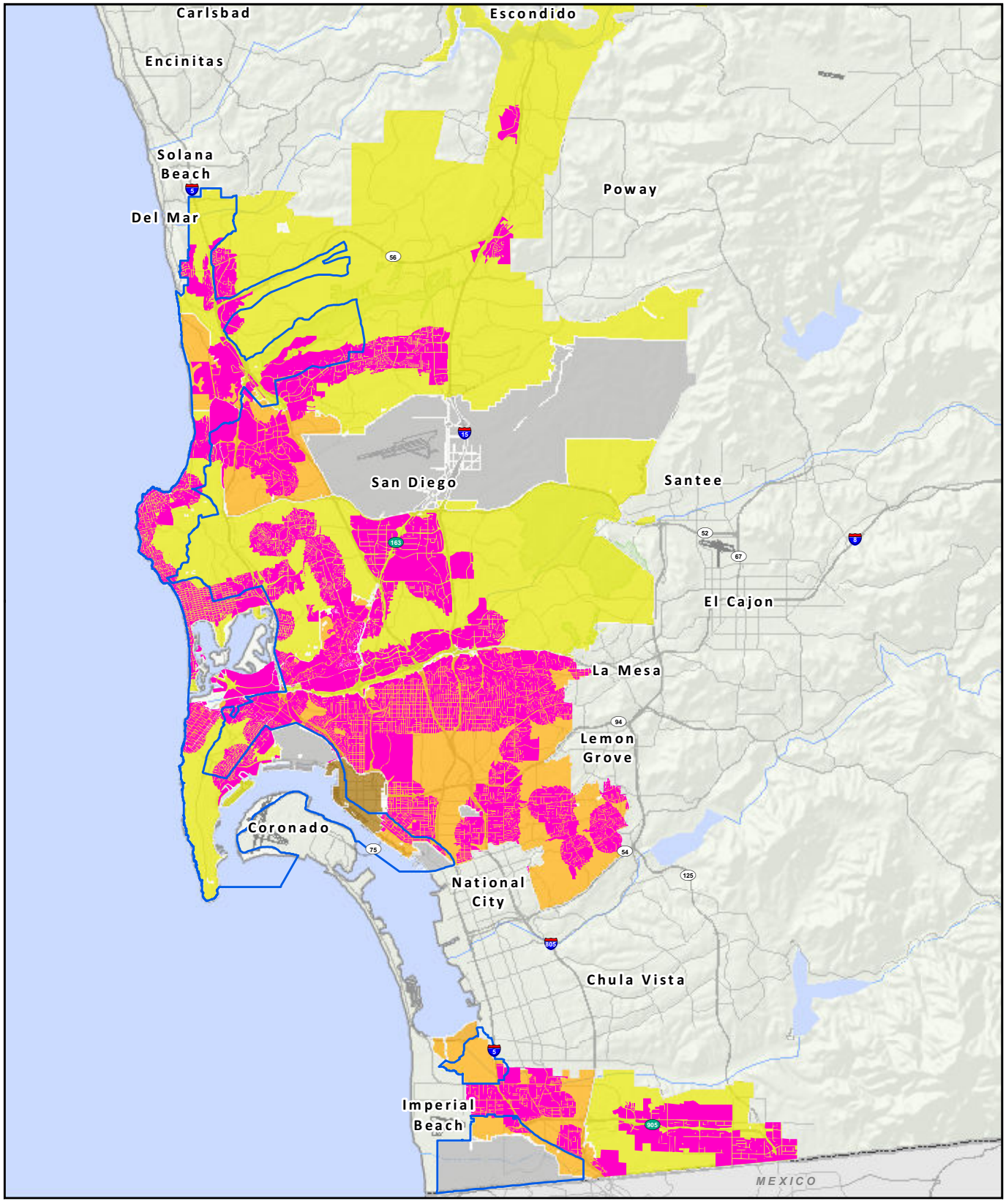

FIGURE 3-3
Mobility Choices Zones

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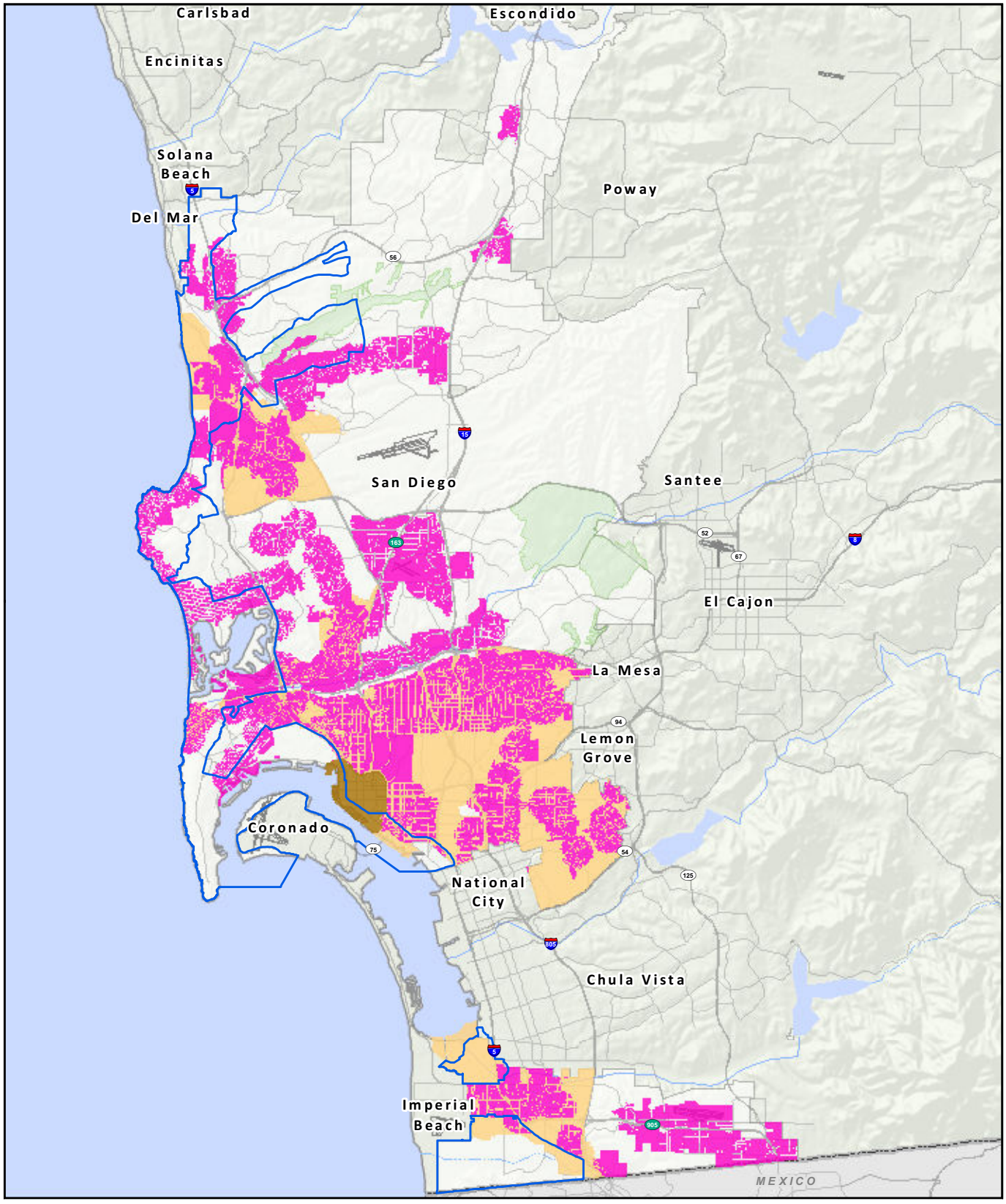

FIGURE 3-4

Mobility Choices Program Improvement Areas

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Table 3-2 identifies the project acreage within each Community Plan Area (CPA) that would be eligible for participation in the Housing Program and where improvements could occur under the Mobility Choices Program.

Table 3-2
Proposed Project Acreage by Community Plan Area

Community Plan Area	Housing Program Eligible Areas	Mobility Choices Program Improvement Areas
Balboa Park	~~2~~0	1,298
Barrio Logan	217	551
Carmel Mountain Ranch	31	141
Carmel Valley	432	1,067
Clairemont Mesa	~~952~~761	3,863
College Area	327	1,966
Downtown	1,021	1,502
Encanto Neighborhoods	669	3,808
Greater Golden Hill	287	744
Kearny Mesa	~~423~~401	3,800
La Jolla	326	2,344
Linda Vista	1,023	2,608
Los Peñasquitos Canyon	-	87
Mid-City: City Heights	1,043	2,935
Mid-City: Eastern Area	456	3,113
Mid-City: Kensington-Talmadge	213	1,157
Mid-City: Normal Heights	313	846
Midway-Pacific Highway	719	906
Mira Mesa	671	4,563
Mission Bay Park	-	1,047
Mission Beach	1	167
Mission Valley	1,595	3,006
Navajo	275	702
North Park	1,069	2,254
Ocean Beach	573	641
Old Town San Diego	-	275
Otay Mesa	371	4,595
Otay Mesa-Nestor	646	5,425
Pacific Beach	1,114	1,737
Peninsula	498	1,858
Rancho Bernardo	78	394
Rancho Peñasquitos	59	119
Reserve	-	18
Sabre Springs	28	327
San Ysidro	499	1,749
Scripps Miramar Ranch	43	40
Serra Mesa	313	748
Skyline-Paradise Hills	131	4,579

Table 3-2 Proposed Project Acreage by Community Plan Area		
Community Plan Area	Housing Program Eligible Areas	Mobility Choices Program Improvement Areas
Southeastern San Diego	1,409	2,940
Tierrasanta	20	516
Torrey Hills	210	294
Torrey Pines	68	1,167
University City	1,140	8,567
Uptown	1,275	2,675
Total	**20,324~~538~~**	**83,218**

[1]The Mobility Choices Program Improvement Areas overlap with Housing Program Project Areas, thus total combined project area equals 83,218. Mobility Choices Program acreages conservatively include all areas within ~~TPA,~~ Mobility Zones 1, ~~and Mobility Zone~~ 2, and 3, although actual improvements would be limited to existing road rights-of-way and within the development footprint of future development projects.
Numbers are approximate. Totals may not add due to rounding.
SOURCE: City of San Diego GIS Data.

3.5 Project Description

3.5.1 Complete Communities: Housing Solutions

The proposed project includes amendments to the Land Development Code (LDC) to implement the Housing Program. Future development and redevelopment projects that provide affordable housing and provide or contribute toward neighborhood-serving improvements would be allowed additional square footage and building height, which would allow for additional housing units beyond what is otherwise allowed in the respective base zone, PDO, and/or Community Plan land use designation. Existing height restrictions in the Coastal Height Limit Overlay Zone in addition to height restrictions in proximity to airports would continue to apply. Additionally, projects that qualify for participation in the Housing Program could be approved through a ministerial process.[1]

3.5.1.1 Affordable Requirements

The Housing Program requires development to provide new affordable housing units and replace existing affordable units that would be displaced by redevelopment of the development site. Participation in the Housing Program requires construction of a minimum number of dwelling units be affordable to very low-income, low-income, median-income, or moderate-income households. If existing affordable units are removed as part of the development, replacement of those units would be required as specified in the proposed ordinance. The proposed ordinance specifically defines

[1]Discretionary permits would still be required if a project impacts a sensitive resource such as environmentally sensitive lands, a historical resource, or is located within the Coastal Zone.

affordability requirements for both rental and for-sale housing units for each income level. Required affordable units may occur either on-site or off-site provided the affordable units are located within a TPA and within the same CPA in which the development is located, or within a 1-mile radius of the development.

3.5.1.2 Ordinance Incentives

Participation in the Housing Program would allow for additional density, building square footage and building height beyond the allowance in the respective base zone, PDO, and/or Community Plan. Existing height limitations associated with airports would continue to apply. Within the Coastal Height Limit Overlay Zone, the existing 30-foot height limit would continue to apply, which could limit the maximum amount of density that could be accommodated. Projects would receive a new Floor Area Ratio (FAR) based upon the project's location in TPAs within Mobility Zone 1, Mobility Zone 2, or Mobility Zone 3; and the density and height of the project would be limited by the FAR alone, as shown in Table 3-3.

Table 3-3
Summary of Incentives and Additional Unit Potential

Zone	New FAR	Density Allowance	Building Height Allowance[1]
TPAs[2] in Mobility Zone 1	Unlimited	Limited by FAR	Limited by FAR
TPAs in Mobility Zone 2	8.0	Limited by FAR	Limited by FAR
TPAs in Mobility Zone 3	4.0	Limited by FAR	Limited by FAR

[1]Height incentives only available outside of the City's Coastal Height Limit Overlay Zone and existing height limitations associated with airports would continue to apply.
[2]Housing Program applicable within TPAs in zones that allow multi-family housing.

3.5.1.3 Required Public Infrastructure Improvements

In exchange for additional density, building square footage and height, the Housing Program would also require all projects to provide new community-serving infrastructure improvements through payment of a fee into a newly-established Neighborhood Enhancement Fund. Development on premises that are 25,000 square feet or larger in area and with at least 200 linear feet of street frontage would have the option to either pay the Neighborhood Enhancement Fee or construct a public promenade that complies with specific standards of the proposed ordinance. Development that complies with these standards would satisfy private and common open space requirements and would be exempt from Council Policy 600-33. The promenade would be designed as a public open space adjoining or visible from a public right-of-way that provides pedestrian circulation, landscaping, lighting, wayfinding signage, and seating, in addition to other transportation and recreational amenities.

3.5.2 Complete Communities: Mobility Choices

As discussed in Section 3.2.5, to implement SB 743, the Mobility Choices Program includes the adoption of a new CEQA significance threshold. To ensure that the City meets its Climate Action Plan goals and to support the adoption of its SB 743 transportation CEQA significance threshold, the proposed project includes amendments to the City's LDC and ~~Land Development Manual (~~LDM~~)~~ to implement the Mobility Choices Program. The purpose of the Mobility Choices Program is to implement SB 743 by ensuring that new development mitigates VMT impacts to the extent feasible, while incentivizing development within ~~the City's TPAs and~~ Mobility Zones 1, 2, and 3 (see Section 3.5.2.1) ~~and Mobility Zone 2~~ that will be supported by an investment in active transportation and transit infrastructure – in the areas where that infrastructure is needed most – where the most reductions in overall VMT and GHG emissions reductions can be realized.

The Mobility Choices Program regulations would generally apply citywide to any new development for which a building permit is issued except for:

- Residential development with ten or fewer dwelling units; or
- Multi-family residential development located within a TPA; or
- Any non-residential development less than 10,000 square feet gross floor area; or
- Residential development that includes at least 20 percent affordable housing as defined in SDMC Section 143.0730 for the provision of amenities requirement; or
- Public projects; or
- Development within one-quarter mile of existing passenger rail; or
- Development located in the Downtown Community Plan Area.

As discussed in Section 3.2.5, to implement SB 743, the Mobility Choices Program includes the adoption of a new CEQA significance threshold for transportation.

3.5.2.1 Mobility Choices Zones

The adoption of a new CEQA significance threshold focuses on VMT as it relates to SB 743 and the Governor's Office of Planning and Research's (OPRs) Technical Advisory on Evaluating Transportation Impacts in CEQA, which contains OPR's technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.

The Mobility Choices Program categorizes areas within the City by the following zones: ~~TPAs~~Mobility Zone 1, Mobility Zone 2, Mobility Zone 3, and Mobility Zone 4~~, Mobility Zone 1, Mobility Zone 2, and Mobility Zone 3~~,[2] as shown on Figure 3-3.

- ~~**TPA**: Areas within SANDAG-defined TPAs with refinements to remove areas with barriers to transit service access due to a canyon, freeway, or other large immovable barrier.~~
- **Mobility Zone 1** means ~~: Areas within~~ the Downtown Community Plan Area.
- **Mobility Zone 2** means ~~:~~ any parcel that falls wholly or partially within an area defined as a ~~transit priority area~~TPA.
- **Mobility Zone 3** means a ~~community planning area~~CPA boundary with a VMT efficiency that is at 85 percent or less of the regional average for either resident VMT per capita or employee VMT per employee, as determined by the City Manager.~~Areas outside of TPAs within communities that have an aggregated VMT of 85 percent of the regional average or less for either household per capita VMT or VMT per employee.~~
- **Mobility Zone ~~3~~4**: means any a~~A~~rea~~s~~ not located within ~~a TPA or~~ Mobility Zones 1, ~~or~~ 2, or 3.

[2]The zones were determined as follows (Fehr & Peers 2019):

(1) Using the SANDAG Location-based Screening Maps for SB 743 which aggregate VMT per capita and VMT per employee information from the 2012 Base Year Series 13 SANDAG model at a census tract level for all census tracts in the County of San Diego, the census tracts within the City were aggregated to the CPA level. This resulted in one VMT per capita average value and one VMT per employee average value for each CPA within the City. This aggregation included all census tracts within each CPA including those census tracts that include TPAs.

(2) All CPAs were designated as ~~either TPA, Mobility Zone 1, Mobility Zone 2, or Mobility Zone 3~~an appropriate Mobility Zone as described in the text.

(3) Individual parcels were then reviewed and designated using the methodology described below:

   a. Parcels that were not entirely within one CPA were assigned the zone associated with the CPA that a majority of the parcel was within.
   b. 2035 TPA half-mile buffered areas were overlaid on the CPA designations listed above. Parcels that fall within (either wholly or a portion of) the 2035 TPA half-mile buffer were designated as TPA (Mobility Zone 2).
   c. If it was found that parcels were within a TPA buffer zone, but through visual inspection of aerial imagery those living or working within this parcel could not access the transit service (represented by the centroid of the TPA half-mile buffer) due to a canyon, freeway, or other large immovable barrier, the parcel maintained the zone designation of the CPA in which it is located.

3.5.2.2 Mobility Choices Requirements

Implementation of the Mobility Choices Program would result in the installation of transportation infrastructure and amenities within ~~TPA,~~ Mobility Zones 1, 2, and 3 ~~and Mobility Zone 2 zones~~ that are intended to support VMT reductions. For applicable development within these areas~~TPAs and Mobility Zone 2~~, on-site VMT reduction measures would be required (with the option to pay an in-lieu fee). These measures would be defined in a new appendix to the LDM. The LDM Appendix would list various measures that can be implemented within ~~TPA,~~ Mobility Zones 1, 2, and 3 ~~and Mobility Zone 2~~ to meet the requirements of the Mobility Choices Program, and identifies points applicable to specific measures.

For development within Mobility Zone 4~~3~~, payment of a Mobility Choices Fee would be required. The Mobility Choices Fee would be used to fund active transportation and VMT reducing infrastructure projects in ~~TPAs,~~ Mobility Zone 1, 2, and 3 ~~and Mobility Zone 2~~. Consistent with SB 743's mandate to reduce VMT, rather than to mitigate project impacts through improvements that accommodate vehicular traffic, the Mobility Choices Fee would be used in areas that have the greatest capacity to realize VMT reductions within the City.

Examples of amenities or public infrastructure improvements that could be implemented include, but are not limited to:

- Shade trees adjacent to pedestrian areas
- Mobility hubs
- Bench
- Special/enhanced striping at stop
- Shelter
- Curb extension/bulb-out
- Pedestrian island
- Raised crosswalk
- Mid-block crossing roundabout
- Speed hump
- Curb ramp (ADA compliant)
- High visibility crosswalk
- Striped crosswalk
- Expanded sidewalks
- Brick sidewalk
- Concrete sidewalk
- Patterned concrete sidewalk
- Stamped concrete sidewalk
- Sidewalk pavers
- Rectangular rapid flashing beacon
- High intensity activated crosswalk signal
- Painted curb/sidewalk
- Pedestrian crossing pavement marking
- Shared lane/bicycling pavement marking
- Wayfinding signage
- Multi-use trail (paved)
- Boardwalk

3.6 Future Actions Associated with the Proposed Project

Future anticipated actions under the proposed project would include the development of multi-family residential development with an affordable component and neighborhood-serving infrastructure within TPAs, and the construction and use of transportation infrastructure amenities throughout ~~TPA,~~ Mobility Zones 1, 2, and 3 ~~and Mobility Zone 2 zones~~. The analysis in this PEIR anticipates that future development under the Housing Program would occur within TPAs and

would be subject to the applicable development regulations and requirements of the proposed Housing Program. Future development under the Housing Program would be processed with a ministerial review unless site-specific conditions such as impacts to Environmentally Sensitive Lands or historical resources or a Coastal Development Permit warrant a discretionary approval. Future transportation amenities that could be installed within ~~TPA,~~ Mobility Zones 1, 2, and 3 ~~and Mobility Zone 2~~ pursuant to the Mobility Choices Program would either be installed as a part of future development or would be constructed by the City or its contractors using funds collected under the proposed Mobility Choices Program. Subsequent activities may include public (i.e., road/streetscape improvements, parks, public facilities) or private projects. Development under both the Housing Program and Mobility Choices Program are referred to as "future development" or "future projects" in the text of the PEIR.

3.7 Potential Future Approvals

The City is the lead agency for purposes of CEQA. Within certain project areas, Coastal Commission approvals may be required to implement development proposals. A non-exhaustive list of potential future approvals that could be required to implement future development proposals is listed in ~~(~~Table 3-4~~)~~.

Table 3-4
Potential Future Approvals Required to Implement the Project

City of San Diego
Coastal Development Permits
Site Development Permit
Street Vacations, Release of Irrevocable Offers of Dedication, and Dedications
Water and Sewer Infrastructure and Road Improvements
Building and Construction Permits
Adoption of fees to implement neighborhood supportive infrastructure
State of California
California Department of Transportation Encroachment Permits
Coastal Commission
Water Quality Certification Determinations for Compliance with Section 401 of the Clean Water Act
Federal Government
U.S. Army Corps of Engineers Section 404 permits
U.S. Fish and Wildlife Service Section 7 or 10(a) permits
Other
Federal Aviation Administration
Airport Land Use Commission for San Diego County
San Diego Gas & Electric/Public Utilities Commission approvals of power line relocations or undergrounding

4

Chapter 4.0
Environmental Analysis

Chapter 4.0, Environmental Analysis discloses the potential environmental impacts resulting from the implementation of Complete Communities: Housing Solutions and Mobility Choices (proposed project). Within the PEIR, Complete Communities: Housing Solutions is referred to as the "Housing Program" while Complete Communities: Mobility Choices is referred to as the "Mobility Choices Program." The Mobility Choices Program and associated discretionary actions including amendments to the San Diego Municipal Code (SDMC) Chapter 14 Article 2, amendments to the Land Development Manual, and adoption of a Mobility Choices Fee, as described in the Project Description, Section 3.5. The Housing Program and associated discretionary actions include an amendment to the SDMC Chapter 14 Article 3, and adoption of a Neighborhood Enhancement Fee as described in the Project Description, Section 3.5.2. The Housing Program would only apply to eligible projects within TPAs that allow multi-family housing. The Mobility Choices Program would apply citywide.

The analysis in Chapter 4.0 addresses both of these programs. Physical impacts associated with the Mobility Choices Program would occur from the installation of transportation amenities within ~~the TPA,~~ Mobility Zone<u>s</u> 1, <u>2,</u> and ~~Mobility Zone~~ <u>3</u>~~2~~ ~~zones~~ as shown in Figure 3-3. Thus, while the ordinance would apply to projects citywide, physical impacts associated with the installation of active transportation and transit infrastructure would be limited to within the Mobility Choices Program improvement areas as discussed in the Project Description Section 3.5 and shown in Figure 3-4. Additionally, the Mobility Choices Program is intended to incentivize housing production in Mobility Zones 1<u>, 2,</u> and <u>3</u>~~2~~. Physical impacts associated with the Housing Program would include potential future multi-family and mixed-use development within TPAs and associated infrastructure and amenity improvements.

The purpose of the Housing Program is to provide incentives for development of high density multi-family development within TPAs with affordable units in order to achieve the housing production anticipated in the General Plan and CPUs and to assist the City of San Diego (City) in meeting its housing production goals. The Housing Program and Mobility Choices Program also implements the

City's Climate Action Plan by incentivizing new multi-family residential development within TPAs (for the Housing Program) and Mobility Zones 1, 2, and 32 (for the Mobility Choices Program), which would reduce vehicle miles traveled and, therefore, reduce overall citywide greenhouse gas emissions. These regulations are intended to materially assist in providing adequate housing for all economic segments of the community; to provide a balance of housing opportunities within the City with an emphasis on housing near transit; and to encourage use of mobility alternatives through the construction of neighborhood infrastructure amenities.

Analysis Approach

The environmental analysis approach and assumptions for future development associated with the proposed project is described below.

Mobility Choices Program

For the Mobility Choices Program, the EIR analysis approach assumes active transportation and transit infrastructure would be installed within existing road rights-of-way and within the development footprint of future projects. Additionally, the Mobility Choices Program is intended to incentivize housing development within Mobility Zones 1, 2, and 23; but would not authorize development densities beyond adopted community plan allowances.

Housing Program

The EIR analysis assumptions used for the Housing Program are affected by whether the applicable community plan has undergone a comprehensive update. Community Plans that have recently undergone a comprehensive update with certified Environmental Impact Reports (EIRs) are identified in Table 4-1. As shown, approximately 5446 percent of the project area is located within communities with recent community plan updates. Within these areas, it is not anticipated that development densities that could result from implementation of the Housing Program would exceed the total development density potential identified in each respective CPU. While multi-family residential densities could be greater than identified CPU densities within TPAs due to the provision of density bonuses and increased height allowances, it is not reasonably foreseeable that overall CPU densities would be exceeded since development at the highest densities identified in recent CPUs is not currently being achieved. Additionally, community plan areas outside of the project areas are not likely to achieve their maximum development potential, as many areas are fully developed with established neighborhoods and redevelopment at higher densities is not likely to occur in the planning horizon. Thus, despite increases in allowable densities in TPAs, the overall densities analyzed in recent CPU EIRs are not anticipated to be exceeded with anticipated development under the Housing Program. Additionally, according to the City's latest Housing Inventory Annual Report, housing production has only met 42 percent of the housing needs for the current Regional Housing Needs Allocation (RHNA) cycle (City of San Diego 2018). Thus, density assumptions and associated analysis and conclusions of recent CPU EIRs would largely apply to the conclusions of this EIR related to the Housing Program. Where appropriate, prior CPU EIR analysis is incorporated by reference.

For project areas located within community plan areas that have not undergone recent comprehensive updates, or approximately 54 percent of the project areas, it is assumed for purpose of this environmental analysis that densities allowed with adoption of the Housing Program could exceed development assumptions used in the environmental analysis completed for those community plans.

The Housing Element establishes the City's plan to meet the demand of the projected share of the region's housing needs for all income levels over the course of the Housing Element cycle (the current cycle is from 2010 through 2020). The RHNA is determined based on forecasted housing needs to plan for projected regional growth and is updated every eight-years. A fair share goal is identified for every city within the region, and each city prepares a Housing Element that demonstrates the availability of suitable sites and public facilities to meet the regional share goals. The current 5th RHNA cycle target for the City is 88,096 new units by 2020. With only two years remaining in the current RHNA cycle, less than 50 percent (37,054 units) of the 2020 production target has been met. Thus, while it is assumed for the purpose of this environmental analysis that densities allowed with adoption of the Housing Program could exceed development assumptions for communities without a recently updated community plan, this is a conservative assumption as overall housing production numbers are well below targets needed to meet RHNA goals. Growth anticipated under the Housing Program would accommodate regional planned residential growth by removing barriers to high density multi-family development.

Additionally, while this EIR identifies specific project areas where the Housing Program would apply, these project boundaries could shift in the future. As future community plans are updated and zoning changes occur that result in new areas that allow multi-family development within TPAs, these areas would also be able to use the Housing Program's density and height bonuses. Similarly, TPA boundaries may shift or new TPAs may be added that would affect the areas that would qualify for use of the proposed ordinance amendments.

The environmental analysis in the following subsections references project areas with recent CPUs and incorporates analysis from recent CPU EIRs as applicable. Discussion of potential impacts associated with project areas without a recent comprehensive CPU and potential new areas that could allow for multi-family residential development in a future TPA is also provided. Table 4-1 identifies those communities with a recent comprehensive CPU.

Table 4-1
Communities within the Housing Program Project Areas with a Recent Comprehensive Community Plan Update

Community Plan	Update Year	Acres within the Housing Program Project Areas
Barrio Logan	2013	555
Encanto Neighborhoods	2015	670
Greater Golden Hill	2016	286
Greater North Park	2016	1,069
Kearny Mesa	Anticipated Approval 2020	401
Linda Vista - Morena Corridor Specific Plan	2019	114
Midway-Pacific Highway	2018	719
Mission Valley	2019	1,595
Navajo – Grantville Focused Plan Amendment	2015	193
Ocean Beach	2016	573
Otay Mesa	2014	371
Pacific Beach – Balboa Avenue Station Area Specific Plan	2019	119
San Ysidro	2016	499
Southeastern San Diego	2015	1,410
Uptown	2016	1,276
Total Acres		**9,~~295~~850**
Percent of Project Area		**54~~46~~%**

NOTE: Recently updated plans include any Community Plan or Specific/Focused Plan amendment that included a comprehensive land use update since March 2008.
SOURCE: City of San Diego 2019.

4.1 Land Use

This section analyzes the potential for significant impacts related to land use to occur due to implementation of Complete Communities: Housing Solutions and Complete Communities: Mobility Choices (proposed project). Within the analysis, Complete Communities: Housing Solutions is referred to as the "Housing Program" while Complete Communities: Mobility Choices is referred to as the "Mobility Choices Program." Issues addressed include potential conflicts with the environmental goals of the City of San Diego's (City's) General Plan, Local Coastal Program (LCP), and Environmentally Sensitive Lands (ESL) Regulations; the San Diego Municipal Code (SDMC); the San Diego Association of Governments' (SANDAG's) San Diego Forward: The Regional Plan (Regional Plan); and the Airport Land Use Compatibility Plans (ALUCPs) for San Diego International Airport (SDIA), Brown Field, Marine Corps Air Station (MCAS) Miramar, Naval Outlying Landing Field (NOLF) Imperial Beach, and Montgomery Field. Information on existing land use conditions is drawn from the 2018 San Diego County Assessor's data and SANDAG data. Consistency with the City's adopted Multiple Species Conservation Program (MSCP) Subarea Plan and Vernal Pool Habitat Conservation Plan (VPHCP) is addressed in Environmental Impact Report (EIR) Section 4.3, consistency with the City's Climate Action Plan (CAP) is addressed in EIR Section 4.6, and consistency with the Historical Resources Regulations is addressed in EIR Section 4.8.

4.1.1 Existing Conditions

4.1.1.1 Existing Land Use Conditions

As described in Chapter 3.0, Project Description, the Housing Program project areas are located within Transit Priority Areas (TPAs) within residential and commercial zones that allow multi-family residential development. Improvements associated with the Mobility Choices Program would occur within existing road rights-of-way within ~~TPAs and~~ Mobility Zones 1, 2, and ~~3~~2. Existing land uses within the project areas are described in Chapter 2.0, Environmental Setting and generally consist of developed, urban lands with proximity to major transit corridors. The proposed project areas include 15,587 acres within the Coastal Zone with 2,758 of those acres eligible for participation in the Housing Program.

4.1.2 Regulatory Setting

4.1.2.1 State Regulations

a. State Airport Land Use Commission Statute

Public Utilities Code Section 21675 requires each airport land use commission (ALUC) to formulate an ALUCP for each public-use and military airport within the ALUC's oversight. The State Legislature

assigned the ALUC function in San Diego County to the San Diego County Regional Airport Authority (Airport Authority). After the ALUC adopts an ALUCP, local agencies with jurisdiction within the Airport Influence Area (AIA) covered by the ALUCP must either amend their land use plans and regulations to be consistent with the ALUCP or overrule the ALUCP. A local agency can overrule the ALUCP (or a part of the ALUCP) with a two-thirds majority vote of its governing body. The overrule resolution must include findings describing how the local agency's current land use plans and regulations achieve the objectives of the State ALUC statute.

b. Sustainable Communities and Climate Protection Act of 2008

The Sustainable Communities and Climate Protection Act of 2008 (Chapter 728, Statutes of 2008), otherwise known as Senate Bill (SB) 375, requires the integration of land use, housing, and transportation planning to achieve regional greenhouse gas (GHG) emission reductions, adopted by the California Air Resources Board. SB 375 requires Metropolitan Planning Organizations (MPOs) to develop a Sustainable Communities Strategy (SCS)—a new element of the regional transportation plan (RTP)—to plan for achieving these GHG reduction targets. The SCS must demonstrate the attainment of the regional GHG emissions reduction targets while accommodating the full projected population of the region.

c. California Coastal Act of 1976

The California Coastal Act applies to all Coastal Zone areas in the state. Coastal Act policies are carried out on a local level through LCPs, which implement the Coastal Act taking local conditions into consideration. LCPs consist of land use plans that govern the types and intensities of allowable uses, as well as the applicable parts of the zoning code that carry out the land use plan, consistent with the Coastal Act. Section 30253 of the Coastal Act requires new development to assure stability and structural integrity, and to not require shoreline protective devices that will alter natural landforms along bluffs and cliffs. In other words, new development must be safe from coastal hazards.

4.1.2.2 Local Plans and Regulations

a. San Diego Forward: The Regional Plan

The Regional Plan, adopted in October 2015 by SANDAG, is a planning document that combines two previously adopted documents: The Regional Comprehensive Plan (RCP) and the RTP/SCS. The RCP (adopted in 2004) was a long-range planning document that established a planning framework and implementation actions that increased the region's sustainability and encouraged "smart growth while preserving natural resources and limiting urban sprawl" (SANDAG 2004). The RTP/SCS (adopted in 2011) was a long-range advisory plan for transit, rail, and bus services; express or managed lanes; highways; local streets; bicycling; and walking. The vision presented in the RTP/SCS was for a compact urban core where more people reside and use fewer resources, which reflects a transportation system that supports a robust economy and a healthy and safe environment, reducing GHG emissions as required by the state while providing a higher quality of life for San Diego County residents (SANDAG 2011). The Regional Plan combined the core principles of both documents and added additional strategies to "provide innovative mobility choices and planning to

support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all" (SANDAG 2015).

b. Airport Land Use Compatibility Plans

The Airport Authority serves as the ALUC for San Diego County. The ALUC is responsible for adopting ALUCPs for 16 public use and military airports in San Diego County. ALUCPs provide guidance on appropriate land uses surrounding airports to protect the health and safety of people and property within the vicinity of an airport, as well as the public in general. An ALUCP contains policies and criteria that address compatibility between airports and the future land uses that surround them in the areas of noise, overflight, safety, and airspace protection, in order to minimize the public's exposure to hazards within the AIA for each airport. Each AIA is divided into 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. Review Area 1 consists of locations where noise or safety concerns may necessitate limitations on the types of land use actions. All compatibility 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 ALUC has no jurisdiction over the operation of airports or over existing land uses, regardless of whether or not such uses are incompatible with airport activities. Once ALUCPs have been adopted by the ALUC, local agencies with land located within the AIA boundary for any of the airports must, by law, amend their planning documents to conform to the applicable ALUCP. However, if a local agency makes special findings in accordance with state law, it can override the ALUCPs with a two-thirds vote of its governing body. Since the ALUC does not have land use authority, the City implements the compatibility plans through land use plans and zoning regulations (specifically, the Airport Approach Overlay Zone, Airport Environs Overlay Zone, and Airport Land Use Compatibility Overlay Zone [ALUCOZ]). Until the policies of an ALUCP have been adopted by a local jurisdiction, ALUC consistency review for all development projects within AIA Review Area 1 is required. After the policies of an ALUCP have been implemented by a local jurisdiction, only land use plan adoptions or amendments, rezonings, and regulatory amendments require ALUC consistency review.

The objective of the airspace protection policies and standards is to ensure new development around airports does not interfere with safe and efficient air navigation. Policies include requirements limiting construction or objects exceeding 200 feet in height; sources of glare or lighting systems that can distract pilots; sources of dust, vapor, smoke, and thermal plumes; electromagnetic interference; and bird attractants. Overflight compatibility policies require an overflight notification agreement to be recorded for any new dwelling unit within the overflight area. In Review Area 2, ALUC review is required for land use plans and regulations proposing increases in height limits and for land use projects that have received from the Federal Aviation Administration (FAA) a Notice of Presumed Hazard, a Determination of Hazard, or a Determination of No Hazard subject to conditions, limitations, or marking and lighting requirements; and/or would create any of the following hazards: glare, lighting, electromagnetic interference, dust, water vapor, smoke, thermal plumes, and bird attractants.

AIAs located within the project areas include the SDIA, Brown Field, MCAS Miramar, Montgomery Field, and NOLF Imperial Beach as shown in Figure 4.7-1 (Areas A through D) in Section 4.7, Health and Safety. The ALUCP policies of Brown Field, MCAS Miramar, and Montgomery Field have been incorporated into the ALUCOZ of the SDMC (Chapter 13 Article 2 Division 15).

San Diego International Airport ALUCP

SDIA is located in central San Diego between the Peninsula community, the Midway-Pacific Highway community, the Downtown community, and San Diego Bay. The SDIA ALUCP was adopted in 2014. Each compatibility factor is included in the AIA maps included as Exhibits 1-1, 2-1, 3-1, 4-1, and 5-1 of the SDIA ALUCP. The complete boundaries that comprise the airport's AIA are shown in Figure 4.7-1 in Section 4.7, Health and Safety. As shown, portions of the Housing Program eligible areas are located within the SDIA AIA Review Areas 1 and 2.

Brown Field ALUCP

The Brown Field Airport is located within the Otay Mesa Community Plan area. The Brown Field ALUCP was adopted on January 25, 2010, and amended on December 20, 2010. Each compatibility factor is included in the AIA maps included as Exhibits III-1 through III-5 of the Brown Field ALUCP. The complete boundaries that comprise the airport's AIA are shown in Figure 4.7-1 in Section 4.7, Health and Safety. As shown, portions of the proposed project areas are within both AIA Review Areas for Brown Field Airport.

MCAS Miramar ALUCP

The MCAS Miramar ALUCP was adopted on October 2, 2008, and amended in December 2011 and November 2011. MCAS Miramar is located north of State Route 52 and south of the Mira Mesa community. Each compatibility factor is included in the AIA maps included as Exhibits MIR-9, MIR-10, MIR-11, and MIR-12 of the ALUCP. The complete boundaries that comprise the airport's AIA are shown in Figure 4.7-1 in Section 4.7, Health and Safety. As shown, portions of the proposed project areas are located within the MCAS Miramar AIA Review Areas 1 and 2.

Montgomery Field ALUCP

The Montgomery Field ALUCP was adopted in 2010. Montgomery Field has since been renamed to Montgomery-Gibbs Executive Airport. Each compatibility factor is included in the AIA maps included as Exhibits III-1 through III-5 of the ALUCP. The complete boundaries that comprise the airport's AIA are shown in Figure 4.7-1 in Section 4.7, Health and Safety. As shown, portions of the proposed project areas are located within the Montgomery Field AIA within both Review Areas 1 and 2.

NOLF Imperial Beach ALUCP

The NOLF Imperial Beach ALUCP was adopted in 2015. Each compatibility factor is included in the AIA maps included as Exhibits 1-1, 2-1, 3-1, 4-1, and 5-1 of the ALUCP. The complete boundaries that comprise the airport's AIA are shown in Figure 4.7-1 in Section 4.7, Health and Safety. As shown, portions of the proposed project areas are located within the NOLF Imperial Beach AIA Review Area 2.

c. City of San Diego General Plan

The citywide General Plan was adopted in 2008 and it provides the long-range vision and guide for future development within San Diego. The growth strategy is referred to as the City of Villages and relies on infill development to accommodate growth while acknowledging the character of its communities and natural resources and amenities. The General Plan provides the overall structure to guide CPUs and amendments, as well as the implementation of an action plan.

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

The General Plan includes 10 elements which provide guidance for future development and other City land use plans. 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 is required to be consistent with the General Plan goals and City of Villages strategy and is required to be updated every eight years under state law. The last Housing Element update was in 2013 and a current update is in process. A comprehensive list of General Plan policies applicable to the proposed project are provided as PEIR Appendix B.

Land Use and Community Planning Element

The Land Use and Community Planning Element (Land Use Element) provides policies to guide the City's growth and implement the City of Villages strategy within the context of the City's community planning program. The City's General Plan does not designate land uses but guides the preparation of community plans (community-specific land use policy plans) and provides citywide land development goals and policies. The policy areas addressed in this Element include zoning and policy consistency, coastal planning, airport-land use compatibility planning, balanced communities, equitable development, and environmental justice.

The Land Use Element acknowledges that as the majority of the City is developed, infill development and redevelopment will play an increasingly significant role in providing needed housing, and guidance for infill development and redevelopment as provided by the City of Villages strategy. The City of Villages strategy calls for growth to be focused into mixed-use activity centers that are pedestrian-friendly, serve as the center of the community, and are linked to the regional transit system. The Element states that implementation of the City of Villages strategy is an important component of the City's strategy to reduce citywide GHG emissions, because the strategy makes it possible for larger numbers of people to make fewer and shorter vehicle trips, resulting in reduced vehicle miles traveled. Identified types of village areas include Downtown San Diego, subregional employment areas, urban village centers, community and neighborhood village centers, and transit corridors, all of which are defined to have transit connections and to support transit ridership. Figure LU-1 in the Land Use and Community Planning Element maps "village propensity" within the

City, based on existing and community plan-designated land uses, community-plan identified capacity for growth, existing public facilities or an identified funding source for facilities, existing or an identified funding source for transit service, community character, and environmental constraints.

Mobility Element

The Mobility Element contains policies that seek to promote a balanced, multi-modal transportation network while minimizing environmental and neighborhood impacts. In addition to addressing walking, streets, and transit, the Element also includes policies related to regional collaboration, bicycling, parking, the movement of goods, and other components of the transportation system.

Urban Design Element

The Urban Design Element implements "core values" related to urban form, including: the natural environment; the City's extraordinary setting, defined by its open spaces, natural habitat, and unique topography; a compact, efficient, and environmentally sensitive pattern of development; and the physical, social, and cultural diversity of the City and its neighborhoods. The principles of the urban design strategy are to contribute to the qualities that distinguish San Diego as a unique living environment, build upon our existing communities, direct growth into commercial areas where a high level of activity already exists, and preserve stable residential neighborhoods. The policies in the Urban Design Element are aimed at respecting the natural environment, preserving open space systems, and targeting new growth into compact villages.

Economic Prosperity Element

The Economic Prosperity Element contains policies intended to ensure that the economy grows in ways that strengthens San Diego industries and creates jobs with self-sufficient wages, increases average income, and stimulates economic investment in the community. As stated in the Element, "The achievement of economic prosperity goals also relies on policies in the Land Use and Community Planning Element to appropriately designate land for economic development, the Housing Element to provide workforce housing accessible to employment areas, the Mobility Element to provide a critical link between housing and jobs, and the Public Facilities, Services and Safety Element to address the provision of regional facilities needed to reinforce the viability of our industrial areas" (City of San Diego 2015).

Public Facilities, Services, and Safety Element

The Public Facilities, Services, and Safety (Public Facilities) Element is intended to plan for adequate public facilities and services through policies that address public financing strategies, public and developer financing responsibilities, prioritization, and the provision of specific facilities and services that must accompany growth. Policies in the Public Facilities Element also apply to fire-rescue, police, wastewater collection and treatment, storm water infrastructure, water supply and distribution, waste management, libraries, schools, public utilities, and disaster preparedness.

Recreation Element

The goals and policies of the Recreation Element build on the City's natural environment and resources and existing recreational facilities and services to help achieve an equitable balance of recreational resources and to adapt to future recreation needs. Recreation Element policies address the challenge of meeting the public's park and recreational needs; the inequitable distribution of parks citywide; and the need to achieve a sustainable, accessible, and diverse park and recreation system.

Conservation Element

The Conservation Element's goals and policies guide the conservation of resources that are fundamental components of San Diego's environment, that help define the City's identity, and that are relied upon for continued economic prosperity. Resources addressed in the element include water, land, air, biodiversity, minerals, natural materials, recyclables, topography, viewsheds, and energy.

Noise Element

The intent of the Noise Element is to minimize excessive noise effects and improve the quality of life of people working and living in the City. The Noise Element identifies goals and related policies with regards to noise and land use compatibility, motor vehicle traffic noise, and trolley and train noise.

Historic Preservation Element

The Historic Preservation Element guides the preservation, protection, restoration, and rehabilitation of historical and cultural resources. It provides goals and policies related to the identification and preservation of historical resources; as well as historic preservation education, benefits, and incentives.

Housing Element

The 2013–2020 Housing Element of the General Plan is intended to plan for adequate housing to serve San Diegans of every economic level and demographic group. It provides goals, objectives and programs related to accommodating the City's diverse housing needs; preserving and conserving at-risk housing; facilitating residential development; affordable housing opportunities and sustainable development.

d. Community Plans

Community plans are community-specific land use policy plans that are consistent with the City's General Plan. The City's community planning program is the mechanism to refine the General Plan's citywide policies; designate land uses; identify needed public facilities, mobility and utility infrastructure, and recreation facilities; and make additional community-specific recommendations as needed. The project areas encompass multiple community planning areas, each with its own community plan. Many of the City's community plans that were updated after the adoption of the 2008 General Plan include goals, land use maps and policies that target residential and non-

residential growth, and increased residential density to be located within TPAs or otherwise in close proximity to existing and planned transit, in order to create village cores with improved pedestrian and multi-modal circulation. Other community plans that were adopted prior to the 2008 General Plan reflect the guidance of previous General Plans; nevertheless, General Plan Figure LU-1, the village propensity map, identifies village opportunities across the City.

e. Climate Action Plan

The City's CAP was adopted in December 2015. The CAP identifies measures to meet GHG reduction targets for 2020 and 2035. The CAP consists of a 2010 inventory of GHG emissions, a Business as Usual projection for emissions at 2020 and 2035, state targets, and emissions reductions with implementation of the CAP. To achieve its proportional share of the state reduction targets for 2020 and 2050, the City would need to reduce emissions below the 2010 baseline by 15 percent in 2020 and by 50 percent by 2035. The City identifies GHG reduction strategies focusing on water and energy efficient buildings; clean and renewable energy; bicycling, walking, transit, and land use; zero waste; and climate resiliency.

f. San Diego Municipal Code Regulations

Chapters 11 through 15 of the SDMC are referred to as the Land Development Code (LDC) as they regulate how land can be subdivided and developed, the form that development can take, and the land uses that are permitted in various parts of the City. The LDC implements the policies in the General Plan and the land use designations and policies in community plans. The LDC contains citywide base zones that specify permitted land uses, residential density, floor area ratio (FAR), and other development requirements for given zoning classifications; planned district regulations that provide community-specific zoning and development regulations; as well as overlay zones and supplemental regulations that provide additional development requirements. The SDMC also provides for other affordable housing density bonuses in order to achieve the goals of the General Plan. The City's Historical Resources Regulations (SDMC Chapter 14, Article 3, Division 2) are part of the LDC and are further detailed in Section 4.8 of this PEIR.

Environmentally Sensitive Lands Regulations

The LDC includes the City's ESL 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 (SDMC Chapter 14, Article 3, Division 1). 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 public health, safety, and welfare while employing regulations that are consistent with sound resource conservation principles and the rights of private property owners. ESL include sensitive biological resources, steep hillsides, coastal beaches, sensitive coastal bluffs, and special flood hazard areas (SDMC Chapter 14, Article 3, Division 1). Under existing regulations, development on premises where ESL is present would require a Site Development Permit in

accordance with Section 126.0502 of the SDMC, and would therefore be processed as a discretionary action.

Affordable Housing Density Bonus Regulations

The purpose of these regulations is to provide increased residential density to developers who guarantee that a portion of their residential development will be available to above-moderate income, moderate income, low income, very low income, and extremely low-income households. The regulations are intended to materially assist the housing industry in providing adequate and affordable housing for all economic segments of the community and to provide a balance of housing opportunities throughout the City. These regulations implement the provisions of California Government Code Sections 65915 through 65918. It is intended that the affordable housing density bonus and any additional development incentive be available for use in all residential development of five or more units, using criteria and standards provided in the General Plan and applicable Community Plans. All requests are required to be processed by the City, and implemented by the San Diego Housing Commission.

4.1.3 Significance Determination Thresholds

The City's California Environmental Quality Act (CEQA) Significance Determination Thresholds provide guidance to determine the potential significance of project impacts to land use. Based on the City's thresholds, a significant impact related to land use could occur if the proposed project would:

1) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect;

2) 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; or

3) Result in land uses which are not compatible with an adopted ALUCP.

Consistency with the City's MSCP Subarea Plan and VPHCP is addressed in Section 4.3, Biological Resources, consistency with the City's CAP is addressed in Section 4.6, Greenhouse Gas Emissions, and consistency with the City's Historical Resources Regulations is addressed in Section 4.8, Historical, Archaeological, and Tribal Cultural Resources.

4.1.4 Impact Analysis

Issue 1 Conflict with Applicable Plans and Regulations

Would implementation of the proposed project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

a. San Diego Forward: The Regional Plan

The proposed project would facilitate the implementation of existing land use plans across multiple community planning areas throughout the City consistent with the goals of the Regional Plan. The Housing Program would facilitate high-density residential and mixed-use development within TPAs to create compact, walkable communities close to transit connections and consistent with smart growth principles. As the Housing Program would assist in the streamlined establishment of multi-family housing within proximity to transit, it would support the Regional Plan's smart growth strategies by creating pedestrian-oriented urban villages that would reduce reliance on the automobile, and promote walking and the use of alternative transportation. Similarly, the Mobility Choices Program is intended to incentivize housing within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~, consistent with smart growth strategies. The adoption and implementation of the proposed project would not generate any conflict or inconsistencies with the Regional Plan; thus, impacts would be less than significant.

b. City of San Diego General Plan

The Housing Program could allow multi-family development with an affordable component to occur within TPAs at densities and heights beyond what is specifically identified in the applicable community plan. The proposed project would implement the General Plan City of Villages strategy, by allowing increased densities for multi-family residential development to occur in TPAs, and would implement the General Plan's goals, objectives, and policies related to the provision of housing and affordable housing. Similarly, the Mobility Choices program incentivizes housing within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~ consistent with the City of Villages strategy.

Table 4.1-1 describes how future development allowed under the proposed project would be consistent with the Elements of the City's General Plan. Appendix B also identifies specific policies contained with the General Plan with which the proposed project is consistent.

Table 4.1-1 Project Consistency with General Plan Elements	
Element	Consistency
Mobility Element: This element aims to improve mobility through the development of a balanced, multi-modal transportation network that minimizes environmental impacts.	The Housing Program would facilitate placement of multi-family development within TPAs, in close proximity to existing and planned transit, pedestrian, and bicycle facilities. The Mobility Choices Program would support installation of multi-modal transportation improvements in ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~. Development facilitated by implementation of the proposed project would encourage public use of transit, as well as reduce reliance on the automobile. Environmental impacts associated with automobile use would be minimized accordingly. Future development under the proposed project would be consistent with the Mobility Element.
Urban Design: This element addresses urban form and design through policies aimed at respecting the natural environment, preserving open space systems and targeting new growth into compact villages.	The Housing Program would facilitate placement of high-density multi-family development within TPAs, consistent with the core values and principles of the Urban Design Element. These areas are best suited to support high multi-family residential densities to create the urban villages envisioned by the City of Villages strategy, due to existing high levels of activity and availability of transit, and would help preserve open space systems. The Housing Program would result in the creation and maintenance of publicly-accessible infrastructure amenities in exchange for incentives and waivers of specific development regulations. Through these measures, future development allowed under the Housing Program would be consistent with the Urban Design Element. The Mobility Choices Program would support transportation improvements within urban areas, consistent with goals of the Urban Design Element.
Public Facilities, Services, and Safety Element: This element ensures the provision and maintenance of infrastructure and public services for future growth without diminishing services to existing development.	While the Housing Program would not modify existing zoning or community plan land use designations, it could result in development beyond densities allowed in the applicable base zone, planned district ordinance, or Community Plan. However, overall communitywide densities are not anticipated to be exceeded as the purpose of the Housing Program is to incentivize housing to achieve the planned densities.

Table 4.1-1 Project Consistency with General Plan Elements	
Element	Consistency
	Additionally, under the proposed project future development would be required to provide or fund necessary facility improvements. The Mobility Choices program would facilitate installation of transportation infrastructure within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~ to support future growth. As development occurs, future public infrastructure/service needs will be evaluated.
Recreation Element: This element provides citywide guidance for the preservation, protection, acquisition, development, and enhancement of public recreation opportunities and facilities throughout the city for all users.	Future multi-family projects that qualify for the Housing Program to be required to fund or provide public amenities. While future development allowed under the proposed project may not provide public parks as defined in the Recreation Element, individual developments would be required to provide a new community-serving infrastructure amenity, in the form of a publicly-accessible promenade, or would be required to pay a Neighborhood Enhancement Fee which would go towards the construction of neighborhood enhancing improvements (as detailed in Chapter 3.0). The improvement or payment of this fee would implement and be consistent with the Recreation Element's policy to encourage private development to include recreation facilities. The Mobility Choices program would similarly provide for transportation amenities that would support public recreation options such as improved bike lanes and pedestrian improvements.

Table 4.1-1 Project Consistency with General Plan Elements	
Element	Consistency
Conservation Element: This element addresses hillside and open space conservation and habitat protection, as well as sustainability goals.	Future development allowed under the proposed project would be required to adhere to the most current Title 24 Energy Code and CalGreen requirements that address energy and water conservation in buildings. Storm water regulations and associated Best Management Practices (BMPs) and Low Impact Development (LID) practices to manage storm water would be implemented. Additionally, should development be proposed within ESL, the project would require a Site Development Permit and would be subject to the City's ESL Regulations. Therefore, future projects would be consistent with the Conservation Element.
Historic Preservation Element: This element is intended to preserve, protect, restore, and rehabilitate historical and cultural resources throughout the City.	Future development allowed under the proposed project would be consistent with the Historic Preservation Element through required compliance with the City's Historical Resources Regulations which protect and preserve historical resources and archaeological sites. Should development be proposed that deviates from the Historical Resources Regulations, a Site Development Permit and site-specific environmental review and mitigation would be required. Therefore, future development under the proposed project would be consistent with the Historic Preservation Element.
Land Use Element and Community Planning Element: This element provides the framework for developing community plans calling for the identification of appropriate land uses to meet the goals set by the City of Villages strategy.	The development potential associated with the proposed project would be consistent with overall densities evaluated in recent community plan updates (CPU) and would be consistent with the land use analysis from recent CPU environmental impact reports (EIRs). The proposed project would facilitate implementation of the City's General Plan City of Villages strategy which focuses on directing population growth into mixed-use activity centers that are pedestrian-friendly and linked to an improved regional transit system. The proposed project would be consistent with the Land Use and Community Planning Element policy that calls for the creation and application of incentive zoning and density bonus programs in order to achieve housing goals and public

Table 4.1-1 Project Consistency with General Plan Elements	
Element	Consistency
	benefits, even if density on an individual site exceeds zoning allowances. For further discussion of consistency with the General Plan, refer to Appendix B. Additionally, Section 3.2.4 describes the project's relationship to Community Plan densities. Therefore, the project is consistent with the Land Use and Community Planning Element.
Economic Prosperity Element: This element is intended to ensure that the economy grows in ways that strengthens San Diego industries and creates jobs with self-sufficient wages, increases average income, and stimulates economic investment in the community.	The proposed project would streamline the development of high-density, multi-family and affordable housing within TPAs to achieve the City's General Plan, Housing Element, and Climate Action Plan goals. Development authorized under the Housing Program would occur in close proximity to transit and would support urban hubs envisioned by the City of Villages strategy. Development allowed under the proposed project would be required to provide or fund neighborhood enhancing amenities. The Mobility Choices program would further incentivize housing within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~ and support transportation improvements supporting alternative modes. Increased density and improvements within urban centers would create new economic opportunities for retail and small commercial businesses to increase their vitality and provide goods and services to residents and employees within TPAs. The proposed project would therefore be consistent with the Economic Prosperity Element.
Noise Element: This element focuses on minimizing excessive noise effects and improve the quality of life of people working and living in the City. The Noise Element identifies goals and related policies with regards to noise and land use compatibility, motor vehicle traffic noise, and trolley and train noise.	The Housing Program includes development regulations that would require future development to consider noise attenuation in the project design of the site where land uses are located within 500 feet of a freeway. Additionally, future development would be required to comply with the City's Noise Ordinance in addition to interior noise level standards of the CBC. The proposed project would therefore be consistent with the Noise Element.
Housing Element: The Housing Element is intended to assist with the provision of adequate	The proposed project would facilitate implementation of the Housing Element by

Table 4.1-1 Project Consistency with General Plan Elements	
Element	Consistency
housing to serve San Diegans of every economic level and demographic group.	streamlining permit processing and providing incentives, such as height and Floor Area Ratio (FAR) bonuses, for multi-family development within TPAs that provide an affordable component and a public infrastructure amenity. The Housing Program would also facilitate implementation of the Housing Element by increasing production of market-rate and affordable units. The Mobility Choices Program is intended to incentivize housing within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~ to support housing production. The proposed project would therefore be consistent with the Housing Element.

c. Environmentally Sensitive Lands Regulations

ESL (e.g., sensitive biological resources, steep hillsides, flood hazard areas) occur within the project areas. The ESL Regulations apply to both ministerial and discretionary development. Development allowed under the proposed project that meets the affordable and infrastructure requirements would be processed ministerially. During the ministerial review, projects would be reviewed to identify whether ESL is located within the proposed development area. As described in Section 143.0113 of the ESL Regulations, the City may request information from the applicant to determine the existence and location of ESL. Such information may include but is not limited to a photo survey, historic photos, a geotechnical investigation, and/or a biological survey. Based on this information, the City will determine the existence and precise location of ESL. Should future development under the proposed project be proposed within ESL, this would trigger a requirement for a discretionary permit to address potential impacts to ESL. The City's ESL Regulations (Chapter 14, Article 3, Division 1) require that projects demonstrate that the proposed development site is physically suitable for the proposed use and would minimize disturbance to natural landforms and not increase flood hazards. Deviations from the ESL Regulations require supplemental findings be prepared 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. As existing procedures are in place to ensure compliance with the ESL Regulations, there would be no conflict with the ESL Regulations, and land use impacts would be less than significant. However, see Section 4.3, Biological Resources, for a discussion of potentially significant and unavoidable secondary impacts that could result from implementation of the project.

d. California Coastal Act of 1976

The proposed project areas include 15,587 acres within the Coastal Zone with 2,758 of those acres eligible for development under the Housing Program. Mobility Choices improvement areas would be

subject to transportation infrastructure improvements under the Mobility Choices Program and this program is additionally intended to incentivize housing. Communities with proposed project areas located in the Coastal Zone include Carmel Valley, Clairemont Mesa, La Jolla, Midway-Pacific Highway, Mission Bay Park, Ocean Beach, Otay Mesa-Nestor, Pacific Beach, San Ysidro, Torrey Hills, Torrey Pines, Peninsula, and University. Existing land uses within these areas include commercial, residential, industrial, and multiple use, along with parks and transportation infrastructure.

The proposed project would be consistent with the policies within the Coastal Act. The Coastal Act requires all jurisdictions within the Coastal Zone to prepare an LCP to guide development in the Coastal Zone. The LCP for the project areas within the Coastal Zone is integrated into the community plans of the applicable project areas. While existing land uses and zoning would not change, future development that occurs in the Coastal Zone would be required to be consistent with the City's LCP or would require Coastal Commission review in deferred certification areas. However, as the proposed project would not change allowable land uses within the Coastal Zone and would maintain the existing Coastal Zone height limit, the adoption and implementation of the Housing Program would not generate any conflict or inconsistencies with the Coastal Act. Additionally, the addition of transportation amenities within the Coastal Zone, associated with the Mobility Choices Program, would improve safety for pedestrians and bicyclists, enhance bicycle access to coastal areas, improve available pedestrian and bike amenities, and would not conflict with the City's LCP.

While CEQA does not require evaluation of the potential for a project to be impacted by sea level rise, projections of sea level rise were reviewed to determine where densities associated with the Housing Program may be located within future coastal flooding or inundation areas. As the Mobility Program would incentivize housing, Mobility Program improvement areas were also evaluated. The Coastal Storm Modeling System (CoSMoS) was used to model sea level rise projections. CoSMoS was developed by the United States Geological Survey to provide detailed predictions of coastal flooding due to both future sea-level rise and storms integrated with long-term coastal evolution (i.e., beach changes and cliff/bluff retreat) over large geographic areas (100s of kilometers) (USGS 2019). CoSMoS models relevant physics of a coastal storm (e.g., tides, waves, and storm surge), which are then scaled down to local flood projections for use in community-level coastal planning and decision-making. Projections of multiple storm scenarios (daily conditions, annual storm, 20-year- and 100-year-return intervals) are provided under a suite of sea level rise scenarios ranging from 0 to 2 meters (0 to 6.6 feet), along with an extreme 5-meter (16-foot) scenario. This allows users to manage and meet their own planning horizons and specify degrees of risk tolerance.

Recommendations for evaluating various sea level rise scenarios are provided by the California Natural Resources Agency and Ocean Protection Council in their publication, "State of California Sea-Level Rise Guidance 2018 Update" (California Natural Resources Agency & Ocean Protection Council, 2018). The report recommends evaluating different scenarios depending on the type of project and the level of risk associated with the development type. These projections scenarios include:

- Low risk aversion scenario: may be used for projects that would have limited consequences or have a higher ability to adapt, such as sections of unpaved coastal trail, public accessways, and other small or temporary structures that are easily removable and would not have high costs if damaged.

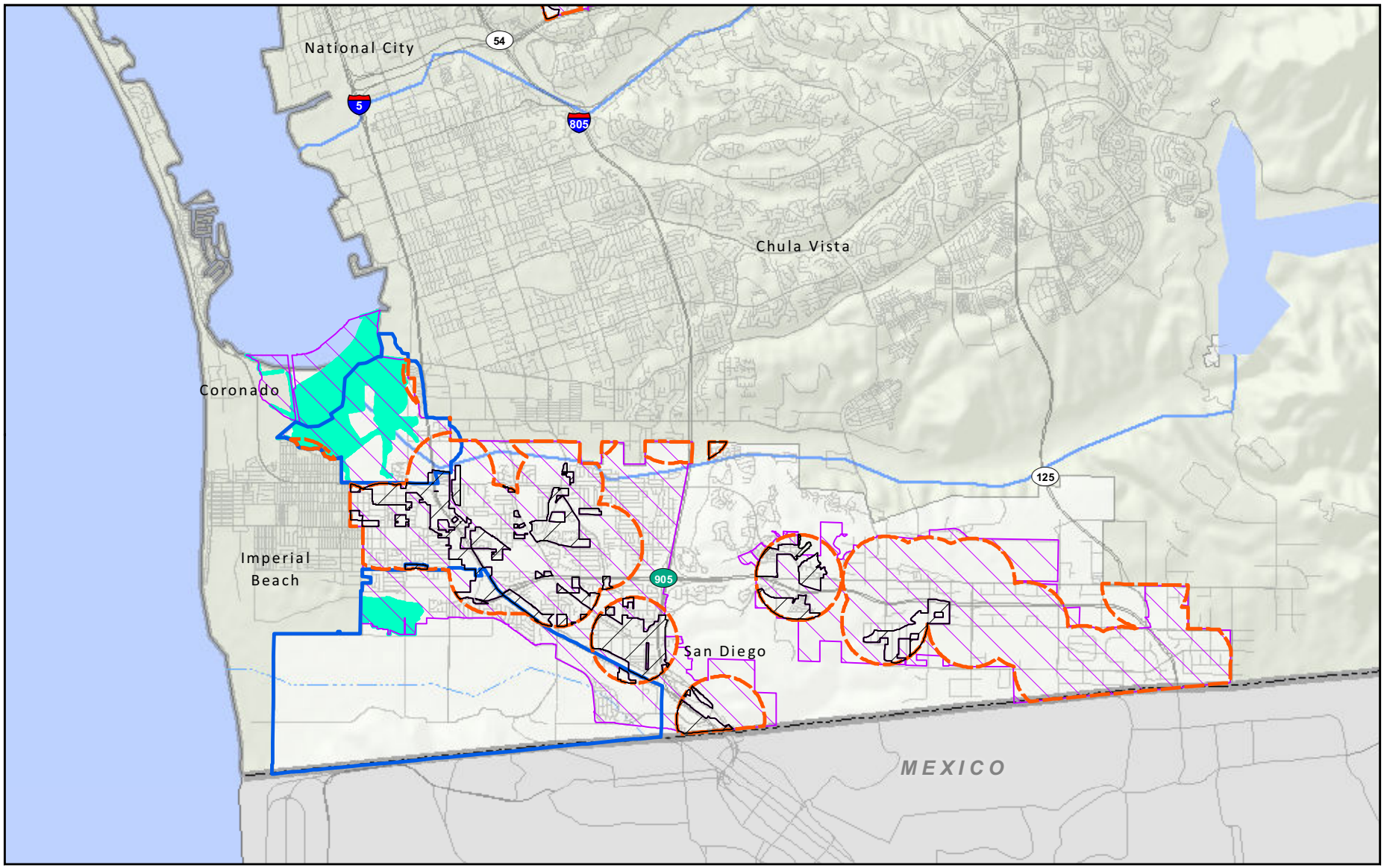
- Medium-high risk aversion scenario: should be used for projects with greater consequences and/or a lower ability to adapt such as residential and commercial structures.

- Extreme risk aversion (H++): should be used for projects with little to no adaptive capacity that would be irreversibly destroyed or significantly costly to repair, and/or would have considerable public health, public safety, or environmental impacts should that level of sea level rise occur. In the Coastal Commission's jurisdiction, this could include new wastewater treatment plants, power stations, highways, or other critical infrastructure.

These projection scenarios are aligned with the Coastal Commission's Sea Level Rise Policy Guidance (California Coastal Commission 2018). Based on the nature of development under the Housing Program and since most Community Plans evaluate buildout to 2050, the 0.5-meter (1.6-foot) 2050 CoSMoS sea level rise scenario was selected. This projection most closely aligns with the medium-high risk aversion scenario described in the Coastal Commission's Sea Level Rise Policy Guidance and the California Natural Resources Agency & Ocean Protection Council's Sea Level Rise Guidance document. Refer to Figure 4.1-1 (Areas A through D) for the locations where the proposed project areas could be subject to sea level rise. As detailed in Table 4.1-2, development under the Housing Program would result in five communities being potentially subject to sea level rise based on CoSMoS 2050 0.5-meter projections. While certain project areas could be subject to sea level rise, there is uncertainty with the model and different sea level rise projection modeling scenarios could change these assumptions.

Table 4.1-2
Housing Program Eligible Areas Potentially Subject to Sea Level Rise

Community	Housing Program Eligible Areas	Mobility Choice Program Improvements Areas	Total
Downtown		3	3
La Jolla		26	27
Mission Bay Park		124	124
Mission Beach		78	78
Mission Valley	12	177	189
Ocean Beach	1	6	7
Otay Mesa-Nestor		752	752
Pacific Beach	2	5	7
Peninsula		9	9
Torrey Pines		41	41
University City		10	10
Barrio Logan		2	2
Grand Total	**15**	**1,233**	**1,248**
NOTE: Numbers in the table are approximate			



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Areas of Flooding Based on a 0.5m Sea Leavel Rise

0 Miles 1

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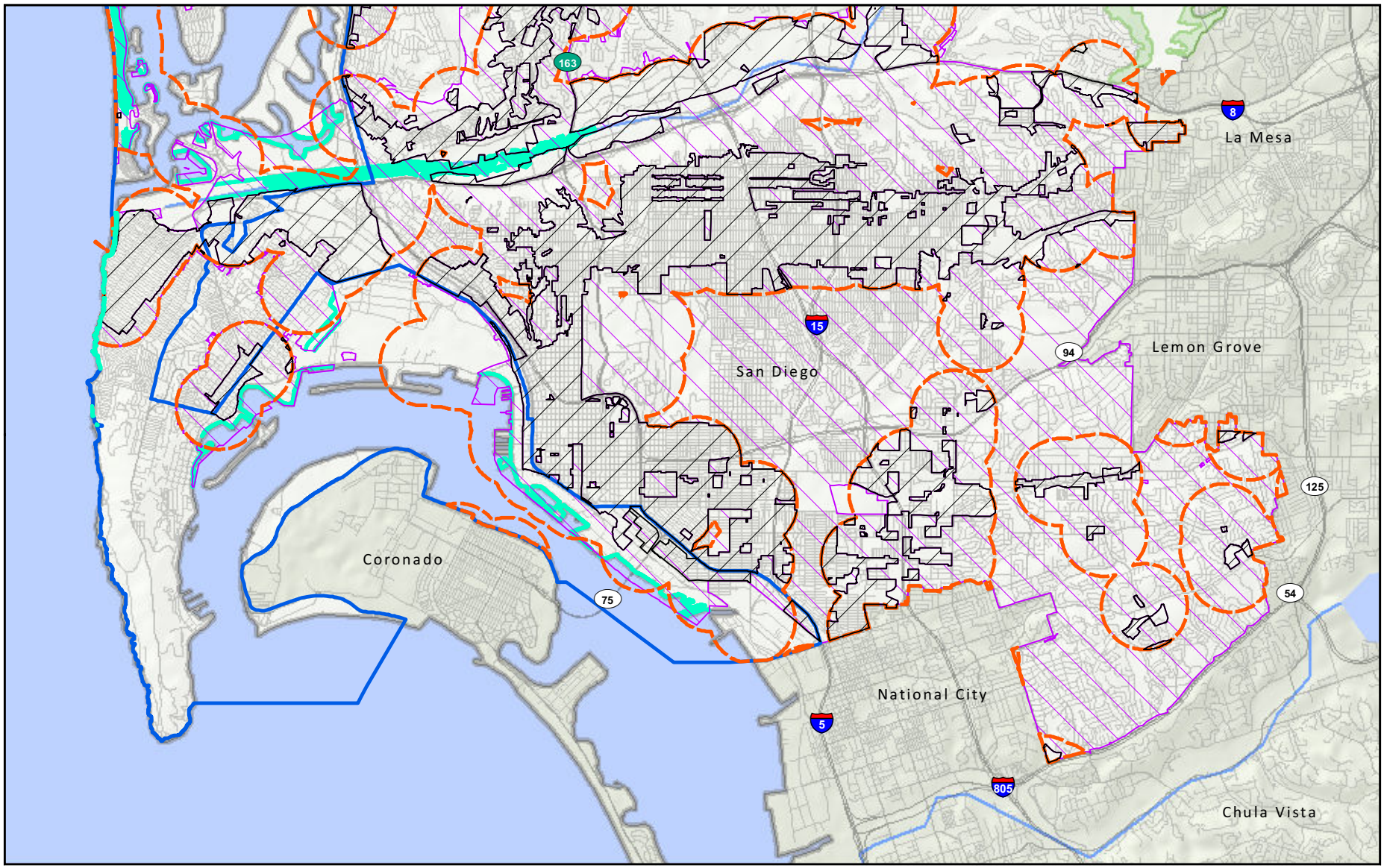
FIGURE 4.1-1 Area A

2050 – CoSMoS Sea Level Rise and Flooding Scenario



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Areas of Flooding Based on a 0.5m Sea Leavel Rise

0 Miles 1

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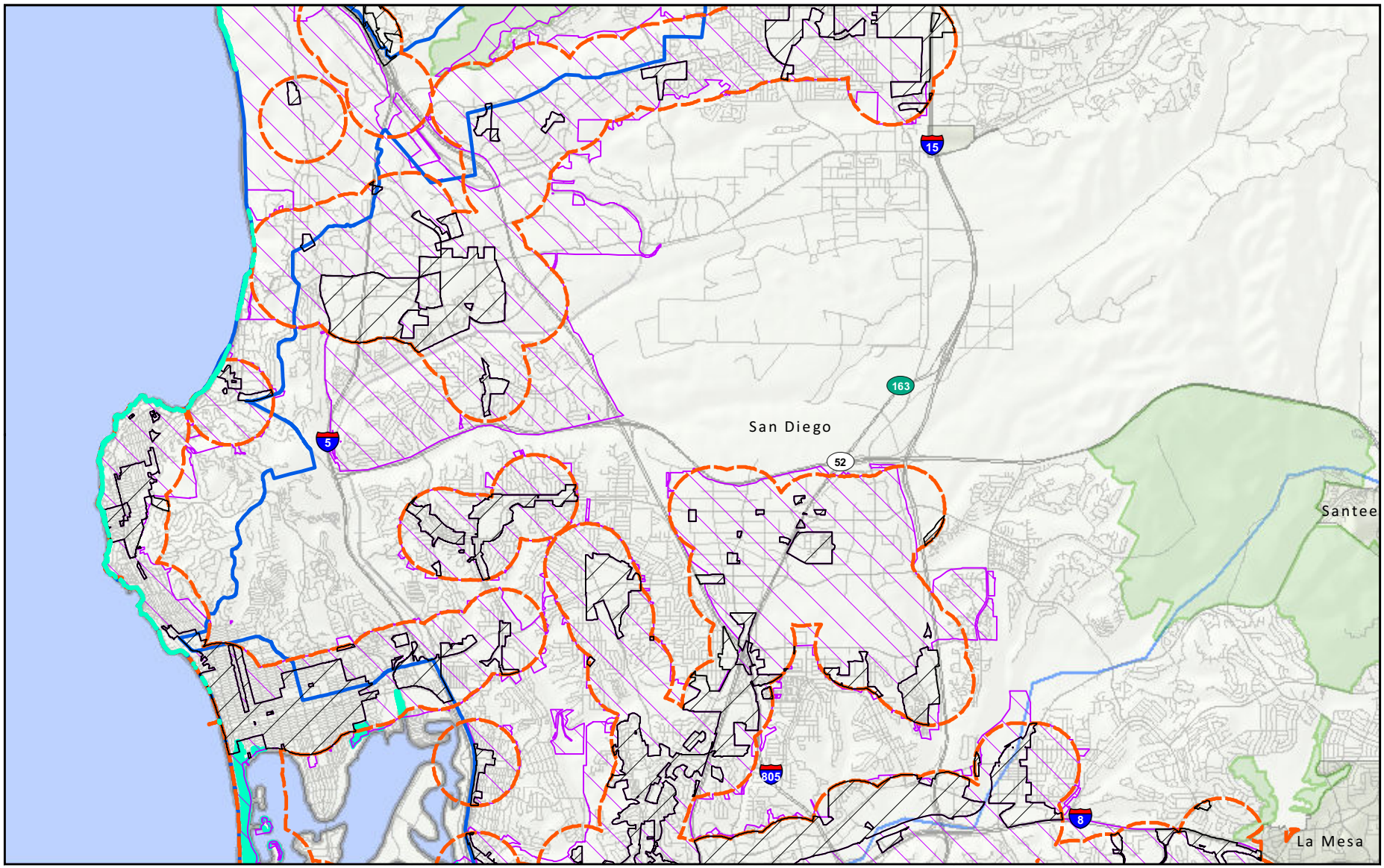
FIGURE 4.1-1 Area B

2050 – CoSMoS Sea Level Rise and Flooding Scenario



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Areas of Flooding Based on a 0.5m Sea Leavel Rise

0 Miles 1

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FIGURE 4.1-1 Area C

2050 – CoSMoS Sea Level Rise and Flooding Scenario

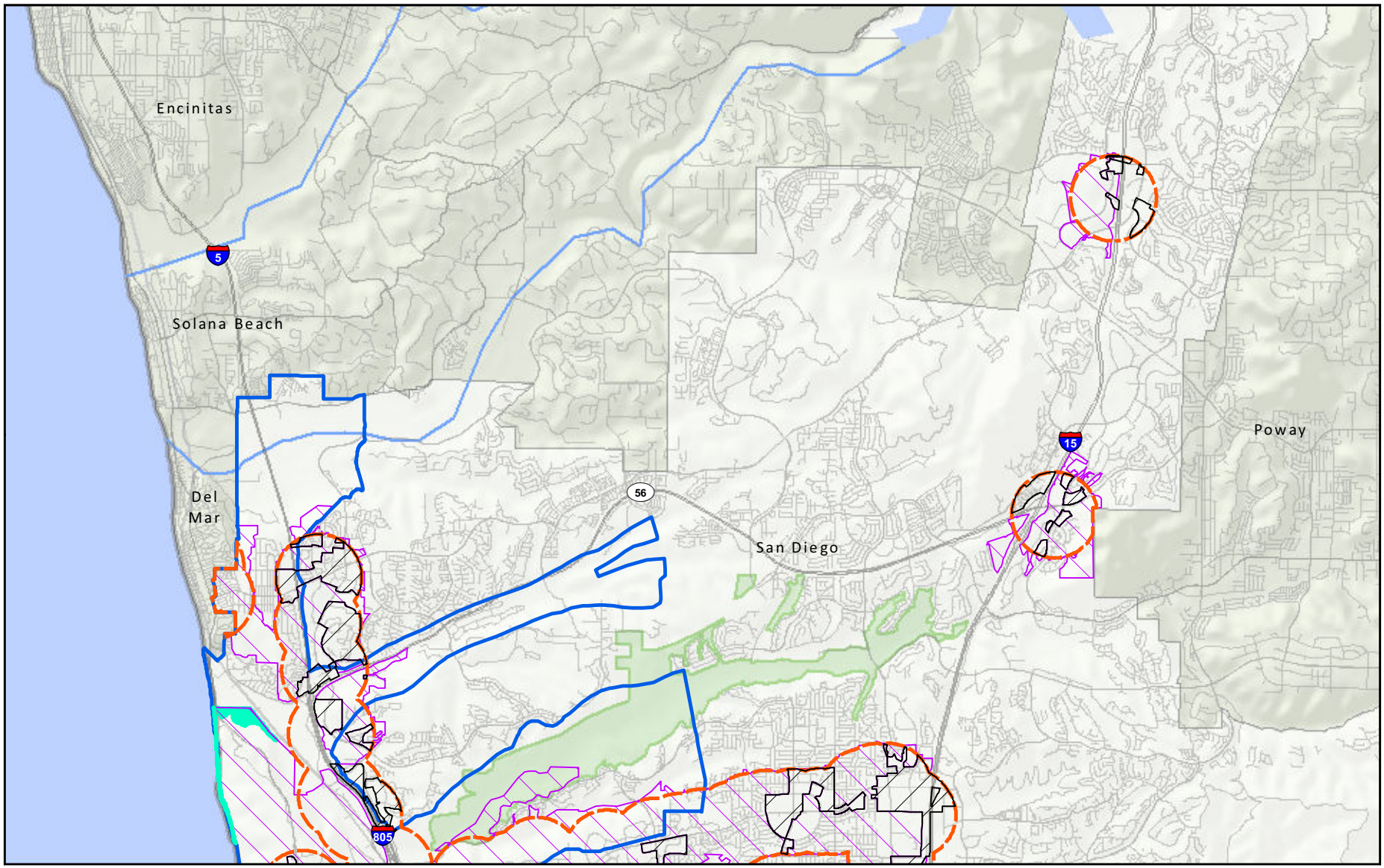

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FIGURE 4.1-1 Area D

2050 – CoSMoS Sea Level Rise and Flooding Scenario

While flooding from sea level rise is not an existing condition, project development may be influenced by sea level rise in the future. Within the project areas potentially affected by sea level rise, there are existing developed areas that would similarly be subject to sea level rise. The increased potential for residential density within these areas could further expose people and property to sea level rise impacts. Nevertheless, as the proposed project would not conflict with adopted policies in the City's LCP, no conflicts with the LCP or Coastal Act have been identified. Therefore, the potential impacts related to conflicts with the Coastal Act would be less than significant.

Issue 2 Conversion of Open Space or Farmland

Would implementation of 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 project areas do not contain land designated as Prime Farmland. The proposed project does not include the development or redesignation of open space; therefore, impacts associated with the development or conversion of General Plan- or community plan-designated Open Space or Prime Farmland would be less than significant.

Issue 3 Conflicts with an Adopted ALUCP

Would implementation or the proposed project result in land uses which are not compatible with an adopted ALUCP?

Airport land use compatibility policies and regulations apply to portions of the project areas located within the AIA of local airports. An 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" (San Diego County Regional Airport Authority 2014). The project areas are located within the AIAs of Brown Field (1,037.3 acres), Montgomery Field (4,677.4 acres), MCAS Miramar (2,655.4 acres), SDIA (9,304.7 acres), and NOLF Imperial Beach (1,122.9 acres), as shown on Figure 4.7-1 in Section 4.7, Health and Safety. While approval of the proposed project would not specifically permit the construction of an individual project, the proposed project could allow multi-family development to occur within TPAs at densities and heights beyond what is identified in the applicable base zone, Planned District Ordinance (PDO), or Community Plan. Additionally, the Mobility Choices Program would incentivize housing within ~~TPAs and~~ Mobility Zones 1, 2, and ~~3~~2. To protect the public health, safety, and welfare, development allowed by the proposed project would continue to be limited by airport land use compatibility policies and regulations. As a regulatory amendment, the proposed project will be required to be submitted to the ALUC for a consistency determination with the relevant ALUCPs prior to project approval.

The ALUCPs for SDIA and NOLF Imperial Beach have not yet been incorporated into the regulations of the ALUCOZ within the City's LDC (Chapter 13 Article 2 Division 15). Until the policies of these ALUCPs are incorporated into the ALUCOZ, future multi-family development within TPAs located within SDIA or NOLF Imperial Beach AIA Review Area 1 will be subject to ALUC review of the development's consistency with ALUCP policies for all compatibility factors. Projects within AIA

Review Area 1 for SDIA will also be subject to the City's Airport Approach Overlay Zone (AAOZ), which limits building height in proximity to the airport approach and takeoff paths for SDIA, and the Airport Environs Overlay Zone, which provides supplemental regulations for property surrounding SDIA (SDMC Chapter 13 Article 2 Divisions 2 and 3). Development within SDIA and NOLF Imperial Beach AIAs Review Area 2 would be subject to overflight and airspace protection policies review and may require FAA notification (if the proposed development project's maximum height exceeds the FAA's Part 77 Notification Surface) and/or recordation of an avigation easement and/or overflight notification. Development within portions of SDIA AIA Review Area 2 will also be subject to the height limitations of the AAOZ. After incorporation of the policies of the SDIA and NOLF Imperial Beach ALUCPs into the ALUCOZ, development allowed by the proposed project will be subject to the requirements of the ALUCOZ.

Future development allowed under the proposed project within the AIAs for Brown Field, Montgomery Field, and MCAS Miramar will be subject to the regulations of the ALUCOZ, which implements the policies of the applicable ALUCPs regarding noise, safety, airspace protection, and aircraft overflight.

Thus, implementation of the proposed project would be consistent with adopted ALUCPs as future development would be required to show compatibility with the requirements of the ALUCPs, the SDMC, and associated FAA requirements. Impacts related to conflicts with an adopted ALUCP would be less than significant.

Cumulative Analysis

As discussed in this section, development under the proposed project would be consistent with and assist with implementation of the General Plan City of Villages strategy. It is possible that additional project areas may be able to take advantage of the Housing Program if future zoning changes permit development of multi-family residential uses in additional areas within TPAs. If TPA boundaries change or are expanded, additional project areas with residential or commercial zoning that currently permit multi-family residential uses could be allowed to use the proposed program benefits in exchange for providing affordable housing and neighborhood-serving infrastructure amenities. Furthermore, as future community plans are updated, additional land use changes would occur. As discussed herein, application of the Housing Program would be consistent with all City plans and regulations including the Coastal Act. Any future community plan and/or rezone would be required to be evaluated for consistency with applicable plans. Future development both within the project areas and development beyond the project areas would be required to demonstrate consistency with applicable regulations such as the ESL Regulations and airport land use compatibility policies and regulations. Any future development within the project areas that is identified to encroach into ESL would be subject to review in accordance with the ESL Regulations (LDC Section 143.0101 et seq.). Based on the compatibility of the proposed project with the General Plan policy framework and other applicable land use plans and regulations, cumulative land use compatibility impacts would be less than significant.

4.1.5 Significance of Impacts

4.1.5.1 Conflict with Applicable Plans

The proposed project is consistent with the City's overarching policy and regulatory documents including the General Plan and SDMC. Additionally, the proposed project would help achieve consistency with the Regional Plan. As the proposed project would be consistent with applicable environmental goals, objectives, or guidelines of the General Plan and other applicable plans and regulations and impacts would be less than significant. However, refer to Section 4.3, Biological Resources, for a discussion of potentially significant and unavoidable secondary impacts that could result from implementation of the project.

4.1.5.2 Conversion of Open Space or Farmland

The project areas do not contain land designated as Prime Farmland. The proposed project does not include the development or redesignation of open space; therefore, there would be no impacts associated with the development or conversion of General Plan- or community plan-designated Open Space or Prime Farmland, and the impacts would, therefore, be less than significant.

4.1.5.3 Conflicts with an Adopted ALUCP

Implementation of the proposed project would not result in impacts associated with existing ALUCPs, because future development would continue to be limited by airport land use compatibility policies and regulations. Until the policies of the SDIA and NOLF Imperial Beach ALUCPs are incorporated into the City's ALUCOZ, future multi-family development within TPAs located within SDIA or NOLF Imperial Beach AIA Review Area 1 will be subject to ALUC review of the development's consistency with ALUCP policies for all compatibility factors; projects within AIA Review Area 2 for these airports will be subject to review against overflight and airspace protection policies and may require FAA notification (if the proposed development project's maximum height exceeds the FAA's Part 77 Notification Surface) and/or recordation of an avigation easement and/or overflight notification; and projects within AIA Review Area 1 for SDIA will also be subject to the City's AAOZ and Airport Environs Overlay Zone, which provides supplemental regulations for property surrounding SDIA. After incorporation of the policies of the SDIA and NOLF Imperial Beach ALUCPs into the ALUCOZ, development allowed by the proposed project will be subject to the requirements of the ALUCOZ.

Future development allowed under the proposed project within the AIAs for Brown Field, Montgomery Field, and MCAS Miramar will be subject to the regulations of the ALUCOZ, which implements the policies of the applicable ALUCPs regarding noise, safety, airspace protection, and aircraft overflight. As a result, the proposed project would not result in land uses that are incompatible with an adopted ALUCP. Therefore, impacts would be less than significant.

4.1.6 Conclusion

Land use impacts would be less than significant; therefore, no mitigation is required.

4.2 Air Quality

This section analyzes potential air quality and odor impacts due to implementation of Complete Communities: Housing Solutions and Mobility Choices (proposed project). Within the analysis, Complete Communities: Housing Solutions is referred to as "Housing Program" while Complete Communities: Mobility Choices is referred to as "Mobility Choices Program." This evaluation is based on the methodology recommended by the San Diego Air Pollution Control District (SDAPCD).

4.2.1 Existing Conditions

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. The project areas are located within the San Diego Air Basin (SDAB). The SDAB is currently classified as a federal non-attainment area for ozone, and a state non-attainment area for particulate matter less than 10 microns (PM_{10}), particulate matter less than 2.5 microns ($PM_{2.5}$), and ozone (O_3). The project areas are generally located within urbanized settings in proximity to major roads with access to transit. Additional existing conditions information related to climate conditions that affect air quality is provided in Chapter 2.0.

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 (USEPA). The SDAPCD maintains air quality monitoring stations located throughout the greater San Diego metropolitan region. Air pollutant concentrations and meteorological information are continuously recorded at these stations. Measurements are then used by scientists to help forecast daily air pollution levels.

Table 4.2-1 summarizes the pollutant measurements recorded at four monitoring stations located throughout the project areas. The San Diego–Beardsley Street monitoring station is located at 1110 Beardsley Street near downtown San Diego, the San Diego – Kearny Villa Road monitoring station is located at 6125A Kearny Villa Road in central San Diego, the San Diego – Rancho Carmel Drive monitoring station is located at 11403 Rancho Carmel Drive in northern San Diego, and the Otay Mesa – Donovan monitoring station is located at 480 Alta Road in southern San Diego near the U.S.-Mexico border. The Beardsley Street, Kearny Villa Road, and Otay Mesa monitoring stations measure the following pollutants: O_3, nitrogen dioxide (NO_2), PM_{10}, and $PM_{2.5}$. The Rancho Carmel Drive monitoring station measures NO_2.

Table 4.2-1
Summary of Recorded Air Quality Measurements

Pollutant/Standard	Year				
	2013	2014	2015	2016	2017
San Diego – Beardsley Street Monitoring Station					
Ozone (O_3)					
Days State 1-hour Standard Exceeded (0.09 ppm)	0	0	0	0	--
Days State 8-hour Standard Exceeded (0.07 ppm)	0	2	0	0	--
Days 2008 Federal 8-hour Standard Exceeded (0.075 ppm)	0	0	0	0	--
Days 2015 Federal 8-hour Standard Exceeded (0.070 ppm)	0	1	0	0	--
Max. 1-hr (ppm)	0.063	0.093	0.089	0.072	--
Max. 8-hr (ppm)	0.053	0.072	0.067	0.061	--
Nitrogen Dioxide (NO_2)					
Days Federal 1-hour Standard Exceeded (0.10 ppm)	0	0	0	0	--
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0	0	--
Max 1-hr (ppm)	0.072	0.075	0.062	0.073	--
Annual Average (ppm)	0.014	0.013	0.014	--	--
Particulate matter less than 10 microns in diameter (PM_{10})*					
Measured Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)	1	0	1	1	--
Calculated Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)	6.0	0.0	5.7	--	--
Measured Days Federal 24-hour Standard Exceeded (150 $\mu g/m^3$)	0	0	0	0	--
Calculated Days Federal 24-hour Standard Exceeded (150 $\mu g/m^3$)	0.0	0.0	0.0	--	--
Max. Daily ($\mu g/m^3$)	92.0	41.0	54.0	51.0	--
State Annual Average ($\mu g/m^3$)	25.4	23.8	23.2	--	--
Federal Annual Average ($\mu g/m^3$)	24.9	23.3	23.0	21.9	--
Particulate matter less than 2.5 microns in diameter ($PM_{2.5}$)*					
Measured Days Federal 24-hour Standard Exceeded (35 $\mu g/m^3$)	1	1	0	0	--
Calculated Days Federal 24-hour Standard Exceeded (35 $\mu g/m^3$)	1.1	1.0	0.0	--	--
Max. Daily ($\mu g/m^3$)	37.4	36.7	44.9	34.4	--
State Annual Average ($\mu g/m^3$)	10.4	10.2	10.2	--	--
Federal Annual Average ($\mu g/m^3$)	10.3	10.1	9.3	--	--
San Diego – Kearny Villa Road					
Ozone (O_3)					
Days State 1-hour Standard Exceeded (0.09 ppm)	0	1	0	0	2
Days State 8-hour Standard Exceeded (0.07 ppm)	1	4	0	3	6
Days 2008 Federal 8-hour Standard Exceeded (0.075 ppm)	0	1	0	3	6
Days 2015 Federal 8-hour Standard Exceeded (0.070 ppm)	0	4	0	0	4
Max. 1-hr (ppm)	0.081	0.099	0.077	0.087	0.097
Max. 8-hr (ppm)	0.071	0.082	0.070	0.075	0.084

Table 4.2-1
Summary of Recorded Air Quality Measurements

Pollutant/Standard	Year				
	2013	2014	2015	2016	2017
Nitrogen Dioxide (NO_2)					
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)	0.067	0.051	0.051	0.053	0.054
Annual Average (ppm)	0.011	0.010	0.009	0.009	0.009
Particulate matter less than 10 microns in diameter (PM_{10})*					
Measured Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)	0	0	0	0	0
Calculated Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)	0.0	0.0	0.0	--	0.0
Measured Days Federal 24-hour Standard Exceeded (150 $\mu g/m^3$)	0	0	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (150 $\mu g/m^3$)	0.0	0.0	0.0	0.0	0.0
Max. Daily ($\mu g/m^3$)	39.0	39.0	39.0	36.0	47.0
State Annual Average ($\mu g/m^3$)	20.0	19.5	16.7	--	17.6
Federal Annual Average ($\mu g/m^3$)	19.9	19.4	17.0	17.1	17.6
Particulate matter less than 2.5 microns in diameter ($PM_{2.5}$)*					
Measured Days Federal 24-hour Standard Exceeded (35 $\mu g/m^3$)	0	0	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (35 $\mu g/m^3$)	0.0	0.0	0.0	0.0	0.0
Max. Daily ($\mu g/m^3$)	22.0	20.2	25.7	19.4	27.5
State Annual Average ($\mu g/m^3$)	8.3	8.2	--	7.8	8.0
Federal Annual Average ($\mu g/m^3$)	8.3	8.1	7.2	7.5	7.9
San Diego – Rancho Carmel Drive					
Nitrogen Dioxide (NO_2)					
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)	--	--	0.055	0.062	0.062
Annual Average (ppm)	--	--	--	0.017	0.016
Otay Mesa – Donovan					
Ozone (O_3)					
Days State 1-hour Standard Exceeded (0.09 ppm)	--	0	0	0	1
Days State 8-hour Standard Exceeded (0.07 ppm)	--	1	2	4	6
Days 2008 Federal 8-hour Standard Exceeded (0.075 ppm)	--	0	0	0	1
Days 2015 Federal 8-hour Standard Exceeded (0.070 ppm)	--	1	1	4	6
Max. 1-hr (ppm)	--	0.082	0.087	0.092	0.097
Max. 8-hr (ppm)	--	0.075	0.072	0.075	0.082
Nitrogen Dioxide (NO_2)					
Days Federal 1-hour Standard Exceeded (0.10 ppm)	--	0	0	0	0
Days State 1-hour Standard Exceeded (0.18 ppm)	--	0	0	0	0
Max 1-hr (ppm)	--	0.064	0.061	0.067	0.074
Annual Average (ppm)	--	--	0.008	0.008	0.008

Table 4.2-1
Summary of Recorded Air Quality Measurements

Pollutant/Standard	Year				
	2013	2014	2015	2016	2017
Particulate matter less than 10 microns in diameter (PM_{10})*					
Measured Days State 24-hour Standard Exceeded (50 μg/m^3)	1	3	10	9	4
Calculated Days State 24-hour Standard Exceeded (50 μg/m^3)	5.7	--	61.0	54.1	24.4
Measured Days Federal 24-hour Standard Exceeded (150 μg/m^3)	0	0	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (150 μg/m^3)	0.0	0.0	0.0	0.0	0.0
Max. Daily (μg/m^3)	65.0	59.0	136.0	79.0	69.0
State Annual Average (μg/m^3)	25.3	--	34.4	31.3	26.9
Federal Annual Average (μg/m^3)	25.2	30.2	34.8	31.4	26.9
Particulate matter less than 2.5 microns in diameter ($PM_{2.5}$)*					
Measured Days Federal 24-hour Standard Exceeded (35 μg/m^3)	--	--	--	--	--
Calculated Days Federal 24-hour Standard Exceeded (35 μg/m^3)	--	--	--	--	--
Max. Daily (μg/m^3)	--	--	35.6	42.1	42.7
State Annual Average (μg/m^3)	--	--	--	12.8	--
Federal Annual Average (μg/m^3)	--	--	--	--	--

SOURCE: CARB 2019.
ppm = parts per million; μg/m^3 = micrograms per cubic meter
-- = Not available.
*Calculated days value. 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. The number of days above the standard is not necessarily the number of violations of the standard for the year.

4.2.2 Regulatory Setting

"Air pollution" is a general term that refers to one or more chemical substances that degrade the quality of the atmosphere. Individual air pollutants may adversely affect human or animal health, reduce visibility, and damage our natural environment. The Clean Air Act (CAA) requires the USEPA to set Ambient Air Quality Standards (AAQS) for six common pollutants, known as criteria pollutants. These criteria pollutants are: ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), lead, and particulate matter (PM_{10} and $PM_{2.5}$).

Motor vehicles are San Diego County's leading source of air pollution (SDAPCD 2016). Other mobile sources include construction equipment, trains, and airplanes. Emission standards for mobile sources are established by CARB at the state level and by USEPA at the federal level. Reducing mobile source emissions requires the technological improvement of existing mobile sources (e.g., retrofitting older vehicles with cleaner emissions technologies) and the examination of cleaner fuels and technologies in the development of future mobile sources. The State of California has developed statewide programs to encourage cleaner cars and cleaner fuels. The regulatory framework described below summarizes the federal and state agencies responsible for monitoring

and controlling mobile source air pollutants and the measures currently being taken to achieve and maintain healthful air quality.

In addition to mobile sources, stationary sources also contribute to air pollution. Stationary sources are regulated by the SDAPCD and include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses.

4.2.2.1 Federal Regulations

a. Clean Air Act

AAQS represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. The federal 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, to achieve the purposes of Section 109 of the CAA (42 USC 7409), the USEPA developed primary and secondary National Ambient Air Quality Standards (NAAQS).

Six criteria pollutants of primary concern have been designated: O_3, CO, SO_2, NO_2, lead, and PM. 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 secondary NAAQS "…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 and secondary NAAQS are presented in Table 4.2-2 (CARB 2016).

An air basin is designated as either attainment or non-attainment for a particular pollutant; non-attainment areas may be further classified as marginal, moderate, serious, severe, or extreme non-attainment area. States are required to adopt enforceable plans, known as State Implementation Plans (SIPs), to achieve and maintain air quality meeting the NAAQS. State plans must also control emissions that drift across state lines and harm air quality in downwind states. Once a non-attainment area has achieved the NAAQS for a particular pollutant, it is redesignated as an attainment area for that pollutant. To be redesignated, the area must meet air quality standards for three consecutive years. After redesignation to attainment, the area is known as a maintenance area and must develop a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the CAA. The SDAB is a nonattainment area for the federal ozone standards. Table 4.2-3 summarizes the SDAB attainment status for each criteria pollutant.

Table 4.2-2
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM_{10})[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		–		
Fine Particulate Matter ($PM_{2.5}$)[9]	24 Hour	No Separate State Standard		35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-dispersive Infrared Photometry	35 ppm (40 mg/m^3)	–	Non-dispersive Infrared Photometry
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		–	–	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemi-luminescence	100 ppb (188 µg/m^3)	–	Gas Phase Chemi-luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	–	Ultraviolet Fluorescence; Spectro-photometry (Pararosaniline Method)
	3 Hour	–		–	0.5 ppm (1,300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas)[11]	–	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	–	–	High Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	–		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chroma-tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chroma-tography			

See footnotes on next page.

Table 4.202 footnotes
Ambient Air Quality Standards

ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms per cubic meter; – = not applicable.

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

[2] 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_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 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.

[3] 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.

[4] 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.

[5] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

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

[7] 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.

[8] 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 $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standards of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[10] 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.

[11] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until 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.

[12] 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/m^3 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.

[14] 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 2016a.

Table 4.2-3 San Diego Air Basin Attainment Status		
Criteria Pollutant	Federal Designation	State Designation
O_3 (8-hour)	Non-attainment	Non-attainment
O_3 (1-hour)	Attainment	Non-attainment
CO	Attainment	Attainment
PM_{10}	Unclassifiable	Non-attainment
$PM_{2.5}$	Attainment	Non-attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	No Federal Standard	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Visibility Reducing Particles	No Federal Standard	Unclassified
SOURCE: SDAPCD 2019		

4.2.2.2 State Regulations

a. California Clean Air Act

The California Clean Air Act (CCAA) was enacted in 1988 (California Health & Safety Code [H&SC] Section 39000 et seq.). Under the CCAA, CARB has developed the California Ambient Air Quality Standards (CAAQS), which generally set more stringent limits on the criteria pollutants than the NAAQS (see Table 4.2-2). In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Similar to the federal CAA, the CCAA classifies "attainment" or "non-attainment" areas for each pollutant based on the comparison of measured data with the CAAQS. The SDAB is a non-attainment area for the state O_3, PM_{10}, and $PM_{2.5}$ standards. Table 4.2-3 summarizes the SDAB attainment status for each criteria pollutant.

b. State Implementation Plan

The 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. CARB is the lead agency for all purposes related to the SIP under the state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the USEPA 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 SDAPCD is responsible for preparing and implementing the portion of the SIP applicable to the SDAB. The SIP plans for San Diego County specifically include the Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County (2012), and the 2004

Revision to the California State Implementation Plan for the Carbon Monoxide–Updated Maintenance Plan for Ten Federal Planning Areas.

c. 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 (Assembly Bill [AB] 1807: H&SC Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics "Hot Spots" Act are to collect 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 Senate Bill 25 (Chapter 731, Escutia, Statutes of 1999) requires CARB to review its air quality standards from a children's health perspective, evaluate the statewide air monitoring network, and develop any additional air toxic control measures needed to protect children's health. Locally, toxic air pollutants are regulated through the SDAPCD's Regulation XII.

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

In April 2005, CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005). The handbook's recommendations are directed at protecting sensitive land uses from air pollutant emissions while balancing a myriad of other land use issues (e.g., housing, transportation needs, economics, etc.). The handbook is not regulatory or binding on local agencies and recognizes that application takes a qualitative approach. As reflected in the CARB handbook, there is currently no adopted standard for the significance of health effects from mobile sources. Therefore, the CARB has provided guidelines for the siting of land uses near heavily traveled

roadways. The CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or an urban road with 100,000 or more vehicles per day should be avoided when possible.

According to the studies used to support the advisory distances, the freeways used in the handbook analysis were Interstate (I-) 405 and I-710, both in Los Angeles and both with volumes of over 200,000 vehicles per day along the segments studied. Actual air emissions and concentration levels are more nuanced and varied in the project areas and depend on local factors such as traffic volumes, wind speed and direction, and meteorological conditions. The handbook recommendations are designed to fill a gap where area-specific information is not available.

4.2.2.3 Local Regulations

a. Regional Air Quality Strategy

The SDAPCD is the agency that regulates air quality in the SDAB. The SDAPCD prepared the Regional Air Quality Strategy (RAQS) to address state requirements, pursuant to the CCAA of 1988 (H&SC Section 39000 et seq.). The CCAA requires areas that are designated non-attainment of CAAQS for O_3, CO, SO_2, or NO_2 to prepare and implement state plans to attain the standards by the earliest practicable date [H&SC Section 40911(a)]. With the exception of state ozone standards, each of these standards has been attained in the SDAB (SDAPCD 2016).

Included in the RAQS are the Transportation Control Measures (TCMs) prepared by the San Diego Association of Governments (SANDAG) that control emissions from mobile sources (SDAPCD 2016). The RAQS and TCMs set forth the steps needed to accomplish attainment of the CAAQS for ozone. The most recent update of the RAQS and corresponding TCMs were adopted in 2016.

b. SPAPCD Rules

The SDAPCD has established a number of rules that regulate air quality including the following:

- Rule 50 (Visible Emissions) prohibits the discharge of any air contaminant other than uncombined water vapor for a period aggregating more than 3 minutes in any 60-minute period that is of a certain opacity specified in the rule. This regulation addresses diesel emissions associated with diesel pile driving, asphalt paving, among other activities that can result in visible emissions.

- Rule 51 (Nuisance) prohibits discharge of air contaminants or other material which cause injury, detriment, nuisance or annoyance to a considerable number of persons or which endanger the comfort, repose, health or safety of such persons or cause injury or damage to business or property.

- Rule 52 (Particulate Matter) prohibits discharge of particulate matter in excess of 0.10 grain per dry standard cubic foot (0.23 grams per dry standard cubic meter) of gas.

- Rule 54 (Dust and Fumes) prohibits discharge of specified quantities of pollutants into the atmosphere within any one hour, including lead and lead compounds, as specified in the regulation.

- Rule 55 (Fugitive Dust Control) prohibits airborne dust beyond the property line for a period aggregating more than 3 minutes in any 60-minute period. This is typically achieved by watering during grading activities, installing erosion control measures and track-out grates or gravel beds and egress points to preventing dirt "track out" onto streets, using soil stabilizers, mulching or seeding, in addition to other measures.

- Rule 67.0.1 (Architectural Coatings) establishes volatile organic compounds (VOC) limits on architectural coatings that are produced, sold, or applied within San Diego County.

c. City of San Diego Municipal Code

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

4.2.3 Significance Determination Thresholds

4.2.3.1 CEQA Guidelines

Thresholds used to evaluate potential impacts related to air quality and odors are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2016a), 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 project. A significant air quality and/or odor impact could occur if implementation of the proposed project would:

1) Conflict with or obstruct the implementation of the applicable air quality plan;

2) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;

3) Expose sensitive receptors to substantial pollutant concentrations; or

4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

4.2.3.2 San Diego Air Pollution Control District

a. Air Quality Standards

Regarding a violation of air quality standards (Issue 2), the SDAPCD has established trigger levels that determine when a new or modified stationary source would require an air quality analysis. These trigger levels are utilized by the City in its CEQA Significance Determination Thresholds (City of San Diego 2016) as one of the considerations when determining the potential significance of air quality impacts for projects within the City. As these thresholds are only appropriate for a project-level analysis and not a program-level analysis of build-out of all the project areas, these thresholds are only used in evaluating a typical project as a representative scenario of impacts that could occur. The air quality impact screening levels for determining whether air quality impacts are significant are shown in Table 4.2-4.

Table 4.2-4
Air Quality Impact Screening Levels

Pollutant	Emission Rate		
	Pounds/Hour	Pounds/Day	Tons/Year
NO_X	25	250	40
SO_X	25	250	40
CO	100	550	100
PM_{10}	--	100	15
Lead	--	3.2	0.6
VOC, ROG	--	137	15
$PM_{2.5}$[a]	--	67	10

SOURCE: SDAPCD, Rules 20.1, 20.2, 20.3; City of San Diego 2016a.
[a]The City does not specify a threshold for $PM_{2.5}$. Threshold here is based on the SDAPCD, Rules 20.1, 20.2, 20.3.
NOTE: NO_X = oxides of nitrogen; SO_X = oxides of sulfur; CO = carbon monoxide; PM_{10} = particulate matter less than 10 microns; VOC = volatile organic compounds; ROG = reactive organic gases; $PM_{2.5}$ = particulate matter less than 2.5 microns.

The above thresholds are applicable to individual development projects and not a program-level analysis such as the proposed project. The project-level thresholds are intended to ensure many individual projects would not obstruct the timely attainment of the NAAQS and CAAQS. Generally, discretionary program-level planning activities, such as general plans, community plans, or ordinance amendments, 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 SDAPCD-permitted projects in general, the SDAPCD does not identify a significant impact if the potential health risks from the proposed project would be below the health risk public notification thresholds specified by SDAPCD Rule 1210. The public notification thresholds are:

- Maximum incremental cancer risks equal to or greater than 10 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 could occur if the worst-case incremental cancer risk was greater than or equal to 10 in one million, or if the worst-case total acute or chronic health hazard index is greater than or equal to one.

4.2.4 Impact Analysis

Issue 1 Conflicts with Air Quality Plans

Would the proposed project conflict with or obstruct the implementation of the applicable air quality plan?

The CCAA requires air basins that are designated nonattainment of the CAAQS for criteria pollutants prepare and implement plans to attain the standards by the earliest practicable date. The two pollutants addressed in the San Diego SIP and RAQS are reactive organic gas (ROG) and oxides of nitrogen (NO_X), which are precursors to the formation of ozone (O_3). The SIP and the RAQS, which in conjunction with the TCMs were most recently updated in 2016, serve as the air quality plans for the SDAB.

The basis for the SIP and RAQS is the distribution of population in the region as projected by SANDAG. The SDAPCD refers to approved general plans to forecast, inventory, and allocate regional emissions from land use and development-related sources. These emissions budgets are used in statewide air quality attainment planning efforts. As such, projects that propose development at an intensity equal to or less than the population growth projections and land use intensity described in their local land use plans are inherently consistent.

The Mobility Choices Program would support the installation of transportation infrastructure and amenities within ~~Transit Priority Areas (TPAs) and~~ Mobility Zones 1, 2, and ~~2~~3. The Mobility Choices Program would not result in any new residential or commercial densities that would conflict with assumptions in the SIP or RAQS. Thus, impacts related to conflicts with the SIP or RAQS associated with the Mobility Choices Program would be less than significant.

The Housing Program is intended to incentivize high-density multi-family residential development where affordable housing and community-serving amenities are provided within TPAs. As discussed

in Chapter 4.0, the proposed Housing Program could result in a redistribution of the density that was evaluated within recent community plan update (CPU) Environmental Impact Reports (EIRs). Densities could shift to focus more within TPAs, but is not anticipated to exceed overall CPU densities that were evaluated in the respective CPU EIRs. However, in project areas within communities that have not undergone a recent comprehensive CPU, it is possible that the proposed Housing Program could result in additional new development.

Recent CPU EIRs recognized that as the community plans were updated, newly designated land uses would be forwarded to SANDAG for inclusion in future updates to the air quality plans for the SDAB. The current SIP and RAQS were last updated in 2016 and are intended to be updated on a three-year cycle. Therefore, densities within community plans adopted after 2016 would not be reflected in the current air quality plans. Additional density allowed within communities without a recent comprehensive CPU would also not be reflected in the air quality plans. Thus, implementation of the Housing Program could result in a significant impact due to conflicts with the land use assumptions used to develop current RAQS and SIP.

Issue 2 Air Quality Standards

Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Air quality impacts can result from the construction and operation of a project which results in emissions above air quality standards. 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.

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.

Construction activities such as the operation of on-site heavy-duty construction vehicles and the transport of materials and labor to and from construction sites would be the primary sources of NO_X, CO, and SO_2 emissions. Site preparation activities such as grading and excavation, road construction, and building demolition and construction would be the primary sources of PM_{10} and $PM_{2.5}$ emissions. Painting during the architectural coating phase and off-gas emissions associated with asphalt paving would be the main contributor of ROG emissions. Mobile source emissions from vehicle and construction equipment exhaust, as well as from haul trips associated with earthwork material hauling would also be a primary contributor of NO_X emissions generation.

Future construction activities associated with development under the Housing Program are anticipated to occur sporadically over approximately 30 years, consistent with buildout assumption in recent CPUs. Buildout would comprise of multiple projects undertaken by individual developers/project applicants, each having its own construction timeline and activities. Construction activities associated with the Mobility Choices Program would also occur sporadically over time including both transportation infrastructure improvements and development incentivized by the Mobility Choices Program.

Analysis from recent CPU EIRs related to construction emissions generally provided a conservative analysis of the worst case potential emissions associated with construction. These documents' conclusions provide a representative analysis of the potential impacts that could occur with the proposed project. The Final Program EIR for the Uptown CPU (City of San Diego 2016b) and the Mission Valley CPU Final Program EIR (City of San Diego 2019) were reviewed to determine potential construction-related air quality impacts that could occur as a result of future projects implemented under the proposed project. Two hypothetical scenarios taken from the aforementioned EIRs were selected that represent a range of the size and scope of potential future projects that could be constructed within the project areas.

Hypothetical Project #1

Hypothetical project #1 includes demolition of an existing 5,000-square-foot structure and the construction of a 29-unit multi-family structure on a 1.8-acre site. Detailed analysis and modeling results are included as Appendix D of the Uptown CPU EIR and are hereby incorporated by reference. Air emissions for this hypothetical scenario were calculated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2. The CalEEMod program is a tool used to estimate air emissions resulting from land development projects based on California specific emission factors. CalEEMod can estimate the required construction equipment when project specific information is unavailable. 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.

This hypothetical analysis assumes that standard dust and emission control during grading operations would be implemented to reduce potential nuisance impacts and to ensure compliance with SDAPCD Rule 55.0. An architectural coating VOC limit of 150 grams per liter was assumed for all interior and exterior coatings to reflect the requirements of SDAPCD, Rule 67.0.1. A summary of the modeling results for this hypothetical project is shown in Table 4.2-5, which shows project-based construction emissions compared to project-level significance thresholds. Emissions reported in Table 4.2-5 are the maximum emissions for each pollutant that would occur during development of a residential project. The various emission levels would not necessarily occur simultaneously. These are, therefore, the worst-case emissions.

Table 4.2-5 Hypothetical Project #1 Daily Construction Emissions (pounds/day)						
	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Residential Project	55	29	22	0	4	3
Project-level Threshold	137	250	550	250	100	100
SOURCE: RECON Environmental 2016. NOTE: Due to rounding, the total PM emissions indicated in the CalEEMod output file do not equal the sum of the individual source emissions. ROG = reactive organic gases; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns.						

As shown in Table 4.2-5, this hypothetical project would not exceed applicable thresholds.

Hypothetical Project #2

Hypothetical project #2 includes a 5-acre mixed-use development consisting of the demolition of a 20,000-square-foot structure and the construction of 300 multi-family residential units and 10,000 square feet of retail uses. Detailed analysis and modeling results are included as Appendix C of the Mission Valley CPU Final Program EIR and are hereby incorporated by reference. Air emissions for this hypothetical scenario were calculated using CalEEMod version 2016.3.2 (California Air Pollution Control Officers [CAPCOA] 2017).

A summary of the emissions associated with construction of this hypothetical project is shown in Table 4.2-6, which shows the anticipated construction emissions compared to the project-level significance thresholds.

Table 4.2-6 Hypothetical Project #2 Daily Construction Emissions						
	Pollutant (pounds per day)					
Construction Phase	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition	4	40	23	0	3	2
Site Preparation	5	48	23	0	21	12
Grading	3	31	17	0	8	5
Building Construction	4	29	26	0	4	2
Paving	2	15	15	0	1	1
Architectural Coating	38	2	3	0	0	0
Maximum Daily Emissions	**38**	**48**	**26**	**0**	**21**	**12**
Significance Threshold	*137*	*250*	*550*	*250*	*100*	*67*
SOURCE: RECON Environmental 2019. ROG = reactive organic gases; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns.						

As shown in Table 4.2-6, this hypothetical mixed-use project would not result in air emissions that would exceed the applicable thresholds.

While individually, both hypothetical projects would result in emissions less than the significance thresholds, if several of these types of projects were to occur simultaneously within the same project area, implementation of the development anticipated under the proposed project could exceed the significance thresholds. Similarly, incentives offered under the Housing Program could increase the height and floor area ratio (FAR) of development, and could result in daily construction emissions which exceed those modeled under both the hypothetical projects discussed above. All projects would be required to adhere to all existing regulations during construction to protect air quality including SDAPCD rules and regulations, and existing State and City regulations which include, but are not limited to:

- The California Airborne Toxics Control Measure (Title 13, Section 2485 of the California Code of Regulations [CCR]), which requires that construction contractors shall minimize equipment idling times either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes; and

- The City's Grading Permit Procedures (SDMC Chapter 12, Article 9, Division 6), which requires that all grading meeting specified criteria, including all projects with proposed blasting, shall comply with the City's Municipal Code Grading Permit Procedures and all blasting shall be completed by a person, persons, firm or corporation that has obtained, from the Fire Chief of the City, a permit as required under California Health and Safety Code (H&SC), Section 12101.

- Compliance with applicable SDAPCD Rules (refer to Section 4.2.2.3b of this PEIR).

As the exact number and timing of individual development projects and infrastructure improvements that could occur as a result of implementation of the proposed project are unknown at this time, it is possible that multiple projects could be constructed simultaneously and future development could exceed emissions thresholds. Therefore, construction-related air quality impacts resulting from the Housing Program and Mobility Choices Program would be significant.

b. Operational Emissions

Operational emissions are long term and include mobile and area sources. The Mobility Choices Program would not be directly associated with operational emissions as the program would result in the installation of transportation infrastructure and amenities that would facilitate active transportation modes and are anticipated to support a decrease in vehicular mode share. However, the Mobility Choices Program would also incentivize housing development within ~~within TPAs and~~ Mobility Zones 1, 2, and 3~~2~~ which could indirectly contribute to operational emissions.

Sources of operational emissions associated with future projects developed under the proposed project include:

- Traffic generated by the project; and
- Area source emissions from the use of natural gas, landscaping equipment, fireplaces, and consumer products.

Emissions of ROG, CO, NO_X, and SO_2 are primarily emitted from the combustion of fossil fuels, such as gasoline or diesel, associated with motor vehicle usage and transportation. Ozone is a secondary criterion air pollutant, which is formed when ROGs and NO_X undergo photochemical reactions in sunlight. Particulate emissions have several sources, including industrial, agricultural, construction, and transportation activities. Actual emissions would vary depending on future projects and regulations.

As discussed in Chapter 4.0, the proposed project could result in a redistribution of the density that was evaluated within recent CPU EIRs. Density would likely shift to focus more within TPAs (for the Housing Program) and Mobility Zones 1, 2, and 3~~2~~ (for the Mobility Choices Program), but is not anticipated to exceed overall CPU densities that were evaluated in the respective CPU EIRs. However, in Housing Program eligible project areas within communities that have not undergone a recent comprehensive CPU, it is possible that the Housing Program could result in densities that exceed those anticipated by those respective community plans.

For development within communities with recently updated CPUs, the proposed project is not anticipated to result in additional density beyond that analyzed within the existing community plans. Recent CPU EIRs have based the analysis of future operational emissions on a comparison of pollutant emissions that would result from buildout of the adopted plans compared to the emissions that would result from buildout of the proposed updated plans. The following are examples of recent CPU EIRs that evaluated the potential operational emissions impacts associated with build-out of the respective CPU and found impacts to be significant and unavoidable:

- North Park CPU Final EIR (FEIR)
- San Ysidro CPU FEIR
- Mission Valley CPU FEIR

The following CPU EIRs found operational impacts associated with buildout of the respective CPU would be less than significant.

- Golden Hill CPU FEIR
- Uptown CPU FEIR

In reviewing recent comprehensive CPU FEIR analysis related to operational emissions, generally, where CPUs would result in additional density beyond the prior plan, operational emission impacts were found to be significant and unavoidable. Where densities proposed were the same as or below the existing plan buildout densities, impacts were found to be less than significant.

For purposes of analyzing potential operational emissions, it is assumed that development under the Housing Program could exceed emissions levels compared to existing plans as the Housing

Program could increase multi-family residential densities within the Housing Program project areas. While the Mobility Choices Program would incentivize development, it would not authorize any increase in residential densities beyond existing allowances.

The primary source of operational emissions resulting from residential development is vehicle emissions. While the proposed project could increase multi-family residential densities within Housing Program project areas; the redistribution of density to focus within TPAs would provide a more efficient land use pattern that will support a reduction in vehicle miles traveled (VMT) and associated operational air emissions. Additionally, high density residential development generally would result in less area source emissions associated with fireplaces and landscape equipment.

However, the proposed project spans multiple community planning areas, including areas without recently adopted community plans. As the Housing Program could increase operational emissions within communities without recently adopted CPUs and would redistribute density within communities with recently adopted CPUs, it is possible that operational air emissions could be in excess of what was evaluated in the community plan EIRs completed for all of the project areas. Thus, at this programmatic level of review, and without project-specific development plans, operational emissions impacts resulting from development under the Housing Program would be significant.

Issue 3: Sensitive Receptors

Would the proposed project expose sensitive receptors to substantial pollutant concentrations?

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive receptors include children, the elderly, and the acutely and chronically ill, especially those with cardiorespiratory diseases. Sensitive land uses include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. This section discusses the potential effects associated with placing sensitive land uses in the vicinity of existing sources of air pollution and discloses the maximum potential health risks (residential and worker) within the project areas due to these sources.

a. Localized Carbon Monoxide Hot Spots Impacts

Localized CO concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. Under specific meteorological conditions, CO concentrations may reach unhealthy levels with respect to local sensitive land uses.

The SDAB is a CO maintenance area under the federal CAA. This means that SDAB was previously a nonattainment area and is currently implementing a 10-year plan for continuing to meet and maintain air quality standards. According to the California Department of Transportation's (Caltrans') Project-Level Carbon Monoxide Protocol (CO Protocol), in maintenance areas, only projects that are likely to worsen air quality necessitate further analysis. The CO Protocol indicates projects may worsen air quality if they worsen traffic flow, defined as increasing average delay at signalized intersections operating at level of service (LOS) E or F or causing an intersection that would operate at LOS D or better without the project to operate at LOS E or F. Accordingly, the CO Protocol

recommends detailed air quality dispersion modeling for projects that may worsen traffic flow at any signalized intersections operating at LOS E or F.

Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, more recent screening procedures based on more current methodologies have been developed. The Sacramento Metropolitan Air Quality Management District (SMAQMD) developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. Additionally, Sacramento and San Diego have the same federal and state CO attainment designations, and therefore experience similar CO concentrations; thus, these screening volumes are appropriate for evaluating CO impacts in the SDAB. This screening volume has also been utilized by the South Coast Air Quality Management District (SCAQMD), which also has the same CO designation.

Recent CPU EIRs (see Chapter 4.0) have included analysis of intersection volumes to determine the potential for a CO hot spot occurrence with buildout of the proposed CPUs. For example, the Mission Valley CPU Program EIR evaluated peak hour turning volumes for intersections within the study area and compared those to the SMAQMD screening threshold of 31,600 vehicles per hour. The intersection with the greatest peak hour volume was identified as the I-15 northbound ramps at Friars Road with a PM peak hour volume of 7,580 vehicles, which is less than one-quarter of the 31,600 vehicles per hour screening threshold. Additionally, the Uptown CPU Program EIR included a CO hot spot analysis for the three worst intersections using the air emission dispersion model, CALINE4, to calculate CO concentrations at each intersection using traffic volumes from the Uptown CPU traffic analysis and emission factors from EMFAC2014. The maximum 1-hour concentration was identified as 5.1 ppm and the 8-hour concentration was identified as 3.6 ppm, both of which are below the federal and state 1-hour and 8-hour standards (1-hour federal and state standard = 9 ppm; 8-hour federal/state standard = 20/34 ppm). Thus, increases of CO due to the Uptown CPU were well below the 1-hour and 8-hour federal and state standards and impacts were found to be less than significant.

As the Housing Program would allow for increased height and square footage, and thus increased density, within TPAs for multi-family residential projects that meet all of the requirements of the ordinance, these projects could increase intersection volumes beyond what was evaluated in recent CPUs. While it is not reasonably foreseeable that the potential increase in intersection volumes could exceed the 31,600 vehicle-screening threshold based on the fact that projected volumes from the recent CPU EIRs have not exceeded the threshold, other communities, including communities within the project areas without a recent CPU, could have intersections with volumes approaching the screening threshold. As the Housing Program would allow for ministerial approval of multi-family residential developments, future projects would not be required to perform dispersion modeling to determine the potential for CO hot spots. It is possible that increased congestion within TPAs resulting from development under the Housing Program could increase volumes and delays at intersections, and could experience 31,600 vehicles per hour or more, resulting in a potentially significant impact related to localized CO hot spots.

Improvements under the Mobility Choices Program would not generate increased volumes at intersections; however, over time mobility improvements favoring non-vehicular transportation could result in additional vehicular delay and housing incentivized by the Mobility Choices Program

would contribute trips to local roadways. The Mobility Choices Program would result in the installation of transportation infrastructure and amenities that are anticipated to support a decrease in vehicular mode share. However, at this program level of analysis, it cannot be determined how the Mobility Choices Program will affect vehicular mode share or roadway/intersection operations. Therefore, localized CO emissions associated with the Mobility Choices Program would be potentially significant.

b. Toxic Air Emissions

Construction

Construction of future projects and associated infrastructure implemented under the proposed project would result in short-term diesel exhaust emissions from the use of on- and off-site heavy-duty equipment. Construction would result in the generation of DPM emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities, and on-road diesel equipment used to bring materials to and from project sites.

While future construction of specific development projects is unknown at this time, generation of DPM from construction projects typically occurs in a single area for a short period. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptors were a year, the exposure would be three percent of the total exposure period used for health risk calculation.

Considering this information, the highly dispersive nature of DPM, required compliance with SDAPCD air quality rules, and the fact that construction activities would occur intermittently and at various locations throughout the project areas, DPM generated by construction is not expected to create conditions where the probability is greater than 10 in 1 million of developing cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic toxic air contaminants that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Additionally, with ongoing implementation of USEPA and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types; the DPM emissions of individual equipment would be substantially reduced over the years as buildout continues. Therefore, impacts related to exposure of sensitive receptors to construction toxic air emissions would be less than significant.

Stationary Sources

Generally, stationary sources that emit toxic air emissions include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. The proposed project would facilitate the development of high density multi-family development with neighborhood-serving infrastructure within TPAs and the development of active transportation infrastructure within ~~TPAs and~~ Mobility Zones 1, 2, ~~and~~ 3~~2~~, and would not facilitate land uses that would serve as a source of stationary air emissions. Therefore, the proposed project would not result in toxic air emissions that could result in public health risks. Impacts related to the exposure of sensitive receptors to stationary source toxic air emissions would be less than significant.

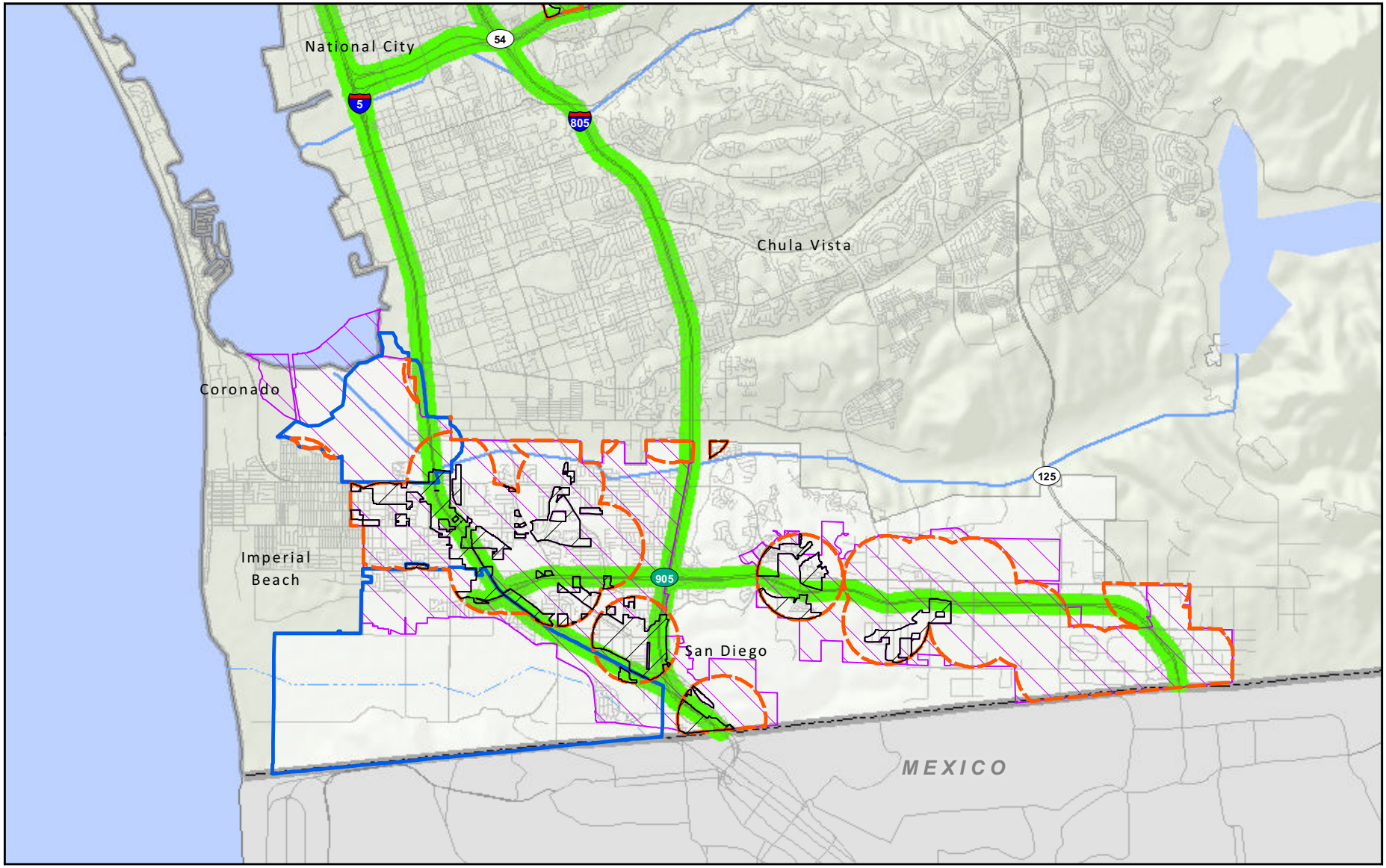
Mobile Sources

In April 2005, CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005). The handbook makes recommendations directed at protecting sensitive land uses from air pollutant emissions while balancing a myriad of other land use issues (e.g., housing, transportation needs, economics, etc.). It notes that the handbook is not regulatory or binding on local agencies and recognizes that application takes a qualitative approach. As reflected in the CARB Handbook, there is currently no adopted standard for the significance of health effects from mobile sources. Therefore, the CARB has provided guidelines for the siting of land uses near heavily traveled roadways. Of pertinence to this study, the CARB guidelines recommend that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided.

However, CARB notes that these recommendations are advisory and should not be interpreted as defined "buffer zones," and that local agencies must balance other considerations such as transportation needs, the benefits of urban infill, community economic development priorities, and other quality-of-life issues. CARB's position is that infill, mixed-use, higher density, transit-oriented development and other concepts that benefit regional air quality can be compatible with protecting the health of individuals at the neighborhood level.

As shown in Figure 4.2-1 (Areas A through D), a number of Interstates (5, 8, 15, 805, and 163) and State Routes (54, 56, 52, 75, 94, and 905) run adjacent to and/or through portions of the project areas. Residential uses under the proposed project could be located within 500 feet of these major freeways. Project areas with recent comprehensive CPUs conducted an evaluation of sensitive receptor exposure to mobile source emissions within their EIRs. These recent EIRs generally identified the potential for sensitive receptors to be exposed to mobile source emissions within 500 feet of a freeway and identified policies that would be implemented to ensure projects are appropriately sited and designed to reduce exposure to mobile source emissions, consistent with the CAPCOA guidance document titled, Health Risk Assessments for Proposed Land Use Projects (CAPCOA 2009). This document provides recommended measures that would help to reduce the exposure of sensitive receptors to concentrations of DPM such as planting vegetation between the receptor and the freeway, constructing barriers between the receptor and the freeway, and installing newer electrostatic filters in adjacent receptor buildings.

Consistent with recent CPU EIRs analyses related to mobility source emissions, the Housing Program would require future projects within 500 feet of a freeway to provide land use buffers such as providing off-street parking and landscaping between freeways and the proposed use, and orienting usable open space areas and balconies away from the freeway. Improvements under the Mobility Choices Program would result in the installation of transportation infrastructure and amenities that are anticipated to support a decrease in vehicular mode share. Consistent with the goals of CARB's handbook, the proposed Housing Program requirements and design guidelines support infill, high-density multi-family residential development, and transit-oriented development that would benefit regional air quality. Given the lack of project-specific information, impacts related to the goals of CARB and exposure of sensitive receptors to substantial pollutant concentrations cannot be determined at this time. Thus, impacts related to the exposure of sensitive receptors to mobile source emissions would be significant.



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Freeway/State Route 500-foot Buffer

0 Miles 1

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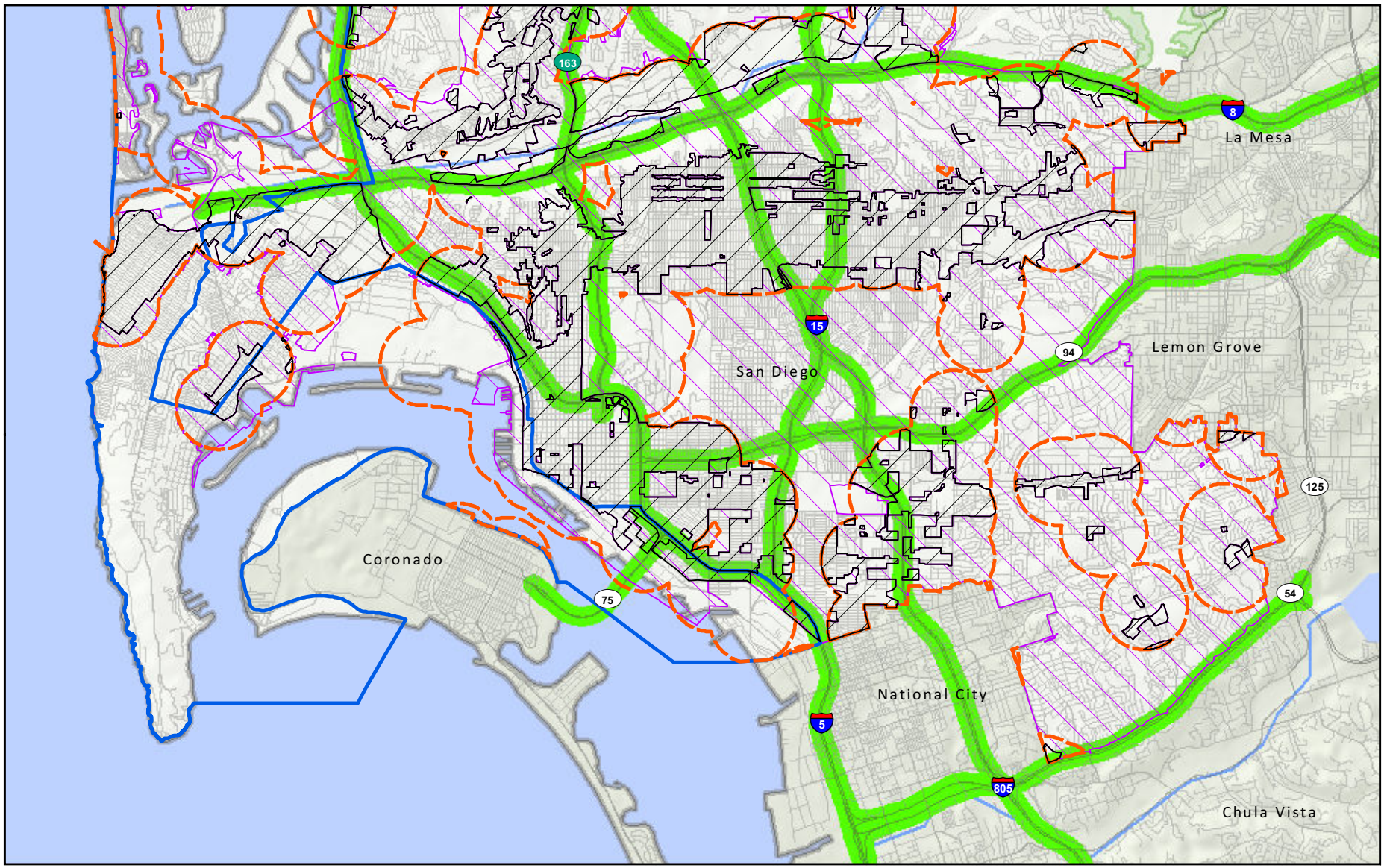
FIGURE 4.2-1 Area A

Project Areas within 500 feet of a Freeway or State Route



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Freeway/State Route 500-foot Buffer

0 Miles 1

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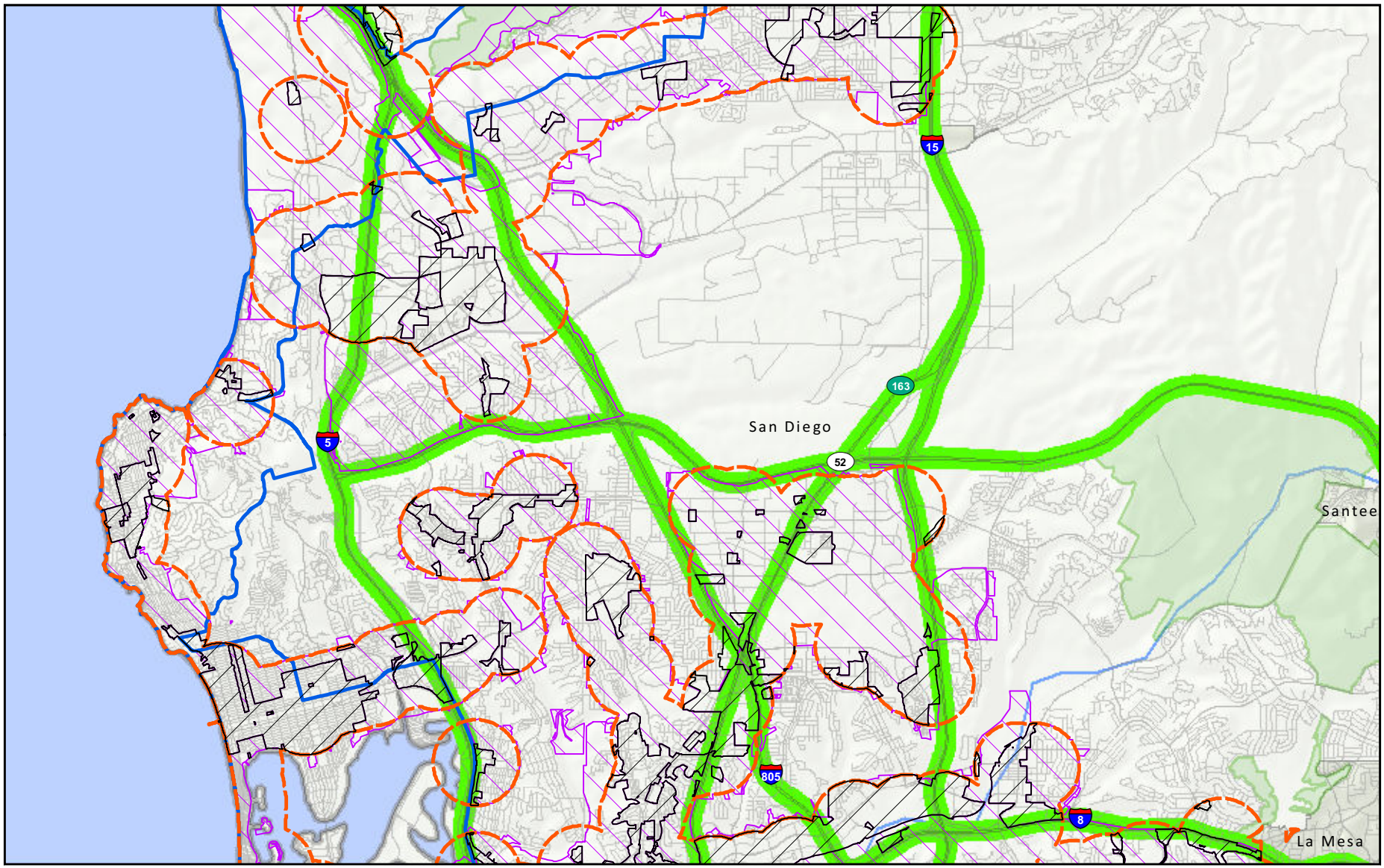
FIGURE 4.2-1 Area B

Project Areas within 500 feet of a Freeway or State Route



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Freeway/State Route 500-foot Buffer

0 Miles 1

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FIGURE 4.2-1 Area C

Project Areas within 500 feet of a Freeway or State Route

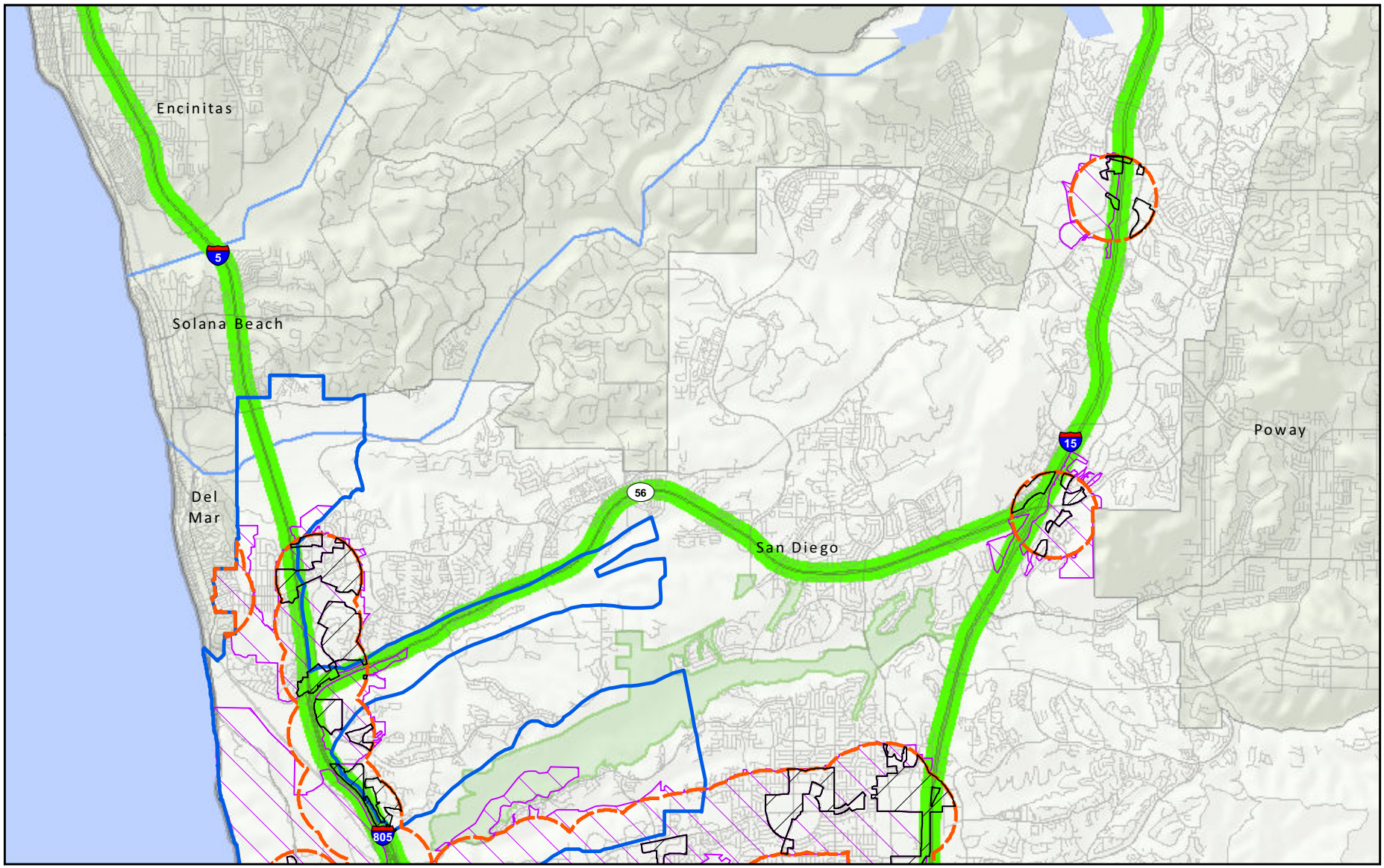

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FIGURE 4.2-1 Area D

Project Areas within 500 feet of a Freeway or State Route

Issue 4: Odors

Would the proposed project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Facilities that generate objectionable odors typically include wastewater treatments plants, landfills, and paint/coating operations (e.g., auto body shops), among others. The proposed ordinances would facilitate the development of high-density multi-family residential development with associated infrastructure improvements within TPAs (for the Housing Program) and Mobility Zones 1 ~~and~~, 2, and 3 (for the Mobility Choices Program) would support the development of active transportation infrastructure within these areas. These uses are not expected to result in objectionable odors. Impacts would be less than significant.

Cumulative Analysis

a. Conflicts with Air Quality Plans

The cumulative study area associated with Issue 1 is the SDAB. The analysis provided under Issue 1 provides a discussion of consistency with the air quality plans for the SDAB (i.e., the RAQS and the SIP), and is a cumulative analysis by nature as it considers consistency of the proposed project with a regional air quality plan that relies on the land use plans of jurisdictions within the entire basin. As discussed under Issue 1, because implementation of the proposed project could result in buildout which would be greater than what was accounted for in the most recent RAQS and SIP, the Housing Program would conflict with implementation of the RAQS and SIP and would have a significant and unavoidable cumulative impact related to conflicts with regional air quality plans.

The Mobility Choices Program would not result in any new residential or commercial densities that would conflict with assumptions in the SIP or RAQS. Thus, impacts associated with the Mobility Choices Program related to conflicts with the air quality plans would be less than significant.

b. Air Quality Standards

Construction

The analysis provided under Issue 2.a is cumulative by nature as it addresses the potential for several projects to be constructed simultaneously within the same project area, which could contribute to a cumulative air quality impact. As discussed under Issue 2.a, the simultaneous construction of projects within the same project area could exceed emission thresholds. While future projects would be required to adhere to existing regulations that limit emissions from equipment and architectural coatings and require best practices on the construction site to reduce air emissions, at this programmatic level of review, without project-specific development plans, cumulative construction impacts would be significant and unavoidable.

Operation

As discussed under Issue 2.b, buildout of multi-family residential projects under the Housing Program could result in emissions higher than what was used in the assumptions used to develop

the RAQS and SIP. The proposed project could result in increased operational emissions within communities without recently adopted CPUs, and could redistribute density within communities with recently adopted CPUs; therefore, it is possible that operational air emissions could be greater than what was evaluated in the community plan environmental analysis completed for all of the project areas. Thus, at this programmatic level of review, without project-specific development plans, cumulative impacts associated with operational emissions under the Housing Program would be significant and unavoidable.

c. Sensitive Receptors

Localized Carbon Monoxide Hot Spots Impacts

As discussed under Issue 3.a, implementation of the proposed project has the potential to result in CO hot spots throughout the project areas. Since CO hot spots are a localized phenomenon, development under the proposed project would not result in a cumulatively significant contribution to any existing CO hot spot impact. Cumulative impacts would be less than significant.

Toxic Air Emissions

Construction

As discussed under Issue 3.b, considering the highly dispersive nature of DPM and the fact that construction activities would occur intermittently and at various locations throughout the project areas, in addition to required compliance with SDAPCD air quality rules, the proposed project is not anticipated to expose sensitive receptors to substantial DPM or other toxic contaminant concentrations that could increase cancer risk. The proposed project would not result in a cumulatively considerable contribution to a construction-related health risk impact. Cumulative impacts would be less than significant.

Stationary Sources

Also discussed under Issue 3.b, the proposed project would facilitate the future construction of multi-family residential development with neighborhood-serving infrastructure and the development of active transportation infrastructure throughout the project areas. As these uses would not result in toxic air emissions, the proposed project would not result in a cumulatively considerable contribution to a stationary source-related health risk impact. Cumulative impacts would be less than significant.

Mobile Sources

As discussed under Issue 3.b, the proposed project could result in a significant impact related to exposure of sensitive receptors to mobile source emissions. However, these impacts are localized and would pertain to potential exposure to contaminants at a specific location. Therefore, future projects would not result in a cumulatively considerable contribution to mobile source air emissions and associated health impacts. Cumulative impacts would be less than significant.

4.2.5 Significance of Impacts

Significant air quality impacts would occur for the following issues: Issue 1 - Conflicts with Air Quality Plans (direct and cumulative), Issue 2 – Air Quality Standards (direct and cumulative, construction and operation), and Issue 3 – Sensitive Receptors (carbon monoxide hot spots and toxic air emissions, direct).

Approval of the proposed project would not specifically permit the construction of an individual project, as no specific developments are currently proposed. No additional feasible mitigation measures beyond what is included in the proposed project are available to address the significant impacts identified above.

4.2.6 Conclusion

Impacts related to air quality would be significant and unavoidable as discussed above. In addition to the existing regulations identified in this section that would be applicable to future development that could result under the proposed project, the proposed project includes additional regulations to address potential impacts associated with the exposure of sensitive receptors to mobile source emissions. Under the Housing Program, development on a premise within 500 feet of a freeway would be required to utilize land use buffers such as off-street parking and landscaping between the development and the freeway. In addition, outdoor areas such as balconies, patios, parks, and plazas that are occupied by residents, customers or members of the public will be required to be oriented away from the freeway.

No additional feasible mitigation measures beyond what is included in the proposed project have been identified. Future projects would be required to adhere to the proposed ordinances and existing City, state, and SDAPCD regulations, to reduce potentially significant impacts. However, at this programmatic level of review, without details of future project plans, all significant impacts would remain significant and unavoidable.

4.3 Biological Resources

This section analyzes potentially significant impacts related to biological resources that could result from implementation of Complete Communities: Housing Solutions and Mobility Choices (proposed project). Within the PEIR, Complete Communities: Housing Solutions is referred to as the "Housing Program" while Complete Communities: Mobility Choices is referred to as the "Mobility Choices Program." This analysis relies on secondary source information, existing biological resources databases and literature, and vegetation data available from the SANGIS Regional Geographic Information Systems (GIS) Data Warehouse.

4.3.1 Existing Conditions

4.3.1.1 Vegetation Communities

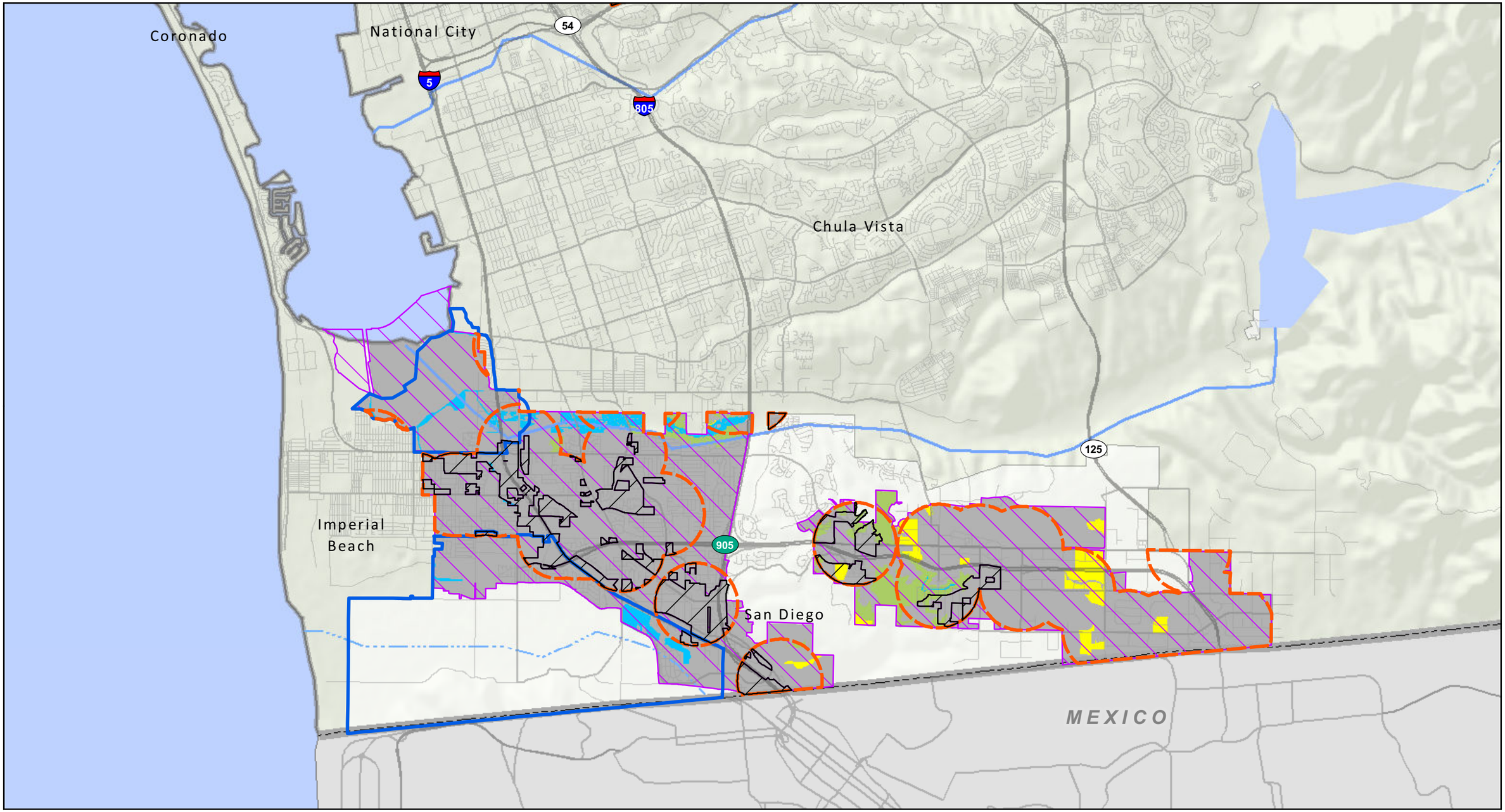
Vegetation communities/land cover types occurring within the proposed project areas are shown in Figure 4.3-1 (Areas A through D). Table 4.3-1 lists acreages per vegetation community/land cover type. A general description of each vegetation community and land cover type present within the proposed project areas is provided below.

Table 4.3-1
Vegetation Communities and Land Cover Types within the Project Areas

Vegetation Community/Land Cover Type	Acreage
Disturbed and Urban/Developed Lands (Non-Native Vegetation, Developed Areas, or Unvegetated Habitat)	72,923
Grasslands, Vernal Pools, Meadows, and Other Herb Communities	1,923
Riparian and Wetlands	1,407
Upland Habitats (Scrub and Chaparral)	6,818
TOTAL	**83,217**

NOTE: Numbers are approximate. Totals do not add due to rounding.
SOURCE: SANGIS GIS Data Warehouse 2019.

The proposed project areas contain the following sensitive vegetation communities: grasslands, vernal pools, meadows, and other herb communities; riparian and wetlands; and upland habitats. The location of sensitive vegetation communities are shown on Figure 4.3-1 and are described below.



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Vegetation Community/Landcover Type

Non-Native Vegetation, Developed Areas, or Unvegetated Habitat

Grasslands, Vernal Pools, Meadows, and Other Herb Communities

Riparian and Wetlands

Upland Habitats

0 Miles 1

FIGURE 4.3-1 Area A
Vegetation Communities

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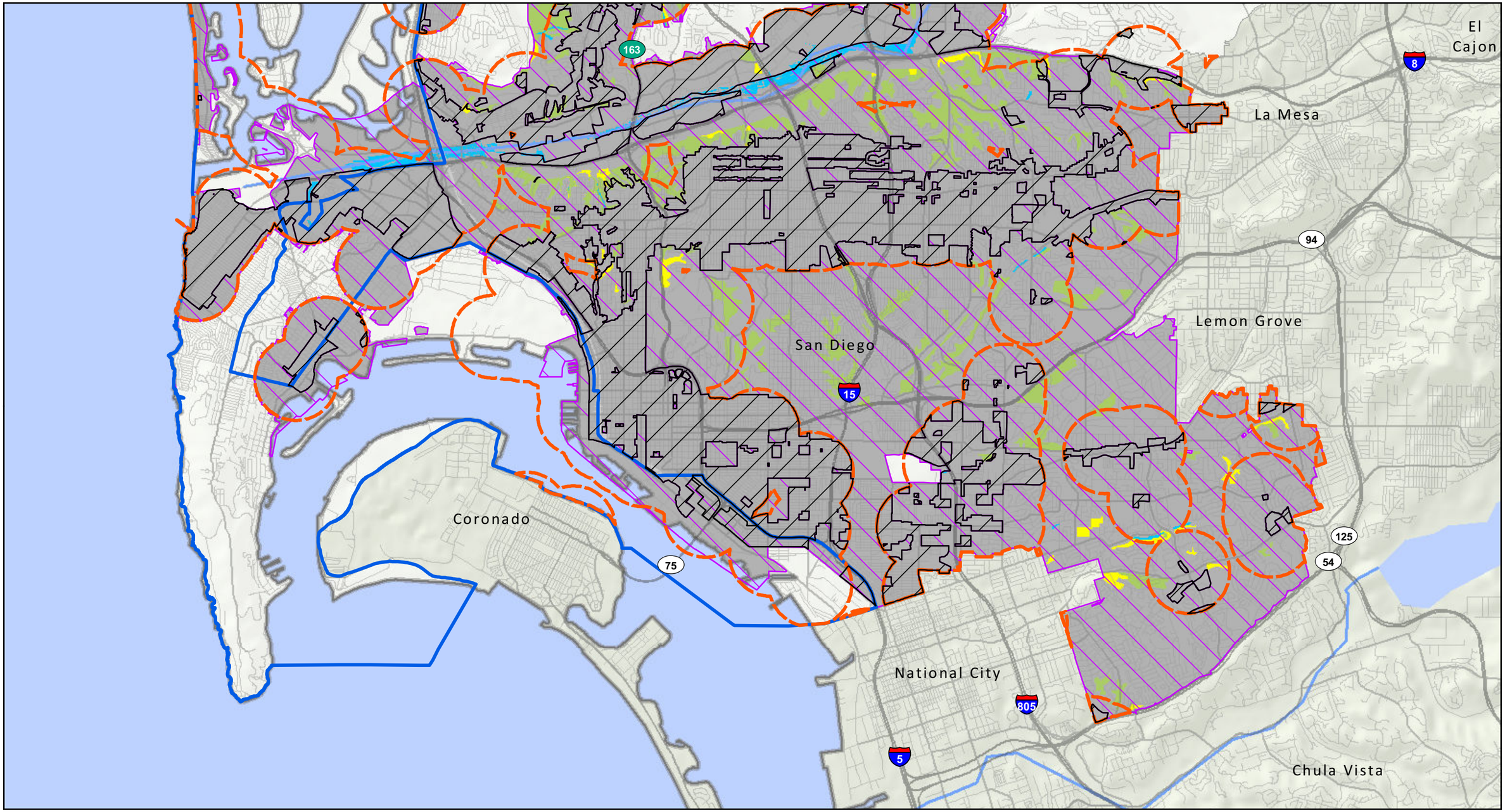

Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Vegetation Community/Landcover Type

Non-Native Vegetation, Developed Areas, or Unvegetated Habitat

Grasslands, Vernal Pools, Meadows, and Other Herb Communities

Riparian and Wetlands

Upland Habitats

0 Miles 1

FIGURE 4.3-1 Area B
Vegetation Communities

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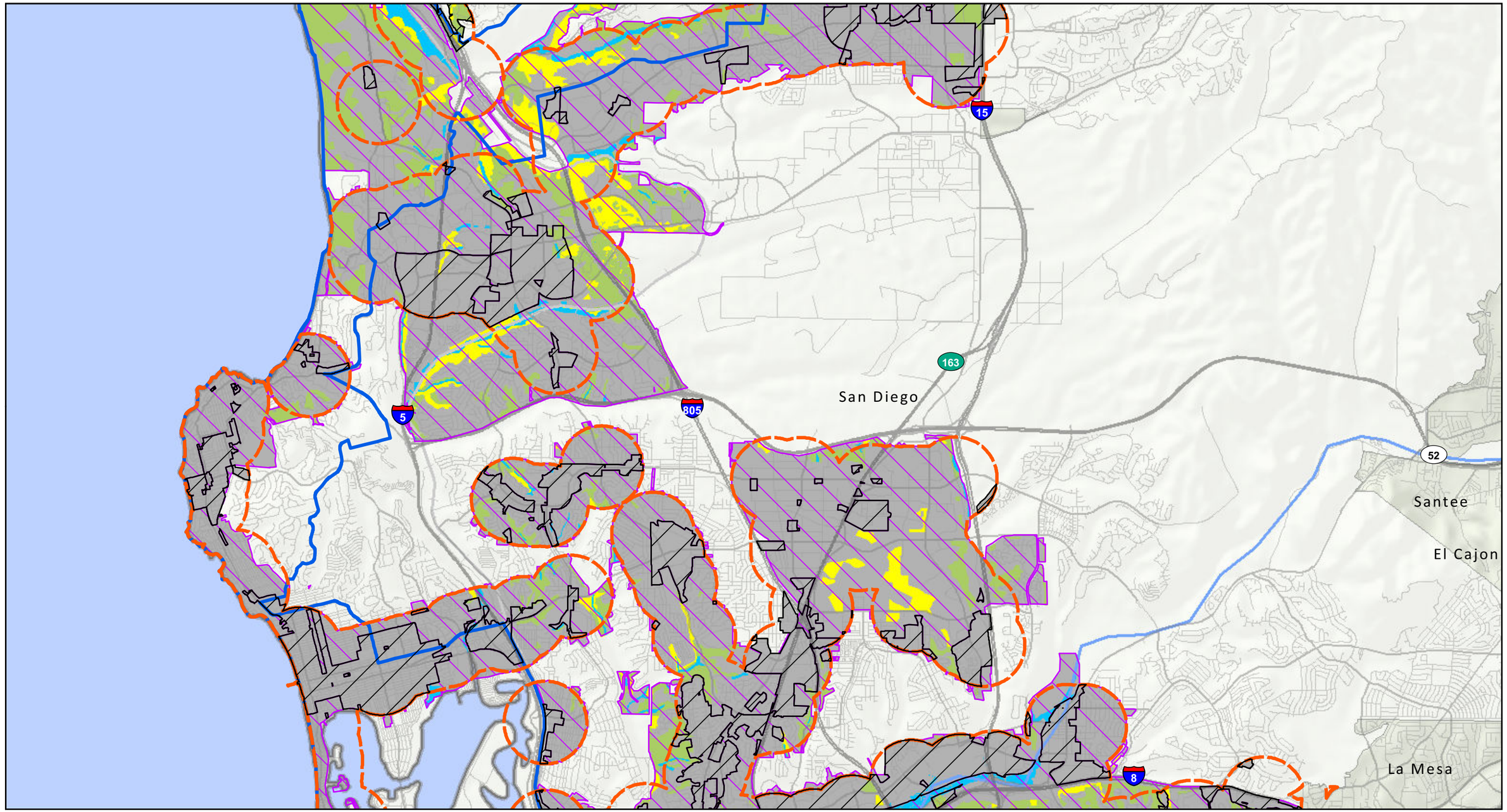

Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Vegetation Community/Landcover Type

Non-Native Vegetation, Developed Areas, or Unvegetated Habitat

Grasslands, Vernal Pools, Meadows, and Other Herb Communities

Riparian and Wetlands

Upland Habitats

0 Miles 1

FIGURE 4.3-1 Area C
Vegetation Communities

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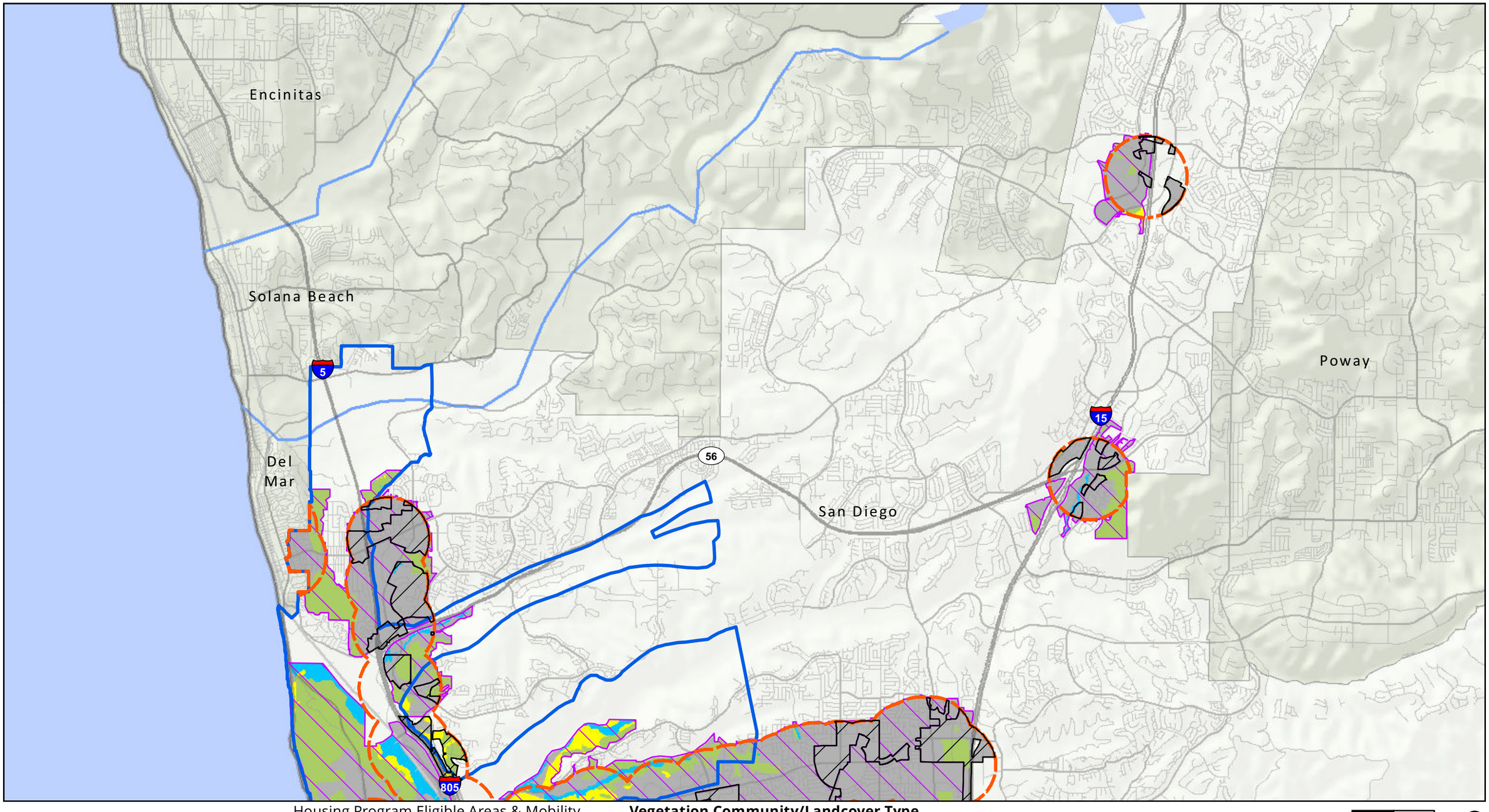

Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Vegetation Community/Landcover Type

Non-Native Vegetation, Developed Areas, or Unvegetated Habitat

Grasslands, Vernal Pools, Meadows, and Other Herb Communities

Riparian and Wetlands

Upland Habitats

0 Miles 1

FIGURE 4.3-1 Area D
Vegetation Communities

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a. Disturbed and Urban/Developed Lands

Approximately 88 percent of the proposed project areas are located within disturbed and urban/developed lands.

Disturbed Habitat

Disturbed habitat is classified as a Tier IV habitat by the City of San Diego's (City's) Biology Guidelines (2018) and is composed of areas that have been previously disturbed and no longer function as a native or naturalized vegetation community. Vegetation, if present, is dominated by opportunistic non-native species. Disturbed habitat can also include previously graded lands such as firebreaks, off-road vehicle trails, and construction staging sites.

Urban/Developed

Urban/developed areas are considered Tier IV habitats by the City's Biology Guidelines (2018) and have been constructed upon or otherwise physically altered to an extent that native vegetation is no longer supported. Developed land is characterized by permanent or semi-permanent structures, pavement or hardscape, and landscaped areas that often require irrigation. This includes buildings, roads, parking lots, and landscaping of non-native vegetation.

b. Upland Habitats (Scrub and Chaparral)

Sensitive vegetation communities are those considered rare within the region or sensitive by the California Department of Fish and Wildlife (CDFW) and/or the City. These communities, in any form (e.g., including disturbed), are considered sensitive because they have been historically depleted, are naturally uncommon, or support sensitive species.

Within the City's Biology Guidelines (2018), upland vegetation communities are divided into four tiers of sensitivity (the first includes the most sensitive, the fourth the least sensitive) based on rarity and ecological importance. Tier I includes rare uplands. Tier II includes uncommon uplands. Tiers IIIA and IIIB include common uplands. Tier IV includes other uplands. Wetland communities are not assigned a tier.

Diegan Coastal Sage Scrub

Diegan coastal sage scrub (DCSS) is a vegetation community considered sensitive by federal and state resource agencies, and Tier II by the City's Biology Guidelines (2018). DCSS is the southern form of coastal sage scrub and is a plant community consisting of low-growing, aromatic, drought-deciduous soft-woody shrubs that have an average height of approximately 3 or 4 feet. The 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 community can act as a successional phase of chaparral development. DCSS intergrades at higher elevations with several types of chaparrals, or in drier more inland areas with Riversidean sage scrub. DCSS is found in coastal areas from Los Angeles County south into Baja California, Mexico.

Chaparral

Chaparral is considered a Tier IIIA species by the City's Biology Guidelines (2018). Chaparral is a plant community typically dominated by broad-leaved sclerophyllous shrubs or small trees, and characteristically occupies protected north-facing canyon slopes or ravines where more mesic conditions are present. Dominant shrubs in this community are typically 5 to 10 feet tall and may include lemonade berry (*Rhus integrifolia*), toyon (*Heteromeles arbutifolia*), laurel sumac (*Malosma laurina*), and ceanothus (*Ceanothus* spp.). 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. Chaparral typically is found in the coastal foothills of San Diego County and Northern Baja California, usually at elevations below 3,000 feet (Oberbauer et al. 2008).

b. Riparian and Wetland Habitat

Wetland vegetation communities are dominated by plant species adapted to soils that have periods of prolonged saturation. Wetland vegetation communities are considered sensitive and are regulated by the U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS), CDFW, Regional Water Quality Control Board (RWQCB), and the City. As shown in Table 4.3-1, approximately 1,407 acres of riparian and wetland habitats are located within the project areas. Site-specific verification of wetland and water resources would be required to confirm and verify resources present. A description of typical wetland habitats that may be present within the project areas is provided below.

Freshwater Marsh

Freshwater marsh communities are comprised of perennial emergent monocots typically forming a closed canopy. This habitat occurs in open bodies of fresh water with little current flow, such as ponds, and to a lesser extent around seeps and springs. Freshwater marshes occur in areas of permanent inundation by freshwater without active stream flow. Freshwater marsh communities, as with all wetland habitats, have been greatly reduced throughout their entire range and continue to decline as a result of urbanization. They are considered sensitive by state and federal resource agencies.

Open Water

Open water generally consists of non-vegetated channels, floodways, and unvegetated freshwater habitat.

Riparian Woodland

Southern riparian forest is a moderately dense riparian woodland community that contains a majority of small trees and shrubs with a sparse density of tall, riparian trees. This community occurs in larger river and tributary systems in southern California. It has been observed throughout San Diego County and is characterized by western sycamore (*Platanus racemosa*), cottonwoods (*Populus* spp.), and various willows (*Salix* spp.). This community tends to develop in stream systems with moderate amounts of scour events.

Riparian Scrub

Riparian scrub is a moderately dense riparian habitat that contains a majority of small trees, lacking taller riparian trees (Oberbauer et al. 2008). This community occurs in larger river and tributary systems in southern California. It is characterized by mule fat (*Baccharis salicifolia*), Goodding's black willow (*Salix gooddingii*), and red willow (*Salix lasiandra*). This community tends to develop in major river systems with moderate amounts of scour events.

Disturbed Riparian Scrub

Within disturbed riparian scrub, willow species may be absent and mule fat is present in smaller amounts. Non-native species, including ngaio tree (*Myoporum laetum*), saltcedar (*Tamarix ramosissima*), and giant reed (*Arundo donax*) dominate this vegetation community.

4.3.1.2 Sensitive Plant Species

Sensitive plant species are those that are considered by the federal government, state, or California Native Plant Society (CNPS) as rare, threatened, or endangered; Multiple Species Conservation Program (MSCP) Covered Species; or MSCP narrow endemic species. More specifically, if a species is designated with any of the following statuses (a through c below), it is considered sensitive per the San Diego Municipal Code (SDMC; Chapter 11, Article 3, Division 1):

(a) A species or subspecies is listed as rare, endangered, or threatened under Section 670.2 or 670.5, Title 14, California Code of Regulations (CCR); or the federal Endangered Species Act (ESA), Title 50, Code of Federal Regulations (CFR), Section 17.11 or 17.12; or candidate species under the CCR;

(b) A species is a narrow endemic species as listed in the Biology Guidelines in the Land Development Manual (LDM) (City of San Diego 2018); and/or

(c) A species is an MSCP Covered Species as listed in the Biology Guidelines in the LDM (City of San Diego 2018).

A plant species may also be considered sensitive if it is included in the CNPS Inventory of Rare and Endangered Plants (CNPS 2018).

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

4.3.1.3 Sensitive Wildlife Species

Sensitive wildlife species are those that are considered federal or state threatened or endangered; MSCP Covered Species; or MSCP narrow endemic species. More specifically, if a species is

designated with any of the following statuses (a through c below), it is considered sensitive per the SDMC (Chapter 11, Article 3, Division 1):

(a) A species or subspecies is listed as endangered or threatened under Section 670.2 or 670.5, Title 14, CCR; or the federal ESA, Title 50, CFR, Section 17.11 or 17.12; or candidate species under the CCR;

(b) A species is a narrow endemic species as listed in the Biology Guidelines in the LDM (City of San Diego 2018); and/or

(c) A species is an MSCP Covered Species as listed in the Biology Guidelines in the LDM (City of San Diego 2018).

A species may also be considered sensitive if it is included on the CDFW's special animals list as a candidate for federal or state listing, state species of special concern, state watch list species, state fully protected species, or federal bird of conservation concern. Generally, the principal reason an individual taxon (species or subspecies) is considered sensitive is the documented or perceived decline or limitations of its population size or geographical extent and/or distribution, resulting in most cases from habitat loss. Additionally, avian nesting is protected by the California Fish and Game Code Section 3503.

4.3.1.4 Wildlife Movement

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 and resource and conservation agencies.

4.3.2 Regulatory Setting

4.3.2.1 Federal Regulations

a. Endangered Species Act

The federal ESA, as amended (16 United States Code [USC] 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 with the USFWS and/or the National Marine Fisheries Service to ensure adequate protection of listed species that may be affected by the project.

b. Clean Water Act

The federal Water Pollution Control Act (also known as the Clean Water Act [CWA]) (33 USC 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 CWA is to "restore and maintain the chemical, physical, and biological integrity of the nation's waters." Discharges into waters of the U.S. are regulated under Section 404 of the CWA. Waters of the U.S. 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 (SWRCB) and the nine RWQCBs are responsible for implementing the CWA. Important applicable sections of the CWA 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 (U.S. EPA) 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 U.S. to obtain certification from the state that the discharge will comply with other provisions of the CWA. Certification is provided by the respective RWQCB.

- Section 402 establishes the National Pollutant Discharge Elimination System (NPDES), a permitting system for the discharge of any pollutant (except for dredge or fill material) into waters of the U.S. The NPDES program is administered by the RWQCB. 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 USACE. Permits typically include conditions to minimize impacts on water quality. Common conditions include USACE 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 U.S.

c. Migratory Bird Treaty Act

The Migratory Bird Treaty Act (16 USC 703 et seq.), or MBTA, is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The number of bird species covered by the MBTA is extensive and is listed at 50 CFR Section 10.13. The regulatory definition of "migratory bird" is broad and includes any mutation or hybrid of a listed species and

any part, egg, or nest of such birds (50 CFR Section 10.12). The MBTA, which is enforced by 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 take, possession, import, export, transport, sale, purchase, barter, or offering of these activities is prohibited, except under a valid permit or as permitted in the implementing regulations (50 CFR Section 21.11). Pursuant to U.S. Department of the Interior Memorandum M-37050, the MBTA is no longer interpreted to cover incidental take of migratory birds (U.S. Department of the Interior 2017). Therefore, impacts that are incidental to implementation of an otherwise lawful project would not be considered significant.

d. U.S. Army Corps of Engineers

The USACE has primary federal responsibility for administering regulations that concern waters and wetlands. In this regard, the USACE acts under two statutory authorities, the Rivers and Harbors Act (33 USC, Sections 9 and 10), which governs specified activities in navigable waters, and the CWA (Section 404), which governs specified activities in waters of the U.S., 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 U.S. and receive protection under Section 404 of the CWA. The USACE has primary federal responsibility for administering regulations that concern waters and wetlands in the project area under statutory authority of the CWA (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 USACE requires obtaining a permit if a project proposes placing structures within navigable waters and/or alteration of waters of the U.S.

4.3.2.2 State Regulations

a. 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.

b. 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 CDFW (before January 1, 2013, California Department of Fish and Game).

- 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.

- Under Section 3503 of the California Fish and Game Code, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Section 3503.3 of the Code prohibits the take, possession, or destruction of any birds in the orders Falconiformes (raptors) or Strigiformes (owls), or of their nests and eggs (State of California 1991).

c. 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 SWRCB to implement the provisions of the federal CWA. The State of California is divided into nine regions governed by their respective RWQCB. The RWQCBs implement and enforce provisions of the California Water Code and CWA under the oversight of the SWRCB.

4.3.2.3 Local Regulations

a. Multiple Species Conservation Program

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

The City's MSCP Subarea Plan was approved in March 1997. The MSCP Subarea Plan is a plan and process for the issuance of permits under the federal and state ESA 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 signed an Implementing Agreement with USFWS and CDFW. The Implementing Agreement 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.

MSCP Subarea Plan

The City's subarea encompasses 206,124 acres within the MSCP study area. The subarea is characterized by urban land uses with approximately three-quarters either built out or retained as open space/park system. The City's Multi-Habitat Planning Area (MHPA) represents a "hard line" preserve, in which boundaries have been specifically determined. It is considered an urban preserve which is constrained by existing or approved development, and is comprised of linkages connecting several large areas of habitat. The City's MHPA is approximately 56,831 acres and includes

approximately 47,910 acres within City jurisdiction, and additional City-owned lands (8,921 acres) in the unincorporated areas around San Vicente Reservoir, Otay Lakes, and Marron Valley.

Multi-Habitat Planning Area

The MHPA is the area within which the permanent MSCP preserve will be assembled and managed for its biological resources. Input from responsible agencies and other interested participants resulted in adoption of the City's MHPA in 1997. The City's MHPA areas are defined by "hard-line" limits, "with limited development permitted based on the development area allowance of the OR-1-2 zone [open space residential zone]." Portions of the MHPA in and around the project areas are shown on Figure 4.3-2 (Areas A through D).

Private land wholly within the MHPA is allowed up to 25 percent development in the least sensitive portion of the site 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 Subarea Plan. All MHPA boundary line adjustments require approval by the USFWS, CDFW, and the City.

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

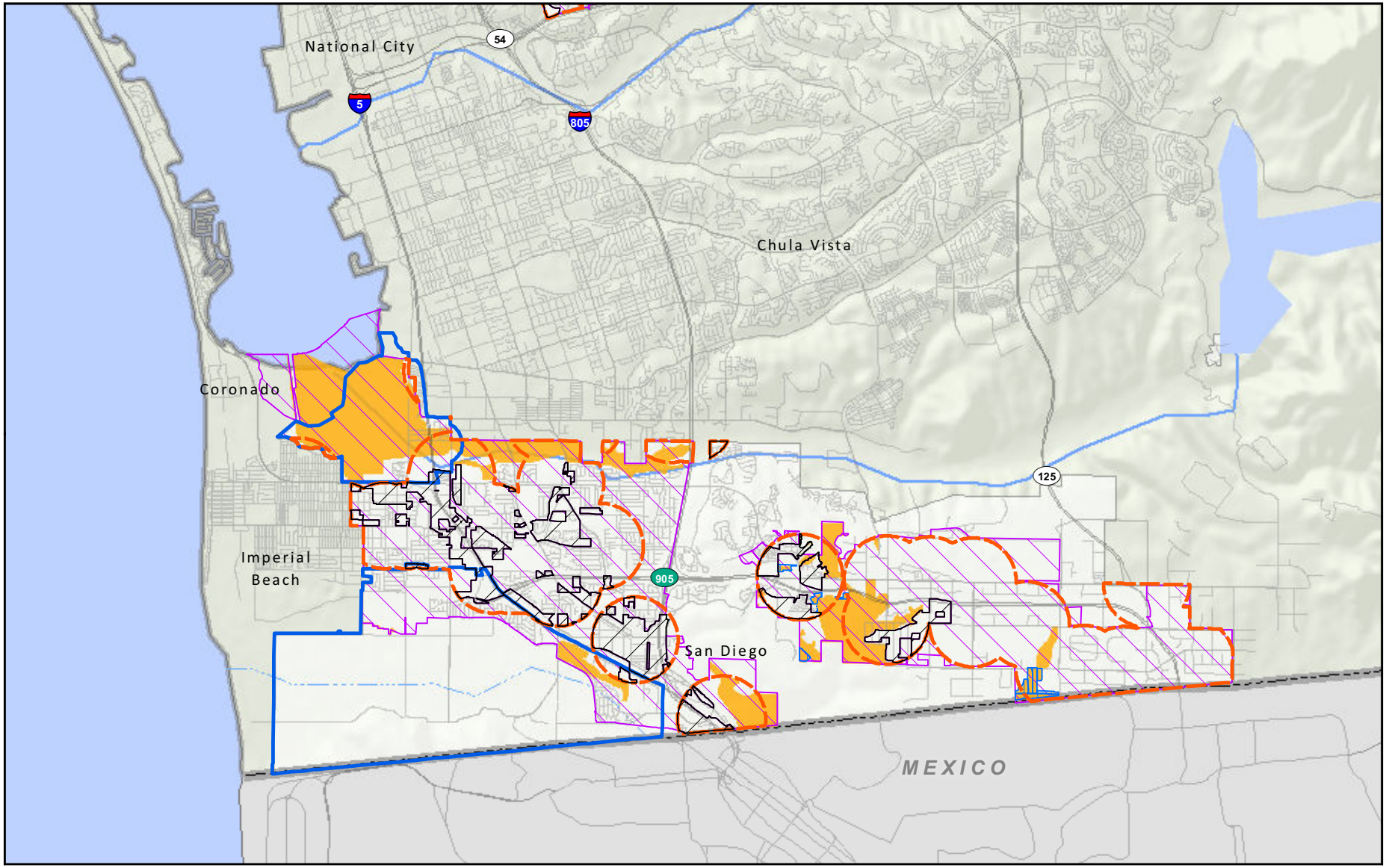
The MSCP Section 1.5 Framework Management Plan includes management priorities to be undertaken by the City as part of its MSCP implementation requirements. Those actions identified as Priority 1 are required to be implemented by the City as a condition of the MSCP Take Authorization to ensure that covered species are adequately protected. The actions identified as Priority 2 may be undertaken by the City as resources permit.

MHPA Land Use Adjacency Guidelines

MSCP Section 1.4.3 was developed to ensure the ecological integrity of the MHPA by limiting indirect impacts to the MHPA. The MHPA Land Use Adjacency Guidelines are incorporated into applicable permit conditions 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, as follows:

Lighting

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



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

City of San Diego Multi-Habitat Planning Area (MHPA)

Vernal Pool Habitat Conservation Plan Preserve Areas

0 Miles 1

FIGURE 4.3-2 Area A
Multi-Habitat Planning Area (MHPA)

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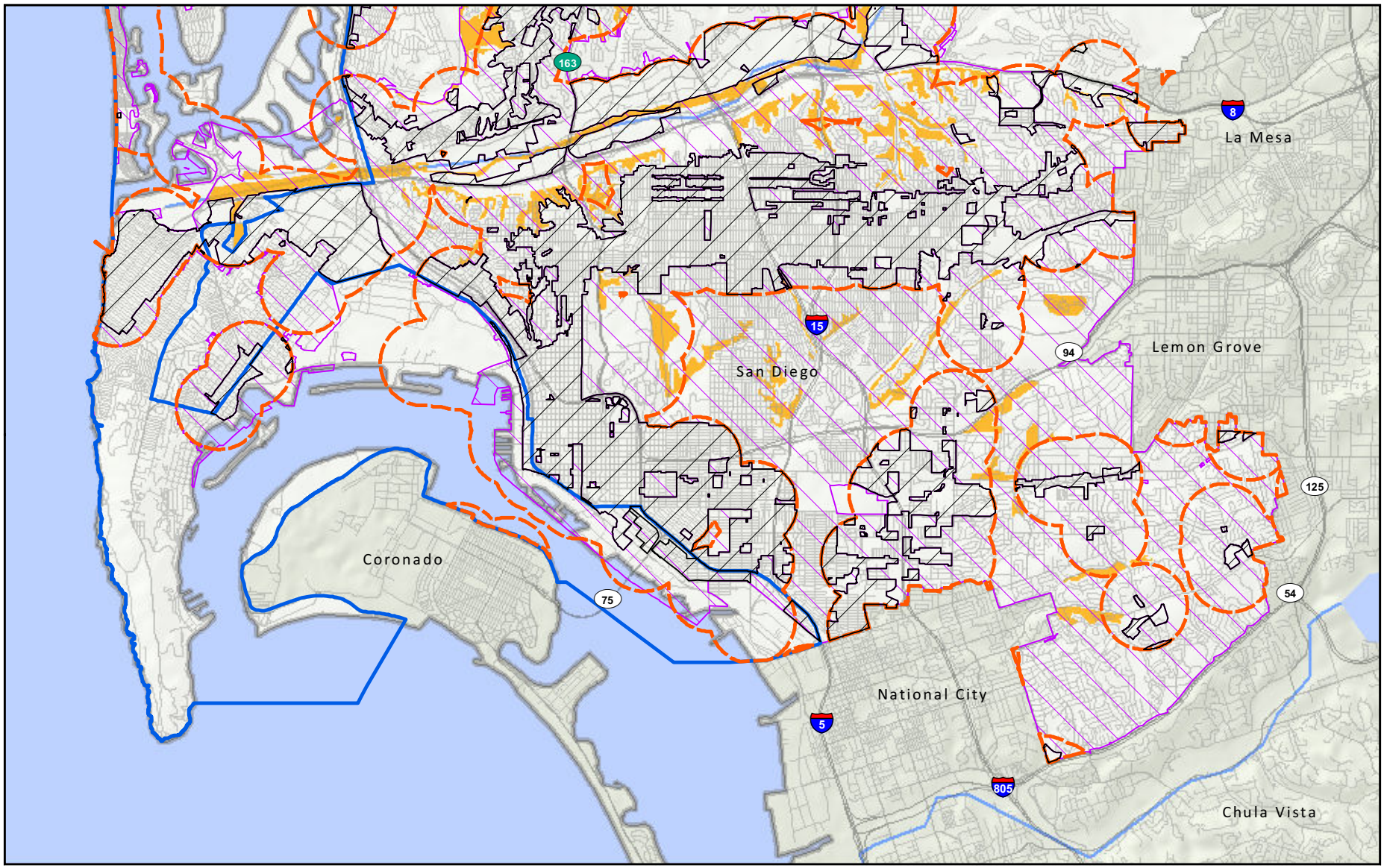

Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

City of San Diego Multi-Habitat Planning Area (MHPA)

Vernal Pool Habitat Conservation Plan Preserve Areas

0 Miles 1

FIGURE 4.3-2 Area B
Multi-Habitat Planning Area (MHPA)

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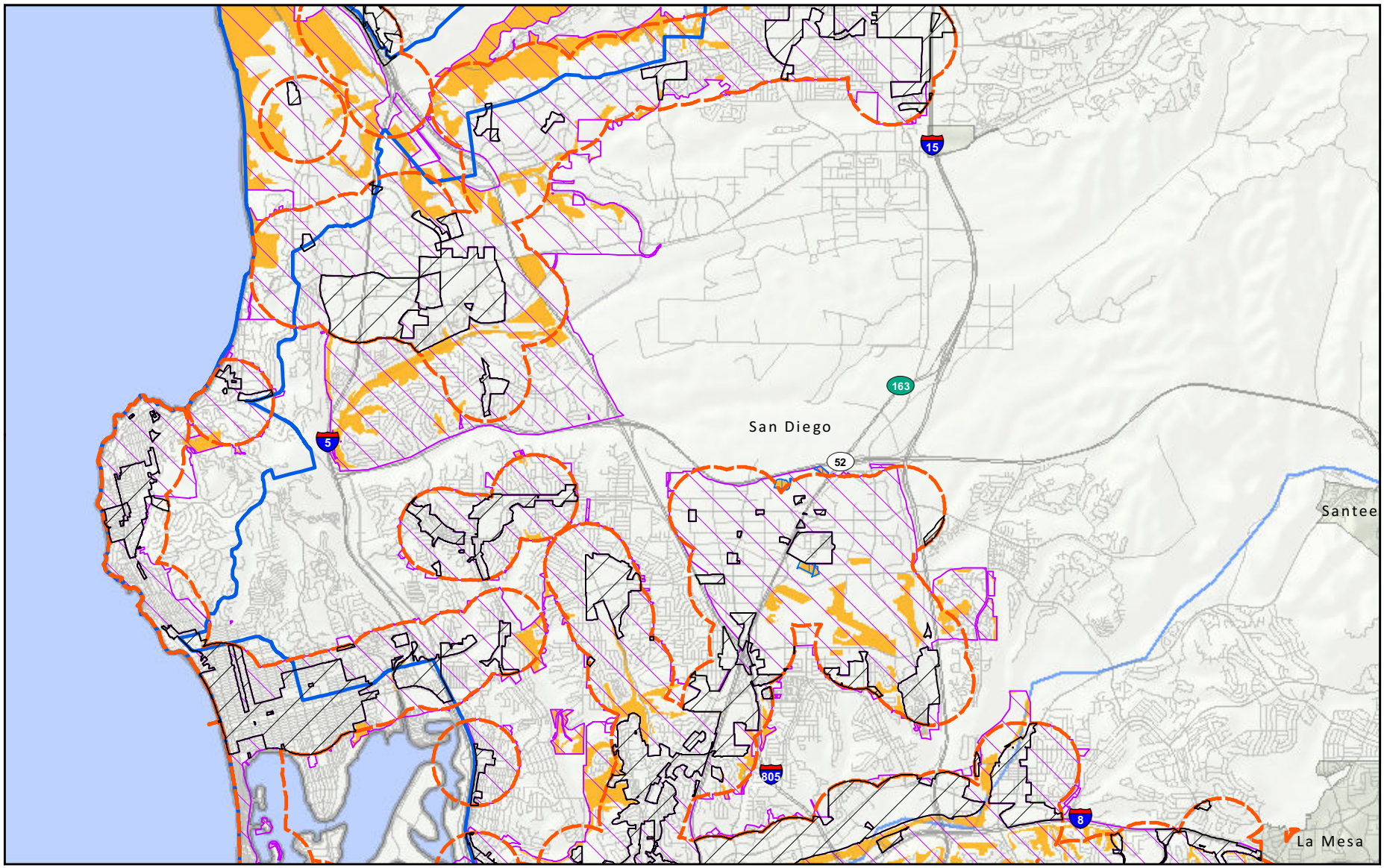

Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

City of San Diego Multi-Habitat Planning Area (MHPA)

Vernal Pool Habitat Conservation Plan Preserve Areas

0 Miles 1

FIGURE 4.3-2 Area C
Multi-Habitat Planning Area (MHPA)

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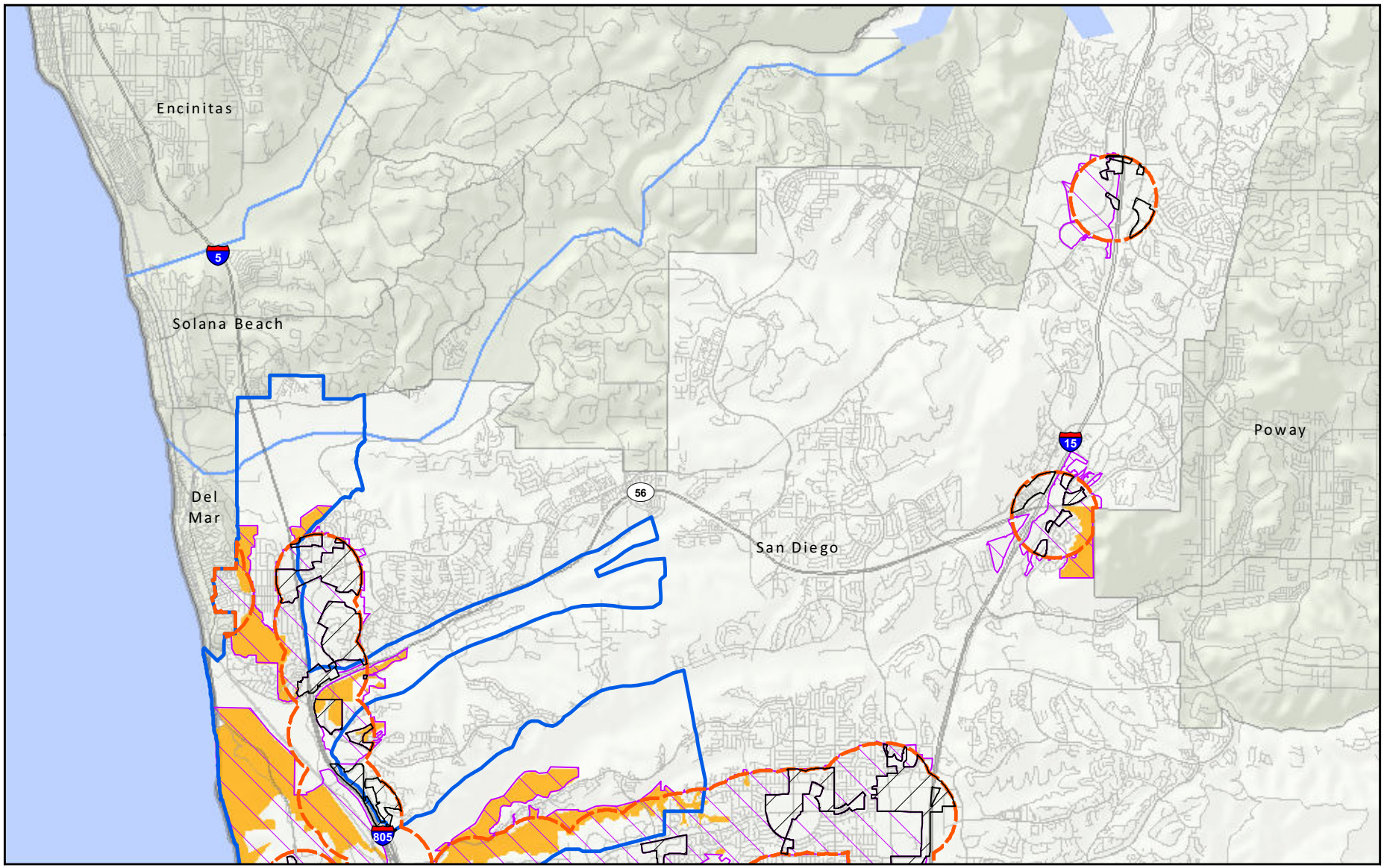

Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

City of San Diego Multi-Habitat Planning Area (MHPA)

Vernal Pool Habitat Conservation Plan Preserve Areas

0 Miles 1

FIGURE 4.3-2 Area D
Multi-Habitat Planning Area (MHPA)

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Drainage

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

Toxics

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

Noise

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

Barriers

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

Invasives

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

Brush Management

New residential development located adjacent to and topographically above the MHPA (e.g., along canyon edges) must be set back from slope edges to incorporate Zone 1 brush management areas on the development pad and outside of the MHPA. Zones 2 and 3 will be combined into one zone (Zone 2) and may be located in the MHPA upon granting of an easement to the City (or other acceptable agency) except where narrow wildlife corridors require it to be located outside of the MHPA. Zone 2 will be increased by 30 feet, except in areas with a low fire hazard severity rating where no Zone 2 would be required. Brush management zones shall not be greater in size than is

currently required by the City's regulations. The amount of woody vegetation clearing shall not exceed 50 percent of the vegetation existing when the initial clearing is done (SDMC Chapter 4, Article 2, Division 4). Vegetation clearing shall be done consistent with City's Brush Management Regulations and shall avoid/minimize impacts to covered species to the maximum extent possible. For all new development, regardless of the ownership, the brush management in the Zone 2 area will be the responsibility of a homeowners association or other private party.

For existing project and approved projects, the brush management zones, standards and locations, and clearing techniques will not change from those required under existing regulations.

Grading/Land Development

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

b. Vernal Pool Habitat Conservation Plan

The City Vernal Pool Habitat Conservation Plan (VPHCP) is intended to provide a framework to protect, enhance, and restore vernal pool resources within the City, while improving and streamlining the environmental permitting process for impacts to threatened and endangered species associated with vernal pools. The VPHCP provides coverage for threatened and endangered vernal pool species that do not currently have federal coverage under the MSCP Subarea Plan. The VPHCP is compatible with and expands existing MHPA lands to conserve additional lands with vernal pool resources. VPHCP preserve areas in and around the project areas are shown in Figure 4.3-2. VPHCP covered species includes the following seven threatened and endangered species:

- Otay Mesa mint (*Pogogyne nudiuscula*)
- San Diego Mesa mint (*Pogogyne abramsii*)
- Spreading navarretia (*Navarretia fossalis*)
- San Diego button-celery (*Eryngium aristulatum var. parishii*)
- California Orcutt grass (*Orcuttia californica*)
- Riverside fairy shrimp (*Streptocephalus woottoni*)
- San Diego fairy shrimp (*Branchinecta sandiegonensis*)

The VPHCP includes measures to avoid or minimize the impact of the taking of covered species. Development on premises that does not contain Environmentally Sensitive Lands (ESL) but is located adjacent to a premise that contains ESL shall comply with the Land Use Adjacency Guidelines in MSCP Subarea Plan Section 1.4.3 and VPHCP Section 5.2.1.

c. 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 ensure 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.

The ESL Regulations cover sensitive biological resources, including wetlands, within and outside of the coastal zone and MHPA. In addition to protecting wetlands, the ESL Regulations require a wetland buffer be maintained around all wetlands as appropriate to protect the functions and values of the wetland. Section 320.4(b)(2) of the USACE General Regulatory Policies (33 CFR 320-330) list criteria for consideration when evaluating wetland functions and values. These include wildlife habitat (spawning, nesting, rearing, and foraging), food chain productivity, water quality, ground water recharge, and areas for the protection from storm and floodwaters.

During City review of a ministerial permit application, City staff evaluates proposed projects for the presence of ESL. Specifically, SDMC Section 143.0113 states, "(a) In connection with any permit application for development on a parcel, the applicant shall provide the information used to determine the existence and location of environmentally sensitive lands in accordance with Section 112.0102(b). (b) Based on a project-specific analysis and the best scientific information available, the City Manager shall determine the existence and precise location of environmentally sensitive lands on the premises." At the time of a request for a building permit or other ministerial project application where the presence of ESL is in question, City staff would request evidence to confirm the presence or absence of ESL. If ESL is present and would be impacted by the proposed project, the project would be required to obtain a discretionary permit as detailed in SDMC Table 143-01A, Applicability of Environmentally Sensitive Lands Regulations.

d. City of San Diego General Plan Conservation Element

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

e. City of San Diego Biology Guidelines

Pursuant to the SDMC (Chapter 11, Article 3, Division 1) and the City's Biology Guidelines (2018), sensitive biological resources refer to upland and/or wetland areas that meet any one of the following criteria:

a) Lands that have been included in the MSCP Preserve (i.e., the MHPA);
b) Wetlands [as defined by SDMC Chapter 11, Article 3, Division 1];
c) Lands outside the MHPA that contain Tier I, Tier II, Tier IIIA, or Tier IIIB habitats;
d) Lands supporting species or subspecies listed as rare, endangered, or threatened under Section 670.2 or 670.5, Title 14, CCR; or the federal ESA, 50 CFR Section 17.11 or 17.12; or candidate species under the CCR;
e) Lands containing habitats with MSCP narrow endemic species as listed in the City's Biology Guidelines; or
f) Lands containing habitats of MSCP Covered Species as listed in the City's Biology Guidelines.

4.3.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to biological resources are based on the City's CEQA Significance Determination Thresholds (2016), which have been modified to guide a programmatic analysis for the proposed project. A significant impact to biological resources could occur if implementation of the proposed project would result in:

1) A substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the CDFW or USFWS;

2) A substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS;

3) A substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means;

4) Interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Subarea Plan, or impede the use of native wildlife nursery sites;

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; or

6) A conflict with any local policies or ordinances protecting biological resources.

4.3.4 Impact Analysis

Issue 1 Sensitive Species

Would the proposed project result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the CDFW or USFWS?

The Mobility Choices Program would result in transportation infrastructure improvements within existing developed roads and streets within Mobility Zones 1, 2, and 3~~2~~. These improvements would occur within existing City right-of-way or within the development footprint of future development projects. The Mobility Choices Program would also incentivize housing development within Mobility Zones 1, 2, and 3~~2~~. While development authorized under the Housing Program and incentivized by the Mobility Choices Program would be largely focused within existing Mobility Zones 1, 2, ~~-~~and 3~~2~~, some development could adversely impact sensitive habitats that support sensitive species. The proposed Housing Program is intended to facilitate and streamline multi-family development within the project areas by allowing such development to occur ministerially, subject to the requirements of the proposed ordinance and other applicable regulatory requirements. While the Housing Program would allow ministerial multi-family development within TPAs and incentivize housing within existing Mobility Zones 1, 2, and 3~~2~~, some project areas may support sensitive species as shown in Figure 4.3-1, and summarized in Table 4.3-1. Of these sensitive habitats, approximately 605 acres are located within lands designated as ESL, including lands within the MHPA.

Future ministerial development within the project areas would be reviewed by City staff as part of the intake process to determine the presence of ESL, which would include sensitive habitats that may support sensitive species (LDM, Project Submittal Requirements, Section 1). If the presence of ESL is unclear, City staff would request evidence to confirm the presence or absence of ESL. If ESL is present and would be impacted by the proposed project, the project would no longer be processed ministerially and would be required to obtain a discretionary permit as detailed in SDMC Table 143-01A, Applicability of Environmentally Sensitive Lands Regulations. This process would ensure that potentially sensitive habitats would be reviewed in accordance with ESL Regulations, the City's Biology Guidelines, and the provisions of the MSCP. Development under the Housing Program on sites with ESL that are processed with a Site Development Permit could result in significant impacts to sensitive species. While the discretionary review process would generally ensure impacts would be mitigated to less than significant, it cannot be ensured at this program level of review whether all impacts could be fully mitigated. Thus, impacts associated with potential future discretionary development under the Housing Program would be significant.

Future ministerial development within the project areas may also occur adjacent to the MHPA and/or VPHCP preserve areas which could result in potentially significant impacts to nearby sensitive species due to construction noise or other indirect effects such as runoff and lighting overflow. However, these potential adverse effects would be avoided through application of the Land Use Adjacency Guidelines in MSCP Subarea Plan Section 1.4.3 and VPHCP Section 5.2.1 that are required for any development adjacent to MHPA or VPHCP preserve lands pursuant to the ESL Regulations. All projects proposed adjacent to MHPA or VPHCP preserve lands would be required to comply with

the appropriate Land Use Adjacency Guidelines, which would ensure potential indirect impacts to sensitive habitats and wildlife species within MHPA and VPHCP preserve areas would be avoided.

Thus, with implementation of existing regulatory protections for biological resources, impacts to sensitive species resulting from future ministerial development within the project areas would be less than significant. However, impacts associated with potential future discretionary development under the proposed project would be significant.

Issue 2 Sensitive Habitats

Would the proposed project result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

The Mobility Choices Program would result in the installation of transportation infrastructure improvements within existing developed roads and streets within Mobility Zones 1, 2, and 32. These improvements would occur within existing City right-of-way or within the development footprint of future development projects. The Mobility Choices Program also is intended to incentivize housing development within Mobility Zones 1, 2, and 32. While development authorized under the Housing Program and incentivized by the Mobility Choices Program would be largely focused within existing Mobility Zones 1, 2, and 32, some development could adversely impact sensitive habitats. Development that would impact ESL would be processed with a Site Development Permit. These projects would undergo discretionary review to ensure impacts to potentially sensitive habitats would be conserved or mitigated in accordance with the ESL Regulations, the City's Biology Guidelines (2018), and the provisions of the MSCP and VPHCP including the identification of site-specific mitigation. While the discretionary review process would generally ensure impacts would be mitigated to less than significant, it cannot be ensured at this program level of review whether all impacts could be fully mitigated. Thus, impacts to sensitive habitats associated with potential future discretionary development under the Housing Program would be significant.

Future development eligible to be processed ministerially under the Housing Program would be evaluated as part of the ministerial review, consistent with the ESL Regulations and as described above under Issue 1. Should development be proposed within sensitive habitats, a discretionary permit as detailed in SDMC Table 143-01A, Applicability of Environmentally Sensitive Lands Regulations, would be required as detailed above. Thus, with implementation of existing regulatory protections for biological resources, impacts to sensitive habitats resulting from future ministerial development within the project areas would be less than significant. However, at this program level of analysis, impacts associated with potential future discretionary development under the proposed project would be significant.

Issue 3 Wetlands

Would the proposed project result in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?

Implementation of the ESL Regulations would ensure that impacts to wetlands are avoided and appropriate wetland buffers are provided. The project areas are generally void of wetland habitat except for those project areas as described in Table 4.3-1 and shown in Figure 4.3-1. Wetland habitats located within existing open space and/or the MHPA would be protected from disturbance. Wetland habitats located outside of the MHPA would be protected from disturbance through the City's ESL Regulations. Wetlands within the project areas are located primarily within Mission Bay Park and riverine areas which cannot be developed.

The City's ESL Regulations require a wetland buffer be maintained around all wetlands as appropriate to protect the functions and values of the wetland. During City review of a ministerial permit application, City staff evaluates proposed projects for the presence of ESL. Specifically, SDMC Section 143.0113 states,

> (a) In connection with any permit application for development on a parcel, the applicant shall provide the information used to determine the existence and location of environmentally sensitive lands in accordance with Section 112.0102(b).
>
> (b) Based on a project-specific analysis and the best scientific information available, the City Manager shall determine the existence and precise location of environmentally sensitive lands on the premises.

At the time of a request for a building permit or other ministerial project application where the presence of ESL is in question, City staff would request evidence to confirm the presence or absence of ESL. If ESL is present and would be impacted by the proposed project, the project would be required to obtain a discretionary permit as detailed in SDMC Table 143-01A, Applicability of Environmentally Sensitive Lands Regulations.

Proposed projects with potential to impact wetland habitat would be reviewed as part of the ESL Regulations and any proposed development within wetlands would require a discretionary review which includes demonstrating compliance with the City's Biology Guidelines, ESL Regulations, and the MSCP Subarea Plan. Additionally, impacts to wetland habitat are regulated by the USACE pursuant to Section 404 of the CWA, the RWQCB in accordance with Section 401 of the CWA, and the CDFW under Section 1600 of California Fish and Game Code. Development under the Housing Program that is processed ministerially would not be associated with wetland impacts and thus, would result in less than significant impacts to wetlands. However, at a program level of review, it cannot be determined whether development under the Housing Program that requires a discretionary permit process would be able to fully mitigate all impacts. Thus, with implementation of existing regulatory protections, impacts to wetland habitat resulting from future ministerial development within the project areas would be less than significant. However, at a program level of

review, impacts associated with potential future discretionary development under the proposed project would be potentially significant.

Issue 4 Wildlife Corridors and Nursery Sites

Would the proposed project result in 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 Subarea Plan, or impede the use of native wildlife nursery sites?

The Mobility Choices Program would result in transportation infrastructure improvements within existing developed roads and streets within Mobility Zones 1, 2, and 3~~2~~. These improvements would occur within existing City right-of-way or within the development footprint of future development projects and would not interfere with wildlife movement or nursery sites. The Housing Program project areas are also primarily located within existing developed lands. However, some wildlife corridors exist within undeveloped canyons and along river corridors adjacent to project areas.

For example, within the Mid-City area, canyons adjacent to the project areas provide for local wildlife movement for birds and small mammals as they serve as a stepping stone for wildlife species movement between other local canyon systems and into major off-site habitat areas. However, these canyons are isolated by development and are not part of a major wildlife corridor system. Nonetheless, these canyon areas are generally designated as open space and would not be affected by the proposed project.

Similarly, as discussed in the Mission Valley Community Plan Update Final Program Environmental Impact Report (2019), the San Diego River is part of a major wildlife corridor system that allows for wildlife species movement between the Pacific Ocean and inland canyon systems and other major off-site habitat areas. It provides for local wildlife movement for birds and mammals, but is designated as MHPA which provides protections from future development. These designations would protect the San Diego River corridor from future development and impacts to the river corridor were found to be less than significant. Other wildlife corridors that may exist adjacent to the project areas, such as Los Peñasquitos Canyon, are also designated as MHPA and would be protected from future development. Thus, impacts to wildlife corridors would be less than significant.

As discussed in the Final Program Environmental Impact Report for the North Park and Golden Hill Community Plan Updates (2016), there is a low potential for the 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 potential for impacts to wildlife nursery sites within the project areas are likely to be similar to what was disclosed for development within North Park as North Park is an urbanized setting that is representative of the project areas that could be developed under the proposed project.

The MBTA, which is enforced by the USFWS, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird or attempt such actions, except as permitted

by regulation. Thus, there is an existing regulatory framework in place to prevent adverse impacts to migratory birds. Within the project areas, 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, through adherence to the existing regulatory framework, potential impacts to wildlife nursery sites would be less than significant.

Issue 5 Multiple Species Conservation Program

Would the proposed project result in a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan, either within the MSCP plan area or in the surrounding region?

No conflicts were identified with the MSCP Subarea Plan or VPHCP as the project areas are largely urbanized. A total of approximately 8,995 acres of the project areas are located within MHPA including approximately 112 acres of VPHCP preserve areas (refer to Figure 4.3-2). The MHPA, including the VPHCP expansion areas, were designed to maximize conservation of sensitive biological resources, including sensitive species. When land is developed adjacent to these preserves, there is a potential for secondary impacts that may degrade the habitat value or disrupt species within the preserve area. Secondary effects of project development may include habitat insularization, drainage/water quality impacts, lighting, noise, exotic plant species, nuisance from other 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 the disruption of nesting and breeding activities, thus affecting the population of sensitive species. To address these concerns, the MSCP Subarea Plan and VPHCP include Land Use Adjacency Guidelines and Avoidance and Minimization Measures (respectfully) that are to be evaluated and implemented at the project level.

Conflicts with the MSCP Subarea Plan and/or VPHCP arising from future development allowed under the proposed project would be avoided through implementation of the ESL Regulations during a ministerial project review. During this review, the City would identify if a proposed development is located adjacent to MHPA or VPHCP lands. Application of these regulations during a ministerial building permit review would ensure application of the MHPA Land Use Adjacency Guidelines for any development adjacent to ESL, which includes MHPA and VPHCP lands. With procedures to ensure the application of the MHPA Land Use Adjacency Guidelines, there would be no secondary or indirect impacts and impacts related to consistency with the MSCP Subarea Plan and VPHCP would be less than significant.

Issue 6 Conflicts with Local Plans and Policies

Would the proposed project result in a conflict with any local policies or ordinances protecting biological resources?

As discussed under Issues 1 and 2 above, any future development under the proposed project that would impact ESL would be processed with a discretionary permit as detailed in SDMC Table 143-01A, Applicability of Environmentally Sensitive Lands Regulations. Additionally, future development eligible to be processed ministerially under the Housing Program would be evaluated as part of the ministerial review, consistent with the ESL Regulations. Thus, the proposed project would not result

in a conflict with ESL Regulations. No conflicts with the MSCP Subarea Plan and/or VPHCP were identified, as discussed under Issue 5. Impacts related to conflicts with local policies or ordinances protecting biological resources 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 are managed through the adopted MSCP Subarea Plan and VPHCP, which is incorporated by reference in the City's adopted General Plan.

As discussed above, the proposed project areas support a number of sensitive resources including riparian and wetlands, grasslands, vernal pools, meadows, and other herb communities, and scrub and chaparral. While sensitive resources are protected through the open space designations and/or their location within MHPA lands, development of the project areas could result in a cumulative impact to lands outside protective zones. The City's ESL Regulations would ensure that ministerial projects proposed under the proposed project that would impact ESL are required to process a Site Development Permit, which would require a discretionary review to ensure sensitive resources are evaluated and mitigation is applied to the extent feasible. While the discretionary review process would generally ensure impacts would be mitigated to less than significant, it cannot be ensured at this program level of review whether all impacts could be fully mitigated. Should ESL impacts be identified during the ministerial review, the project would be processed under a discretionary permit to ensure consistency with the City's ESL Regulations, the Biology Guidelines, and the provisions of the MSCP Subarea Plan and VPHCP to protect the on-site sensitive resources. Through this process, it is anticipated that a cumulative loss of resources would be avoided; however, at a program level of review it cannot be ensured that all cumulative biological resource impacts would be minimized to less than significant. Impacts would be significant and unavoidable.

4.3.5 Significance of Impacts

4.3.5.1 Sensitive Species

Implementation of the proposed project would affect primarily developed areas. However, sensitive species could be present within the project areas. Pursuant to the ESL Regulations, ministerial projects would be reviewed for the presence of ESL. If the development area is determined to support ESL, the project would not be processed ministerially and would instead be required to undergo a discretionary permit process in accordance with ESL Regulations, the City's Biology Guidelines, and the provisions of the MSCP. Development under the Housing Program on sites with ESL that are processed with a Site Development Permit could result in significant impacts to sensitive species. While the discretionary review process would generally ensure impacts would be mitigated to less than significant, it cannot be ensured at this program level of review whether all impacts could be fully mitigated.

The ESL Regulations require that any project located adjacent to MHPA or VPHCP comply with Land Use Adjacency Guidelines and Avoidance and Minimization Measures (respectively), which would ensure potential indirect impacts to sensitive habitats and wildlife species within MHPA and VPHCP

are addressed. Thus, with implementation of existing regulatory protections for biological resources, impacts to sensitive species resulting from future ministerial development within the project areas would be less than significant. However, impacts associated with potential future discretionary development under the proposed project would be significant.

4.3.5.2 Sensitive Habitats

Implementation of the proposed project could impact sensitive habitats. Pursuant to the ESL Regulations, ministerial projects would be reviewed for the presence of ESL. If the development area is determined to support ESL, the project would not be processed ministerially and would instead be required to undergo a discretionary permit process in accordance with ESL Regulations, the City's Biology Guidelines, and the provisions of the MSCP and VPHCP. Thus, with implementation of existing regulatory protections for biological resources, impacts to sensitive habitats resulting from future ministerial development within the project areas would be less than significant. However, at this program level of review, impacts associated with potential future discretionary development under the proposed project would be significant.

4.3.5.3 Wetlands

Implementation of the proposed project would not likely impact wetlands, as areas where this habitat occurs would remain within open space and/or the MHPA. However, like other ESL, should wetland habitat be identified through project intake screening, it would not be processed ministerially, but would undergo a discretionary permit process in accordance with City and wildlife agency regulatory requirements. Thus, with implementation of existing regulatory protections for biological resources, impacts to wetlands resulting from future ministerial development within the project areas would be less than significant. However, where a discretionary review process is required consistent with the ESL Regulations, it cannot be ensured that all impacts can be fully mitigated at a program level of analysis. Impacts associated with potential future discretionary development under the proposed project would be significant.

4.3.5.4 Wildlife Corridors and Nursery Sites

Impacts to wildlife corridors and nursery sites would be avoided through compliance with the MSCP and compliance with protections afforded to MHPA and MHPA-adjacent lands. Thus, through adherence to the existing regulatory framework in place, potential impacts to wildlife corridor and nursery sites would be less than significant.

4.3.5.5 Multiple Species Conservation Program

Project areas located within MHPA and VPHCP preserve lands would be subject to the ESL Regulations which would ensure no conflicts would occur in relation to the MSCP Subarea Plan or VPHCP. Additionally, development adjacent to MHPA and VPHCP preserve lands would be subject to the Land Use Adjacency Guidelines in MSCP Subarea Plan Section 1.4.3 and Avoidance and Minimization Measures VPHCP Section 5.2.1. Thus, impacts related to conflicts with the MSCP Subarea Plan and VPHCP would be less than significant.

4.3.5.6 Conflicts with Local Plans and Policies

The proposed project would be consistent with ESL Regulations. No conflicts with the MSCP Subarea Plan and/or VPHCP were identified. Impacts related to conflicts with local policies or ordinances protecting biological resources would be less than significant.

4.3.6 Conclusion

The proposed ordinances were designed to incentivize development within existing developed and urbanized areas, thus, minimizing the potential impacts of development on biological resources. Biological resources impacts to sensitive species, sensitive habitats, and wetlands resulting from potential ministerial development under the Housing Program would be less than significant. However, where future development under the proposed project requires a discretionary approval, it cannot be determined at a program level of analysis whether all impacts can be fully mitigated. Thus, future discretionary development under the Housing Program and/or development incentivized by the Mobility Choices Program would be significant and unavoidable. Impacts to wildlife corridors and nursery sites and the MSCP Subarea Plan and VPHCP would be less than significant. Impacts related to conflicts with local policies or ordinances protecting biological resources would be less than significant.

4.4 Energy

This section evaluates potential impacts related to energy conservation due to implementation of Complete Communities: Housing Solutions and Mobility Choices (proposed project). Within the PEIR, Complete Communities: Housing Solutions is referred to as the "Housing Program" while Complete Communities: Mobility Choices is referred to as "Mobility Choices Program." The energy conservation analysis consists of a summary of the existing conditions in the project areas, the energy regulatory framework, a discussion of the proposed project's potential impacts on energy resources, and identification of requirements of the proposed project that may reduce energy consumption.

4.4.1 Existing Conditions

San Diego Gas & Electric (SDG&E) currently provides natural gas and electricity transmission and distribution infrastructure in San Diego County. SDG&E is regulated by the California Public Utilities Commission (CPUC), which is responsible for making sure that California utilities' customers have safe and reliable utility service. The project's energy needs would be supplied through the various combinations of energy resources available within the project areas, and the analysis in this section takes into account the anticipated future SDG&E energy resource use patterns.

Senate Bill (SB) 1078 established the California Renewables Portfolio Standard (RPS) Program, which requires SDG&E and other statewide energy utility providers to achieve a 33 percent renewable energy mix by 2020. Table 4.4-1 summarizes the SDG&E power mix as of 2016. As shown, SDG&E used biomass, solar, and wind sources, and obtained 43 percent of its energy from renewable resources in 2016 (SDG&E 2018).

Table 4.4-1
SDG&E 2016 Power Mix

Energy Source	Power Mix (%)
Renewables	43
Biomass	1
Solar	21
Wind	21
Natural Gas and Unspecified	57
SOURCE: SDG&E 2018.	

SDG&E supplies customers with electricity generated both locally and outside of the utility's service territory, with local facilities currently capable of generating a total of approximately 3,100 megawatts (MW) of power.

4.4.2 Regulatory Setting

4.4.2.1 Federal Regulations

a. Federal Energy Policy and Conservation Act and Amendments

The Energy Policy and Conservation Act was enacted in 1975. It established a number of federal programs that play a key role in reducing energy use, most notably the Corporate Average Fuel Economy (CAFE) standards and the Energy Conservation Program for Consumer Products. The Energy Conservation Program for Consumer Products sets energy efficiency standards for certain types of appliances, including air conditioners, refrigerators, water heaters, clothes washers, and dishwashers.

b. Energy Independence and Security Act of 2007

The Energy Independence and Security Act was enacted in 2007 and contains four key titles to promote energy efficiency and renewable energy generation. Titles 1 and 2 increase the federal CAFE standards, promote renewable energy use in vehicles, and create incentive programs for hybrid vehicles. Title 3 strengthens energy efficiency standards for various appliances and light bulbs, including requiring the phasing out of outdated and inefficient incandescent light bulbs. Title 4 promotes energy efficiency in buildings by establishing several educational and incentive programs.

4.4.2.2 State Regulations

a. SB 1078 (Renewables Portfolio Standard Program)

The RPS program promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by Executive Orders (EO) S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, SB 2 (1X) codified California's 33 percent RPS goal. In September 2015, the California Legislature passed SB 350, which increases California's renewable energy mix goal to 50 percent by year 2030.

b. California Code of Regulations, Title 24 – California Building Code

The California Code of Regulations (CCR), Title 24, is referred to as the California Building Code (CBC). It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so on. Of particular relevance to greenhouse gas (GHG) reductions are the CBC's energy efficiency and green building standards as outlined below.

Title 24, Part 6 – Energy Efficiency Standards

Title 24, Part 6 of the CCR is the California Energy Efficiency Standards for Residential and Nonresidential Buildings (also known as the California Energy Code [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, and incentives in the form of rebates and tax breaks are provided on a sliding scale for buildings achieving energy efficiency above the minimum standards.

The current version of the Energy Code, known as the 2016 Title 24, or the 2016 Energy Code, became effective January 1, 2017. The 2016 Energy Code provides mandatory energy efficiency measures as well as voluntary tiers for increased energy efficiency. The California Energy Commission (CEC), in conjunction with the CPUC, has adopted a goal that all new residential and commercial construction achieve zero net energy by 2020 and 2030, respectively. It is expected that achievement of the zero net energy goal will occur via revisions to the Title 24 standards.

The upcoming version of the Energy Code, known as the 2019 Energy Code, was adopted on May 9, 2018 and will take effect on January 1, 2020. The 2019 Energy Code includes provisions for smart residential photovoltaic (PV) systems, updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa), residential and nonresidential ventilation requirements, and nonresidential lighting requirements. The 2019 Energy Code aims to reduce energy use in new homes by requiring that all new homes include individual or community solar PV systems or community shared battery storage system that achieves equivalent time-dependent value energy use reduction. Accounting for solar PV requirements, the CEC's preliminary estimates indicate that homes built consistent with the 2019 Energy Code will result in 53 percent less energy use than those built under the 2016 standards.

Title 24, Part 11 – California Green Building Standards Code

Title 24, Part 11 of the CCR is the California Green Building Standards Code (CALGreen). Beginning in 2011, 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 reduction in indoor water use relative to specified baseline levels;
- 50 percent construction/demolition waste diverted from landfills;
- Inspections of energy systems to ensure optimal working efficiency;
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards;

- Dedicated circuitry to facilitate installation of electric vehicle charging stations in newly constructed attached garages for single-family and duplex dwellings; and
- Installation of electric vehicle charging stations for at least three percent of the parking spaces for all new multi-family developments with 17 or more units.

c. California Energy Plan

The CEC is responsible for preparing the California Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the fewest environmental and energy costs. To further this policy, the plan identifies a number of strategies, including providing assistance to public agencies and fleet operators.

4.4.2.3 Local Regulations

a. SANDAG 2009 San Diego Regional Energy Strategy

The Regional Energy Strategy (RES) establishes goals for the San Diego region to be more energy efficient, increase use of renewable energy sources, and enhance the region's energy infrastructure in order to meet the growing energy demand. The RES serves as an energy policy guide to support decision-making by the San Diego Association of Governments (SANDAG) and its member agencies as the region strives to meet the energy needs of a growing population, housing stock, and number of workers while maintaining and enhancing regional quality of life and economic stability.

b. SDG&E Long-Term Procurement Plan

As required by the CPUC, utility companies such as SDG&E must prepare Long-Term Procurement Plans (LTPPs) to ensure that adequate energy supplies are available to maintain a reserve margin of 15 percent above the estimated energy demand. These plans outline future energy needs and how those needs can be met. In December 2006, SDG&E filed its LTPP with the CPUC, which included a 10-year energy resource plan that details its expected portfolio of energy resources over the period of 2007 through 2016. The projections included in the current LTPP were based on the CEC's California Energy Demand (CED) 2008-2018 Forecast, dated November 2007. The 2016-2026 CEC CED projections are now lower than what was anticipated in 2007.

c. City of San Diego General Plan

Policies contained in the Conservation Element of the General Plan are applicable to energy use within the project areas, as they focus on reducing the City's carbon footprint. Measures to reduce carbon emissions involve reducing vehicular trips through efficient land use and alternative modes of transportation, and maximizing energy efficiency through sustainable building design.

d. Climate Action Plan

In December 2015, the City adopted the 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 business as usual 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 that GHG emissions will be approximately 15.9 million metric tons of carbon dioxide equivalent (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 (Assembly Bill [AB] 32) and 2050 (EO S-3-05), the City would need to reduce emissions below the 2010 baseline by 15 percent by 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 those targets by 1.2 MMT CO_2E by 2020 and 205,462 MT CO_2E by 2035.

4.4.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to energy are based on the CEQA Guidelines, Appendix G. A significant impact related to energy could occur if implementation of the proposed project would:

1) Result in a potentially significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation; or

2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.4.4 Impact Analysis

Issue 1 Energy Resources

Would the proposed project result in a potentially significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

a. Construction-Related Energy Consumption

Energy resources would be consumed during construction of future development associated with both the Housing and Mobility Choices Programs. Energy use would occur in two general categories: fuel use from vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to conduct construction activities. At the program level, it is too speculative to quantify the construction-related energy consumption of future development, either in total or by fuel type. Although the exact details of the projects that could be implemented in accordance with the proposed project are not known at this time, there are no known conditions in the project areas that would require nonstandard equipment or construction practices that would

increase fuel-energy consumption above typical rates. Therefore, development implemented in accordance with the proposed project would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects. Impacts would be less than significant.

b. Transportation Energy Use

Implementation of the Mobility Choices Program would result in the development of transportation infrastructure and amenities that would support non-vehicular travel choices. Transportation-energy usage would occur during the construction phase of future projects developed per the Mobility Choices Program, as discussed above.

Trips by individuals traveling to and from future development occurring under the Housing Program are anticipated to occur in passenger vehicles or public transit. Passenger vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Public transit would be powered by diesel or natural gas, and could potentially be fueled by electricity.

The increased development potential within the project areas would be focused around TPAs and would support the City's CAP and associated energy reduction goals, primarily through reductions in vehicle trips. The Housing Program would incentivize high density residential development near transit to – among other objectives – encourage a mode shift from single occupancy vehicles to active transportation and transit use. The Housing Program would encourage development to occur within suburban areas which generally have shorter trip lengths than development in suburban areas. The convenient access to the existing and planned trolley stations and bus lines as well as the proximity of homes to services, combined with the mobility improvements proposed throughout the City, would support a more energy-efficient land use and transportation system and increase opportunities for transit and active transportation modes. Therefore, long-term implementation of the proposed project would not create a land use pattern that would result in a wasteful, inefficient, or unnecessary use of energy. Impacts would be less than significant.

c. Operational Energy Use

The Mobility Choices Program would result in the development of transportation infrastructure and amenities that would encourage non-vehicular travel choices. Most types of transportation infrastructure (such as bike lanes, bus shelters, sidewalks, and benches) would not be associated with operational energy use; however, improvements that include lighting or other electrical elements would require minimal ongoing operational energy demand. Such improvements would not represent a wasteful or inefficient use of energy.

As future development is implemented under the Housing Program, new or renovated buildings would use electricity and natural gas to run various appliances and equipment, including space and water heaters, air conditioners, ventilation equipment, lights, and numerous other devices. Generally, electricity use is higher in the warmer months due to increased air conditioning needs, and natural gas use is highest when the weather is colder as a result of high heating demand. Future projects implemented in accordance with the Housing Program would be required to meet the mandatory energy requirements of CALGreen and the Energy Code (Title 24, Part 6 of the CCR) in

effect at the time of issuance of a building permit. Adherence to the mandatory energy requirements would reduce future operational impacts in regards to energy resources. There are no features of the proposed project that would result in the wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

Issue 2 Conflicts with Plans or Policies

Would the proposed project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Future development implemented under the Housing Program, at a minimum, would be required to meet the mandatory energy requirements of CALGreen and the Energy Code (Title 24, Part 6 of the CCR) in effect at the time of development and would benefit from the efficiencies associated with these regulations as they relate to building heating, ventilating, and air conditioning mechanical systems, water heating systems, and lighting. Additionally, rebate and incentive programs that promote the installation and use of energy-efficient plug-in appliances and lighting would be available as incentives for future development. Adherence to mandatory energy requirements and regulations would help to meet targeted energy goals. Transportation infrastructure and improvements associated with implementation of the Mobility Choices Program would not conflict with any state or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant.

Cumulative Impacts

Future projects resulting from implementation of the proposed project could contribute to cumulative impacts related to energy. However, all future development within the project areas would be subject to existing building and energy code regulations in place at the time of development. Other regulations that affect energy consumption described in Section 4.4.2 would continue to be implemented over time. As the Housing Program would support a more energy-efficient land use pattern that promotes transit use, it would not contribute to a cumulative impact related to energy. Transportation infrastructure and amenities developed per the Mobility Choices Program would also not use excessive amounts of energy and would not contribute to a cumulative impact related to energy. Thus, cumulative impacts would be less than significant.

4.4.5 Significance of Impacts

4.4.5.1 Energy Resources

Long-term implementation of the proposed project would not create a land use pattern that would result in a wasteful, inefficient, or unnecessary use of energy. Impacts would be less than significant.

4.4.5.2 Conflicts with Plans or Policies

Future projects would be subject to existing building and energy code regulations in place at the time in which they are implemented. Development per the ~~Mobility Choices Program~~proposed

project would not conflict with any state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

4.4.6 Conclusion

Impacts related to energy consumption would be less than significant; therefore, no mitigation is required.

4.5 Geology, Soils, and Seismicity

This section assesses potential environmental impacts from future development under Complete Communities: Housing Solutions and Mobility Choices (proposed project) as it relates to geology, soils, and seismicity, including those related to geologic and seismic hazards and soil stability. The geologic conditions and analysis in this section are based on relevant geologic maps and guidelines published by the City of San Diego (City), the State of California, and the United States Geologic Survey. Within this EIR, Complete Communities: Housing Solutions is referred to as the "Housing Program" while Complete Communities: Mobility Choices is referred to as the "Mobility Choices Program."

4.5.1 Existing Conditions

4.5.1.1 Regional Geology

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

Structurally, the Peninsular Ranges are traversed by several major active faults. The Elsinore, San Jacinto, and the San Andreas faults are major active fault systems located northeast of San Diego and the Rose Canyon, San Diego Trough, Coronado Banks and San Clemente faults are major active faults located within or west-southwest of San Diego. Major tectonic activity associated with these and other faults within this regional tectonic framework is generally right-lateral strike-slip movement. These faults, as well as other faults in the region, have the potential for generating strong ground motions in the project area.

4.5.1.2 Seismic and Geologic Hazards

The City's Seismic Safety Study documents the City's known and suspected geologic hazards and faults. The 2008 updated Seismic Safety Study maps potential hazards and rates them by relative risk, on a scale from nominal to high.

4.5.1.3 Faults and Seismicity

Southern California is one of the most seismically active regions in the United States, with numerous active faults and a history of destructive earthquakes. Portions of the City are located above active strands of the Rose Canyon Fault. Other active faults in the region include the San Andreas, San Jacinto, Elsinore, Coronado Bank, San Clemente, and San Diego Trough faults. Regional faults are shown in Figure 4.5-1 (Areas A through D). Approximately 2,046 acres within the project areas are located within fault zones, including approximately 63 acres of active Alquist-Priolo Fault Zones and approximately 1,983 acres in the Downtown Special Fault Zone.

An active fault is defined by the State Mining and Geology Board as one that has experienced surface displacement within the Holocene epoch, i.e., during the last 11,000 years. The project areas are subject to potential ground shaking caused by activity along faults. The Rose Canyon Fault can produce a magnitude 7.2 earthquake. Portions of the Elsinore and San Jacinto fault zones, located east of San Diego, have the capacity to produce earthquakes at maximum magnitudes from 6.4 to 7.2.

a. Ground Shaking

Ground shaking during an earthquake can vary depending on the overall magnitude, distance to the fault, focus of earthquake energy, and the type of geologic material underlying the area. The composition of underlying soils, even those relatively distant from faults, can intensify ground shaking. Areas that are underlain by bedrock tend to experience less ground shaking than those underlain by unconsolidated sediments such as artificial fill or unconsolidated alluvial fill.

b. Surface Fault Rupture

Surface fault rupture is the result of movement on an active fault reaching the surface. Southern California is considered one of the most seismically active regions in the United States, with numerous active faults and a history of destructive earthquakes. Several earthquake fault zones, as well as numerous smaller faults, exist in the City and in southern California. The location of the City in close proximity to large earthquake faults increases the potential of earthquake damage to structures and potentially endangers the safety of the City's inhabitants. Damage to structures and improvements caused by a major earthquake will depend on the distance to the epicenter, the magnitude of the event, the underlying soil, and the quality of construction. The severity of an earthquake can be expressed in terms of both intensity and magnitude.

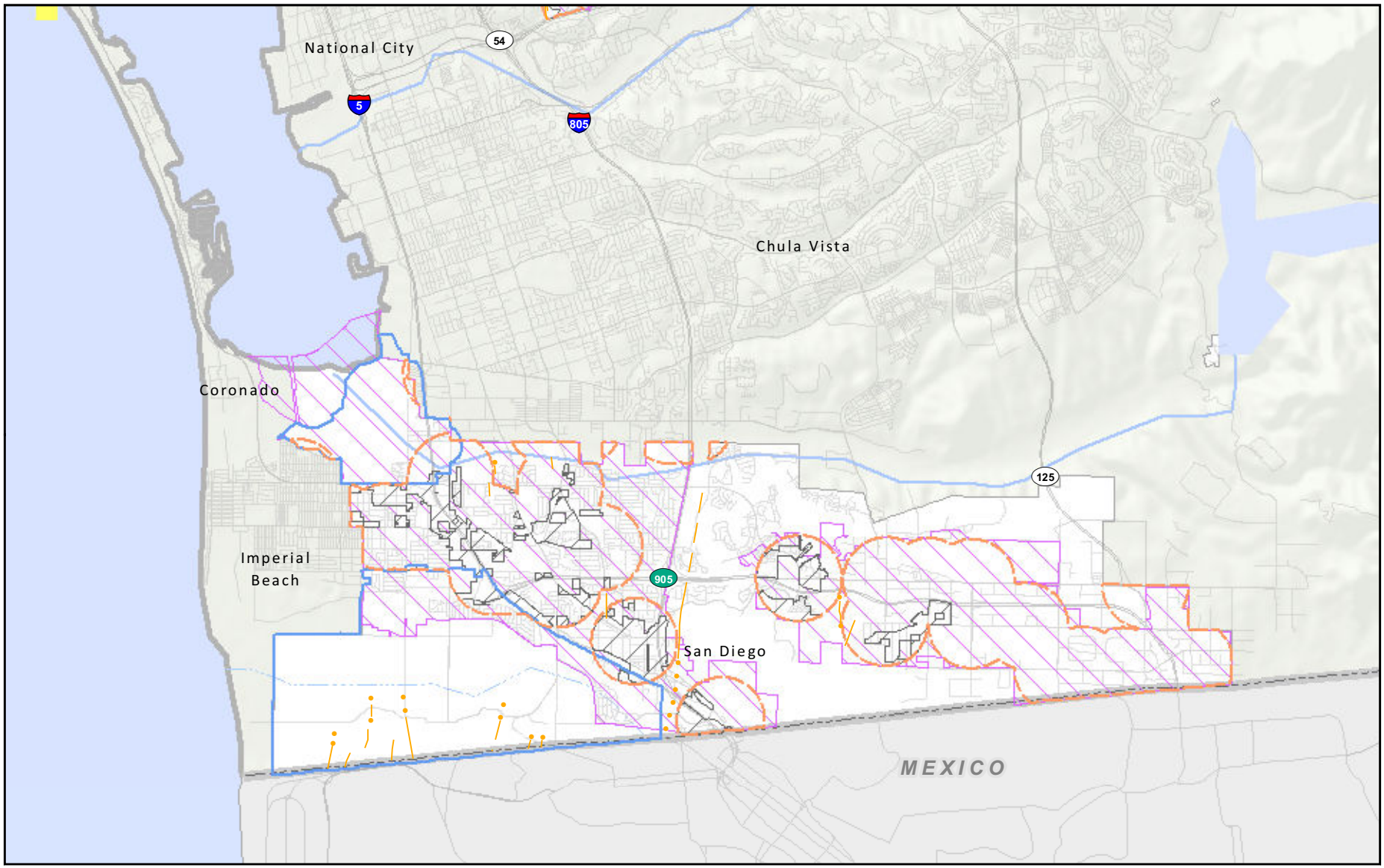
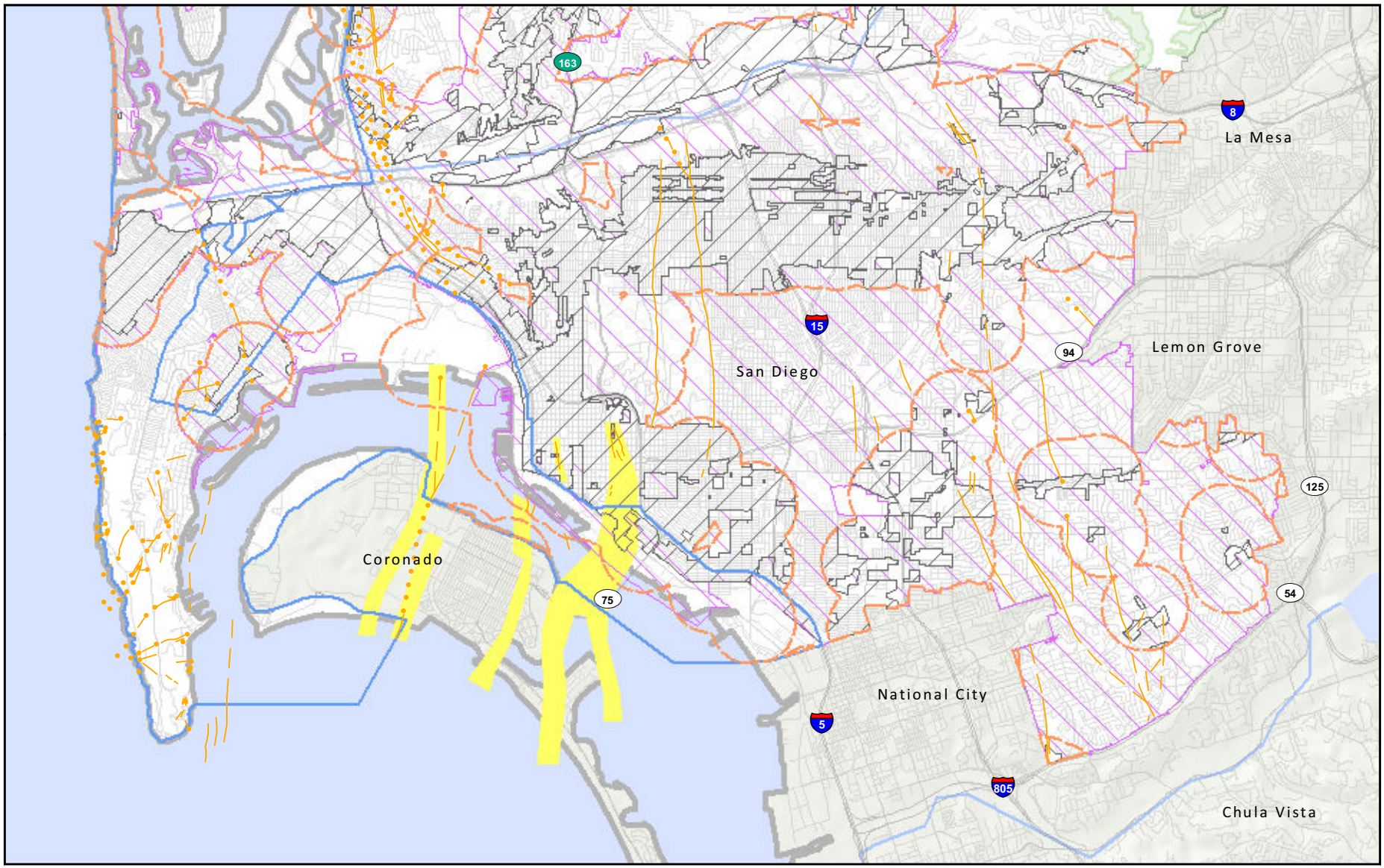


FIGURE 4.5-1 Area A
Earthquake Faults



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Alquist-Priolo Earthquake Fault Zone

Earthquake Faults

Fault

Inferred Fault

Concealed Zone

Shear Zone

0 Miles 1

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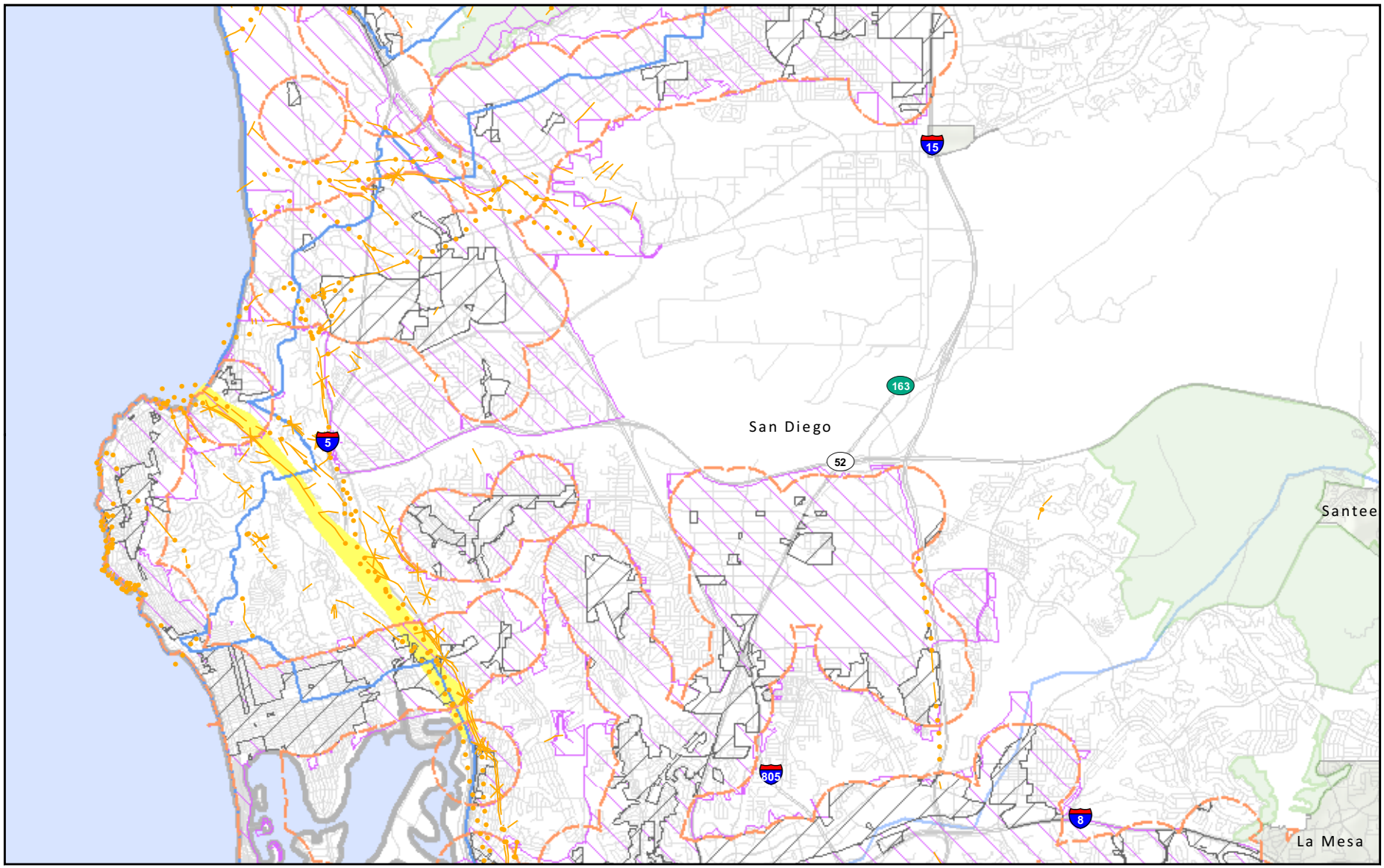
FIGURE 4.5-1 Area B
Earthquake Faults



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Alquist-Priolo Earthquake Fault Zone

Earthquake Faults

Fault

Inferred Fault

Concealed Zone

Shear Zone

0 Miles 1

FIGURE 4.5-1 Area C
Earthquake Faults

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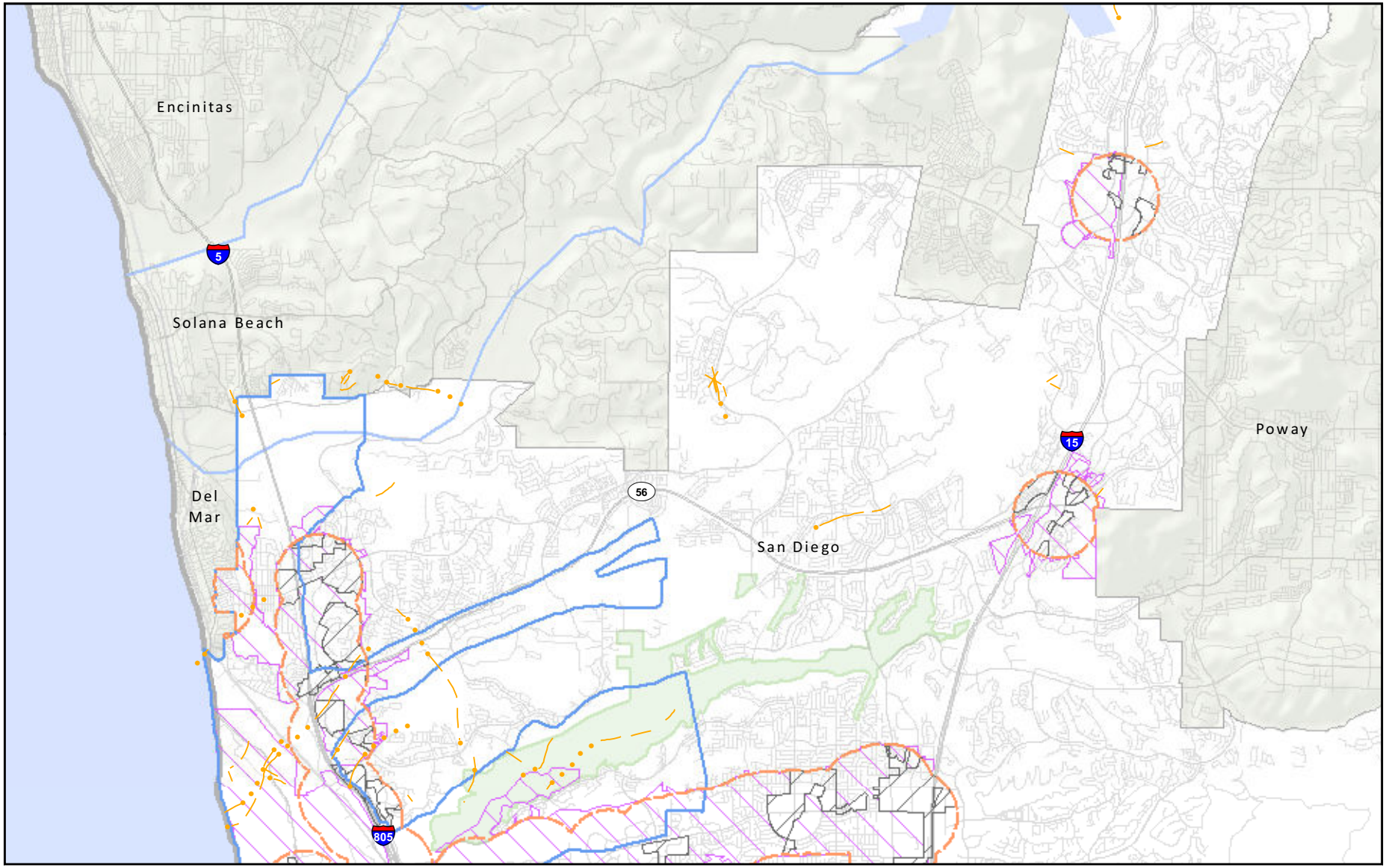

Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Earthquake Faults

Fault

Inferred Fault

Concealed Zone

Shear Zone

0 Miles 1

FIGURE 4.5-1 Area D
Earthquake Faults

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The San Jacinto Fault is the largest of the active faults in the San Diego region. The fault extends 125 miles from the Imperial Valley to San Bernardino. The Elsinore Fault represents a serious earthquake hazard for most of the populated areas of the San Diego region. This fault is approximately 135 miles long, and is located approximately 40 miles north and east from Downtown San Diego. The Rose Canyon fault zone is an active offshore/onshore fault capable of generating an earthquake of magnitude 6.2 to 7.0 on the Richter scale. The fault zone lies partially offshore as part of the Newport/Inglewood fault zone and parallels the San Diego north county coastline within approximately 2 to 6 miles until coming ashore near La Jolla Shores. In addition, the La Nacion fault zone runs parallel to the Rose Canyon fault zone and San Diego Bay, approximately 5 miles inland from the bay (City of San Diego 2007).

c. Liquefaction, Seismically Induced Settlement, and Lateral Spread

Liquefaction is a phenomenon whereby unconsolidated and/or near-saturated soils lose cohesion as a result of severe vibratory motion. The relatively rapid loss of soil shear strength during strong earthquake shaking results in a temporary, fluid-like behavior of the soil. Soil liquefaction causes ground failure that can damage roads, pipelines, underground cables, and buildings with shallow foundations. Research and historical data indicate that loose granular soils and non-plastic silts that are saturated by a relatively shallow groundwater table are susceptible to liquefaction. Approximately 10,683 acres within the project areas have liquefaction potential.

Liquefaction-induced ground failure can involve a complex interaction among seismic, geologic, soil, topographic, and groundwater factors. Failures can include ground fissures, sand boils, ground settlement, and loss of bearing strength; buoyancy effects; ground oscillation; flow failure; and complex lateral spread landslides. The three key factors that indicate whether an area is potentially susceptible to liquefaction are the capacity for severe ground shaking, shallow groundwater, and low-density granular deposits (mainly finer grained sands). In these areas, where alluvium is sufficiently loose and groundwater is sufficiently shallow that strong earthquake shaking could cause sediments to lose bearing capacity, severe settlement of surface facilities and in some cases uplift of buried structures (e.g., large pipelines) could occur.

Among the potential hazards related to liquefaction are seismically induced settlement and lateral spread. Seismically induced settlement is caused by the reduction of shear strength due to loss of grain-to-grain contact during liquefaction, and may result in dynamic settlement on the order of several inches to several feet. Lateral spreading of the ground surface during an earthquake usually takes place along weak shear zones that have formed within a liquefiable soil layer. Lateral spreading has generally been observed to take place in the direction of a free-face (i.e., retaining wall, slope, channel, etc.) but has also been observed to a lesser extent on ground surfaces with gentle slopes. For sites located in proximity to a free-face, the amount of lateral ground displacement is strongly correlated with the distance of the site from the free-face. Other factors such as earthquake magnitude, distance from the earthquake epicenter, thickness of the liquefiable layers, and the fines content and particle sizes of the liquefiable layers will also affect the amount of settlement or lateral ground displacement.

d. Slope Instability

Slopes steeper than 2:1 (horizontal:vertical) are susceptible to landslides or slope failure. Slope failure is dependent on topography and underlying geologic materials, as well as factors such as rainfall, excavation, or seismic activities that can precipitate slope instability. Earthquake motions can induce significant horizontal and vertical dynamic stresses along potential failure surfaces within a slope.

e. Soil Erosion, Expansive Soils, and Settlement or Subsidence

Expansive soils are characterized by significant volume changes (shrink or swell) due to variations in moisture content. Expansion of the soil may result in unacceptable settlement or heave of structures or concrete slabs supported on grade. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors. Soils with a relatively high fines content (clays dominantly) are generally considered expansive or potentially expansive. These soils may be found in areas underlain by the Friars Formation and in areas underlain by young colluvial or undocumented fill soils.

4.5.2 Regulatory Setting

4.5.2.1 State Regulations

a. 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.

b. California Building Code

The California Building Code (CBC), also known as the California Building Standards Code, is included in Title 24 of the California Code of Regulations. The CBC incorporates the International Building Code (IBC), a model building code adopted across the United States. Through the CBC, the State provides a minimum standard for building design and construction. The CBC contains specific requirements for seismic safety, foundations, retaining walls, and site demolition. The CBC also includes provisions for grading, including drainage and erosion control. The CBC has been amended and adopted by reference in Chapter 14, Article 5 of the San Diego Municipal Code (SDMC), which is the Building Regulations for the City. The CBC provides minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC has provisions for earthquake safety based on factors including occupancy

type, the types of soil and rock on-site, and the strength of ground shaking with specified probability of occurring at a site.

c. California Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act, passed in 1990, addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. Under this act, seismic hazard zones are to be mapped by the State Geologist to assist local governments in land use planning. The act states that it is a necessity to identify and map seismic hazards so that cities and counties can adequately prepare the safety element of their general plan as well as encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety. According to Section 2697(a) of the act, cities and counties shall require a geotechnical report defining and delineating any seismic hazard related to a project, prior to the approval of any project located in a seismic hazard zone.

4.5.2.2 Local Regulations

a. City of San Diego Seismic Safety Study

The City's Seismic Safety Study includes geologic hazards and fault maps of the City. Areas of the City are identified by geologic hazard category, which reflects the geologic hazard type and related risks. These are generalized maps, and site-specific geologic/geotechnical investigations may be necessary for proposed development or construction. The City's Land Development Code (LDC) 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.

b. San Diego County Multi-Jurisdictional Hazard Mitigation Plan

The 2017 San Diego County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) was prepared to comply with the Disaster Mitigation Act of 2000 to increase disaster planning funding. It is intended to educate the public, help serve as a decision-making tool, supplement and enhance local policies regarding disaster planning, and improve multi-jurisdiction coordination.

The MJHMP identifies coastal storms/erosion/tsunamis, dam failure, earthquakes, and landslides among the top hazards in the City due to the potential loss of life, injuries, and damage to property, as well as the significance in the disruption of services. The MJHMP includes six goals for the City, including the following related to geologic and seismic hazards:

Goal 1. Promote public understanding, support, and demand for hazard mitigation.

Goal 2. Improve hazard mitigation coordination and communication with federal, state, local, and tribal governments.

Goal 3. Reduce the possibility of damage and losses to people, critical facilities/infrastructure, and state-owned facilities, due to wildfire/structural fire, coastal storms/erosion/tsunami, landslide, hazardous materials, and other manmade hazards.

Goal 5. Reduce the possibility of damage and losses to people, critical facilities/ infrastructure and state-owned facilities due to earthquake and dam failure.

c. City of San Diego Land Development Code

The City's LDC sets forth the regulations that apply to the development of land in the City, and comprises Chapters 11, 12, 13, 14, and 15 of the SDMC. Grading permits are required under the LDC for grading within a 100-year floodplain or grading that changes the existing drainage pattern; for grading, geotechnical investigations, well drilling, or agricultural activity on environmentally sensitive lands or on properties with historical resources; for any activity that disturbs soil or vegetation in environmentally sensitive land; if grading is being performed as a condition of a development permit or for restoring damage caused by illegal grading; if the grading is within privately owned open space easements or City-owned open space; for modification of slope on a canyon or excavation of a hillside; for grading of any non-environmentally sensitive land of 1 acre or more; or for fill with more than 5 percent broken concrete, asphalt, masonry or construction debris, or with any single piece larger than 12 inches in any direction.

d. City of San Diego Building Regulations

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

e. City of San Diego General Plan

The goals of the Seismic Safety Element of the General Plan are the protection of public health and safety through abated structural hazards and mitigated risks posed by seismic hazards and development that avoids inappropriate land uses in identified seismic risk areas. The policies of the Seismic Safety Element of the General Plan are intended to protect public health and safety through the application of effective seismic, geologic, and structural considerations. In addition, the policy is to maintain or improve the integrity of existing and proposed construction.

4.5.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to geology, soils and seismicity are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2016). Thresholds are modified from the City's

CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed project. For impacts related to geologic conditions, a significant impact could occur if implementation of the proposed project would:

1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

   - rupture of a known earthquake fault, 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), and
   - 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 direct or indirect risks to life or property.

This section does not include an analysis related to the capacity of soils to support septic tanks or alternative waste water disposal systems, since sewers are available throughout the proposed project areas.

4.5.4 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?

Implementation of the Mobility Choices Program would result in the installation of transportation infrastructure and amenities within the Mobility Choices Program improvement areas. Examples of active transportation improvements which could be built under the Mobility Choices Program are outlined in Chapter 3.0, Project Description, of this PEIR. While the Mobility Choices Program improvement areas would not directly be associated with new housing; the program is intended to incentivize housing within Mobility Zones 1, 2, and 3~~2~~ which could be exposed to seismic hazards. Similarly, the Housing Program would incentivize multi-family housing in areas with potential seismic hazards.

Future development associated with the implementation of the proposed project could result in the exposure of people, structures, and infrastructure to seismic hazards. As shown in Figure 4.5-1, approximately 63 acres of the project areas are delineated within the Active Alquist-Priolo Earthquake Fault Zone (APEFZ) which is defined by the City of San Diego Seismic Safety Study (2008) as having a high risk factor. Approximately 1,983 acres of the project areas are delineated within the Downtown Special Fault Zone which is defined by the City of San Diego Seismic Safety Study (2008) as having a moderate and high risk factor.

The project areas could be subject to potential seismic-induced hazards such as ground shaking, rupture, liquefaction, seismic-induced ground settlement, and lateral spreading. Liquefaction and landslide risk are further discussed under Issue 3 below. These geologic hazards could expose residences, occupants, visitors, and structures, among others, to substantial adverse effects, including the risk of loss, injury, or death.

Future development that is located in the fault buffer zones would be required to prepare a site-specific geotechnical investigation that addresses surface fault-rupture hazards consistent with SDMC Section 145.1803(a)(2). More specifically, Appendix E of the City's Guidelines for Geotechnical Reports indicates that fault studies would be needed for all new development as well as projects where repurposing of existing occupancy and use would occur. Those studies would need to be prepared in accordance with the Alquist-Priolo Earthquake Zoning Act, California Geological Survey Note 49 that requires trenching or borings to evaluate site conditions. CBC requirements state that new buildings cannot be located over active faults and setbacks (typically 50 feet) must be provided. As such, the specific locations of buildings may be impacted due to the locations of discovered and identified active faults. These requirements would be implemented during the ministerial level building permit review associated with future development.

The seismic design of future projects within the project areas would be evaluated in accordance with the CBC and City standards to ensure a reduced risk to future structures from strong seismic ground shaking. Additionally, SDMC Section 145.1803(a)(2) states that no building permit shall be issued for construction where the geotechnical investigation report establishes that the construction of buildings or structures would be unsafe because of geologic hazards. All new development and redevelopment within the project areas 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).

Specific design features of future projects are not known at this program level of review. However, future development located over a delineated earthquake fault zone would be required to conform with state and local regulatory standards, and would be required to prepare a site-specific geologic report and fault study that provides provisions to reduce the potential impacts associated with seismic hazards. Where geotechnical investigations identify potential geologic hazards, including potential for surface fault rupture, liquefaction, or ground failure, the reports are required to contain appropriate recommendations for hazard mitigation to be incorporated into the design of the project before issuance of a building permit. No building permit may be issued for construction

where the geotechnical investigation report establishes that construction of buildings or structures would be unsafe because of the geologic hazards.

The City's Building Regulations include regulations for structural design 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 most recently updated building code in effect at the time of development (currently 2016 CBC). Furthermore, as stated above, no building permit may be issued for construction where a geotechnical investigation establishes that construction of buildings or structures would be unsafe because of geologic hazards. New building construction 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 non-exempt 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).

Thus, while the project areas could be subject to seismic events, potential hazards associated with ground shaking and seismically induced hazards such as surface fault rupture, ground failure, liquefaction, and landslides would be reduced to a less than significant level through regulatory compliance including compliance with seismic requirements in the Building Code, SDMC, and implementation of site-specific geotechnical report recommendations associated with future development. Liquefaction and landslide impacts are further addressed under Issue 3 below. Impacts would be less than significant.

Issue 2 Erosion or Loss of Topsoil

Would the proposed project result in substantial soil erosion or the loss of topsoil?

Implementation of the Mobility Choices Program would result in the installation of transportation infrastructure and amenities within the Mobility Choices Program improvement areas and is intended to incentivize housing production within Mobility Zones 1, 2, and 3~~2~~. It is anticipated that improvements would be focused within existing developed areas within limited exposed topsoil. However, during construction some soil erosion could occur associated with grading and construction for infrastructure and housing. Similarly, development under the Housing Program could result in soil erosion, primarily associated with grading and construction activities.

Erosion and sedimentation are a function of rainfall, runoff, topographic conditions, ground cover, and various soil characteristics such as grain size and permeability. Bare and poorly vegetated areas are prone to soil erosion and sediment being transported by surface waters and drainages. Future development per the proposed ordinances could involve construction and grading activities that could temporarily expose topsoil and increase soil erosion from water and wind. As development occurs, paved areas and landscaping may be removed, 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 SDMC 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 worksite and require the property owner to implement and maintain temporary

and permanent erosion, sedimentation, and water pollution control measures. Controls include measures outlined in SDMC 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 these 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 the National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit provisions. Additionally, ground disturbance of a certain size would trigger preparation and compliance with an approved Storm Water Pollution Prevention Plan (SWPPP) that would consider the full range of erosion control Best Management Practices (BMPs), including any additional site-specific and seasonal conditions. Project compliance with NPDES requirements would reduce the potential for substantial soil erosion or topsoil loss to occur from new development associated with the proposed ordinances. Impacts would be less than significant.

Issue 3 Geologic Instability

Would the proposed project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

a. Landslide

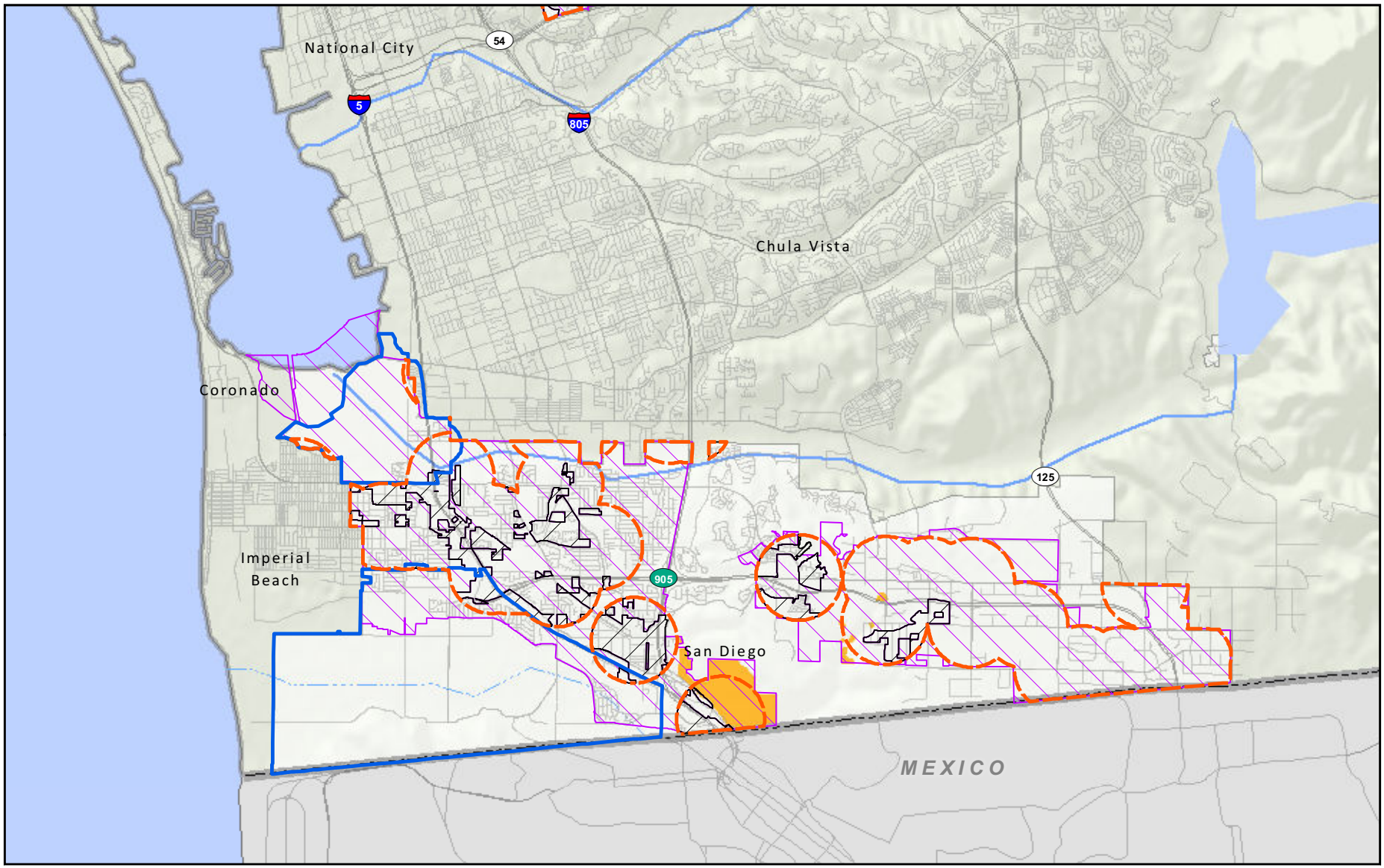
According to the City's Seismic Safety Study (City of San Diego 2008), approximately 798 acres of the project areas are located on a geologic unit or soil that is at risk of landslides (Figure 4.5-2, Areas A through D). The areas at risk are primarily located within La Jolla, Mira Mesa, Otay Mesa, Rancho Bernardo, San Ysidro, and University. Of these areas, approximately 689 acres have a high landslide risk and are defined by the City's Seismic Safety Study (2008) as confirmed, known or highly suspected landslide areas and approximately 109 acres are assigned a moderate risk. Moreover, approximately 6,011 acres of the project areas contain the potential for slope instability as detailed in Table 4.5-1.

Table 4.5-1
Potential Slope Instability

Potential Slope Instability – Geologic Hazard Category	Acres	Relative Risk		
		Low	Moderate	High
Ardath – Neutral or favorable geologic structure	1,580	X	X	
Ardath – Unfavorable geologic structure	146		X	
Friars – Unfavorable geologic structure	109		X	
Friars – Neutral or favorable geologic structure	1,048	X	X	
Otay, Sweetwater and others	3,128	X	X	

SOURCE: City of San Diego Seismic Safety Study (2008).

Additionally, approximately 179 acres of the project areas in La Jolla and University are located on generally unstable coastal bluffs as mapped by the City's Seismic Safety Study (2008).



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Landslides

0 Miles 1

FIGURE 4.5-2 Area A
Areas at Risk of Landslides

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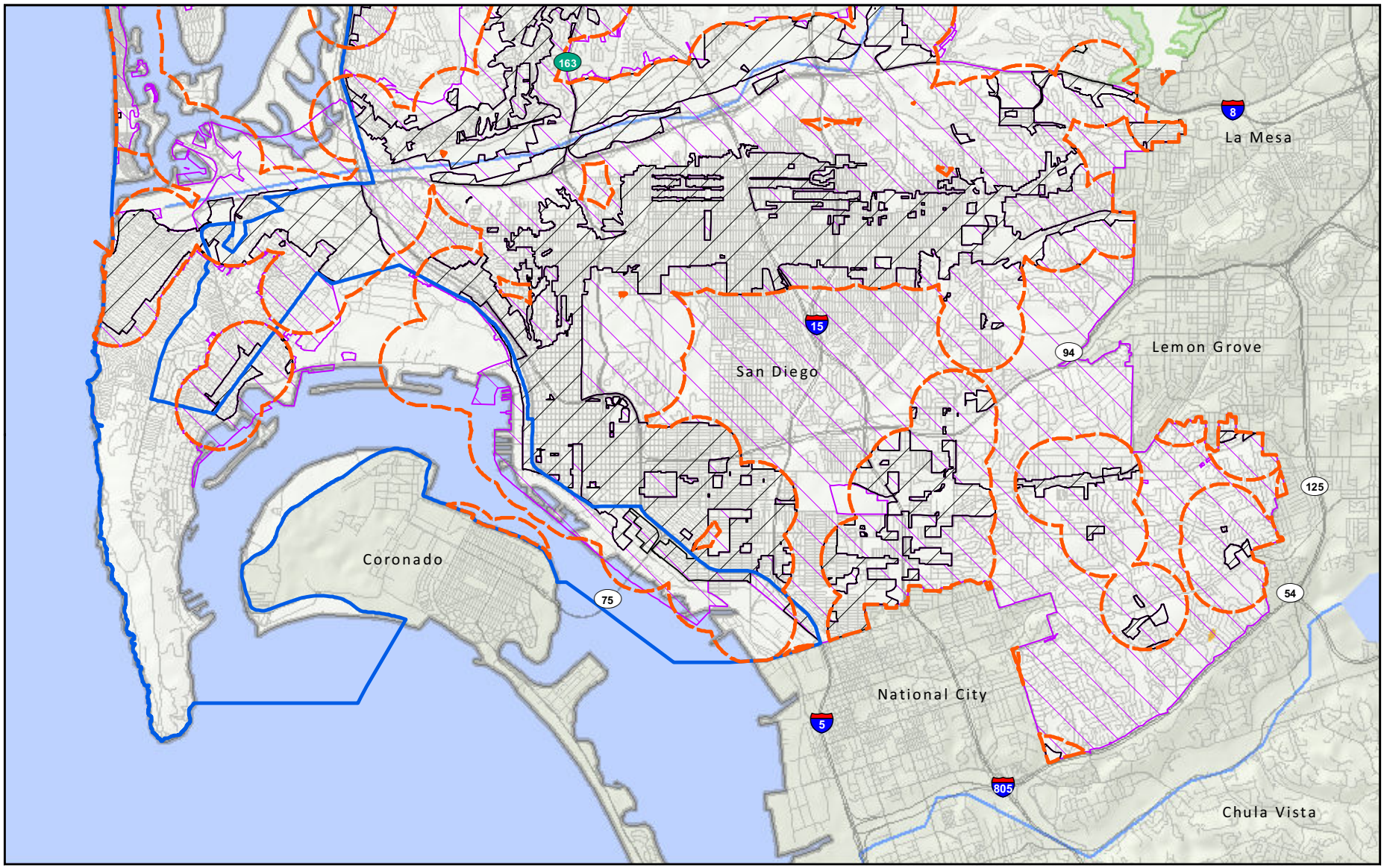

Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Landslides

0 Miles 1

FIGURE 4.5-2 Area B
Areas at Risk of Landslides

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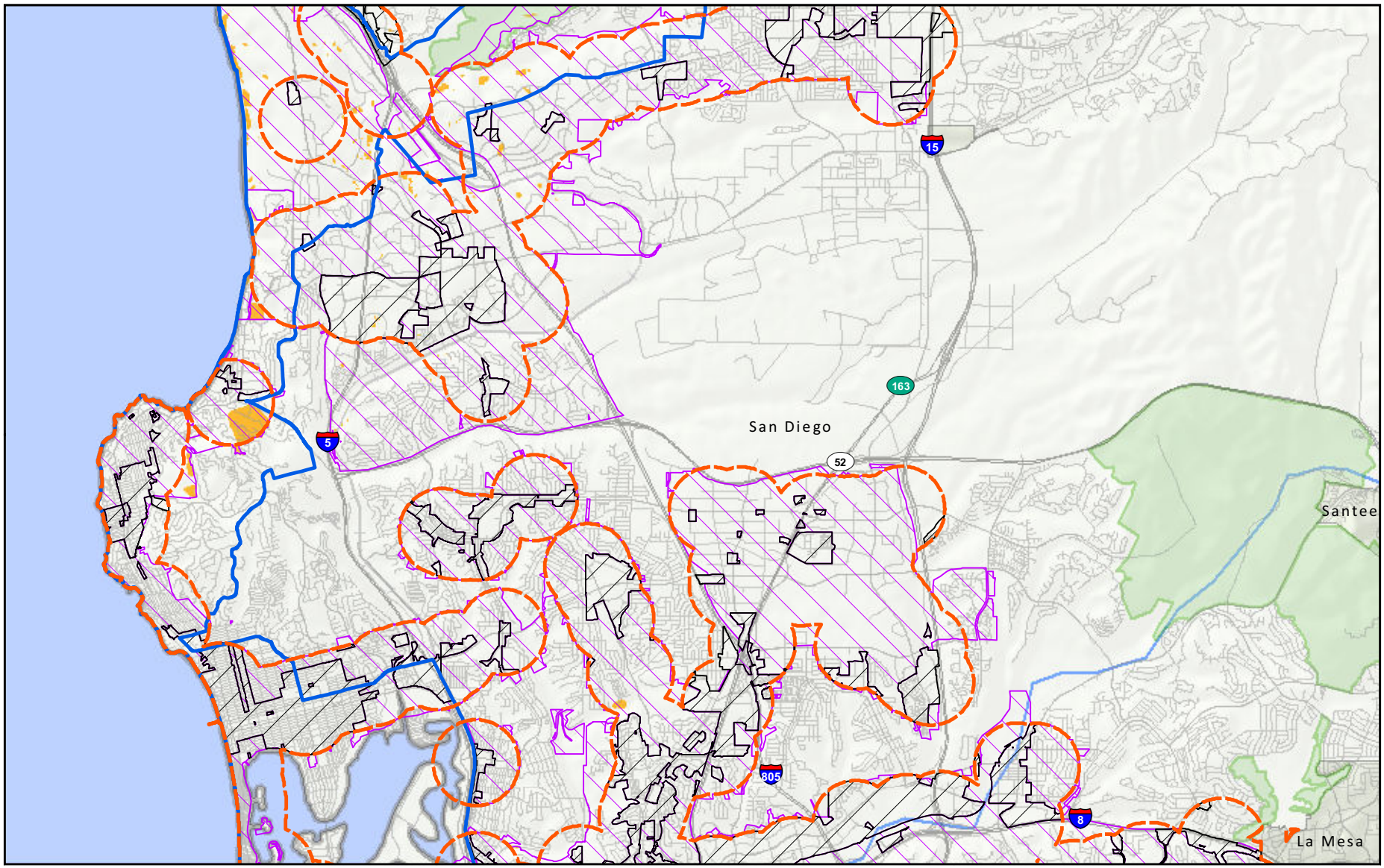

Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Landslides

0 Miles 1

FIGURE 4.5-2 Area C
Areas at Risk of Landslides

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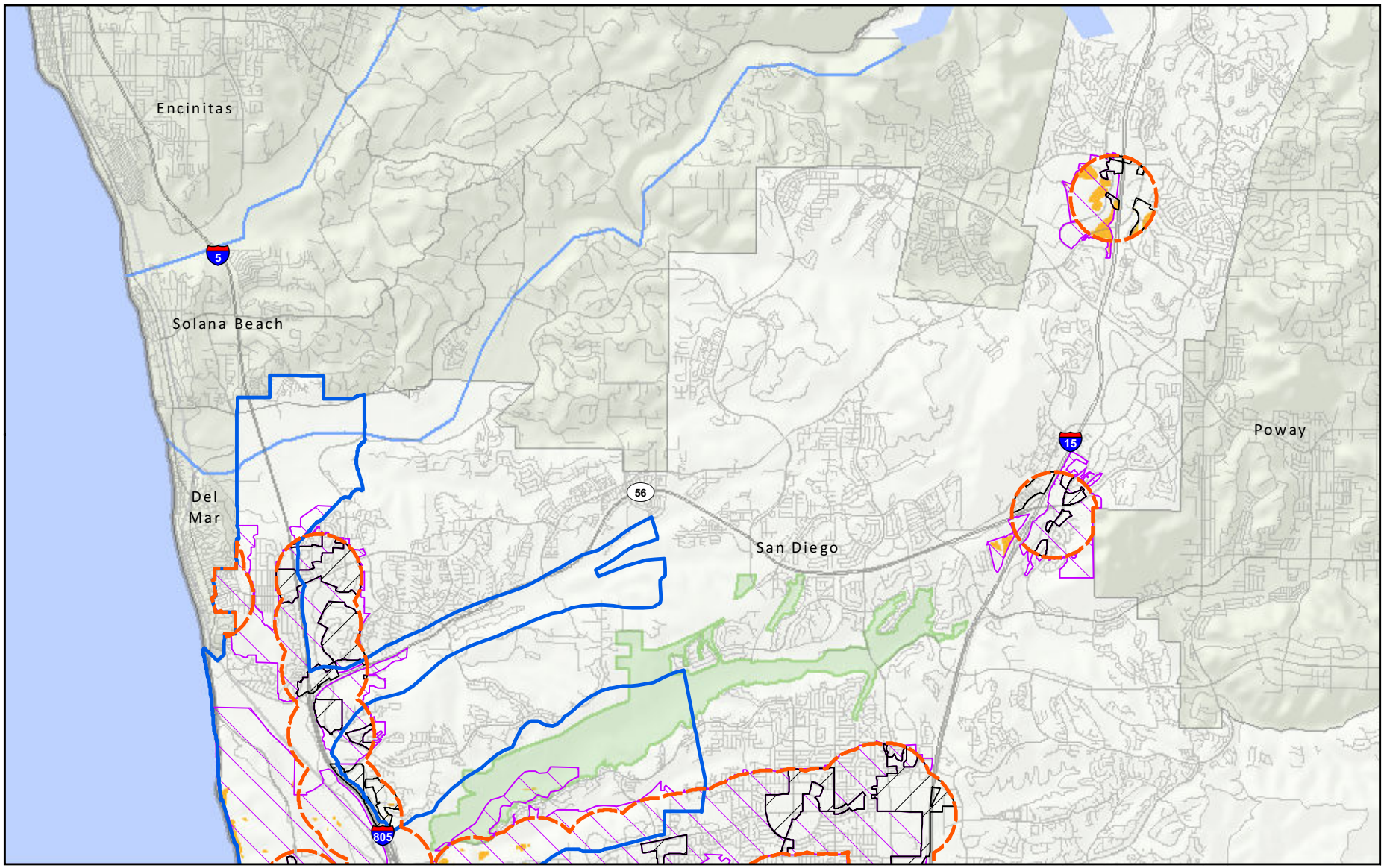

FIGURE 4.5-2 Area D
Areas at Risk of Landslides

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Future development within the project areas would require a geotechnical investigation be prepared 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). Site-specific studies will be required to assess site-specific risks and hazards, and mitigation strategies may be required to address a discovered hazard. Hazards associated with landslides, slope instability, and mudflows would be avoided through implementation of site-specific recommendations contained in a geotechnical report investigation and, as such, the risk associated with landslides, slope instability, and mudflows would be less than significant.

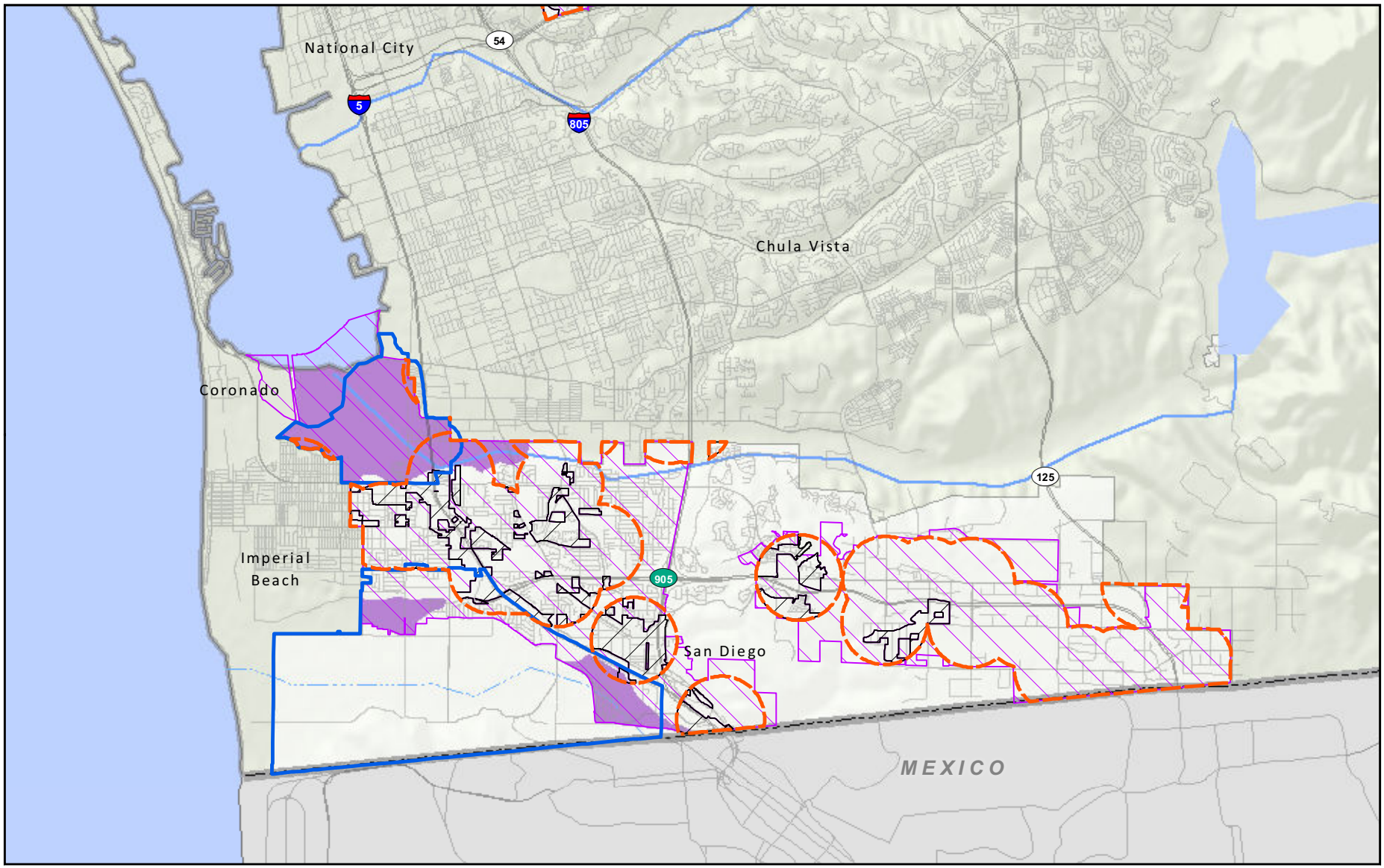
b. Liquefaction and Other Soil Stability Issues

According to the City's Seismic Safety Study (City of San Diego 2008), approximately 7,224 acres of the project areas that could support housing are located on a geologic unit or soil that is mapped as having a high risk of liquefaction based on the City's Seismic Safety Study (Figure 4.5-3, Areas A through D). The areas at risk are primarily located within the Downtown, Mission Valley, Midway-Pacific Highway, Navajo, Pacific Beach, Rancho Bernardo, Otay Mesa-Nestor, Peninsula, San Ysidro, and Torrey Pines community planning areas. Pursuant to SDMC Section 145.1803, new developments located within liquefiable areas are required to prepare a site-specific geotechnical report to determine the level of risk and hazard and identify design features to address life and safety concerns. Future development within the project areas would be required to be constructed in accordance with the SDMC and CBC, and to implement any of the recommendations in the site-specific geotechnical report. With implementation of existing SDMC and CBC requirements and geotechnical recommendations, impacts related to liquefaction and liquefaction-related issues would be less than significant.

c. Collapsible Soils

Soils that undergo volumetric reduction due to wetting and inundation are considered collapsible soils. Such soils are typically found within alluvial deposits. Some fill soils also undergo collapse when wetted or inundated. As such, potentially collapsible soils are anticipated within those project areas that contain younger alluvium (Qya) and artificial fill (af). The primary hazard associated with collapsible soils is settlement-induced damage.

Potential hazards associated with collapsible soils would be addressed through site-specific recommendations contained within geotechnical investigations as required by the CBC and SDMC. These hazards would be avoided by identifying and delineating the limits of these soils during the geotechnical investigation for specific structures, and by removing and recompacting the soils in question or founding the proposed structure on a foundation system designed to protect the proposed structure from settlement-induced damage. Thus, impacts related to collapsible soils would be less than significant.



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Liquefaction

0 Miles 1

FIGURE 4.5-3 Area A
Areas at Risk of Liquefaction

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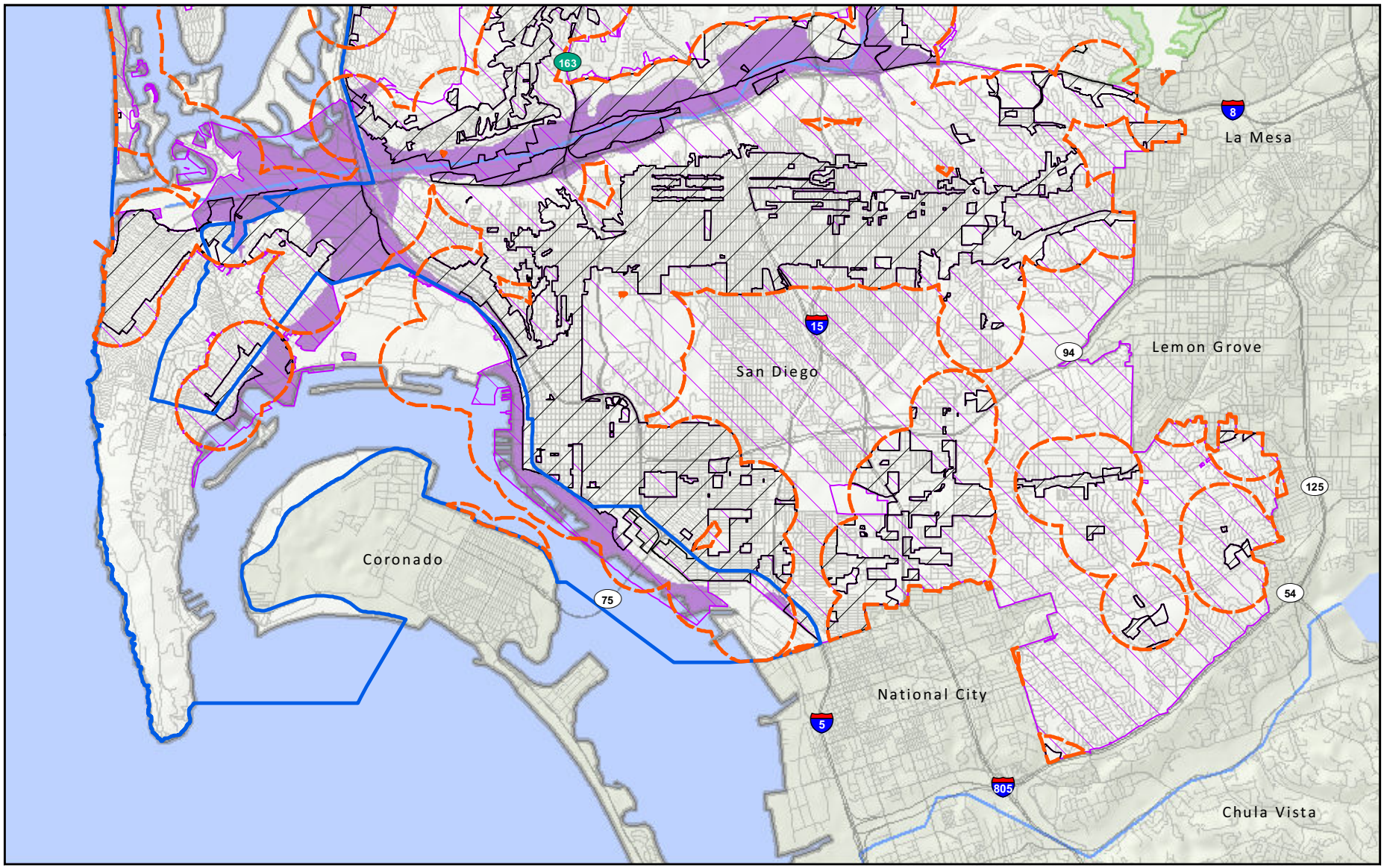

Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Liquefaction

0 Miles 1

FIGURE 4.5-3 Area B
Areas at Risk of Liquefaction

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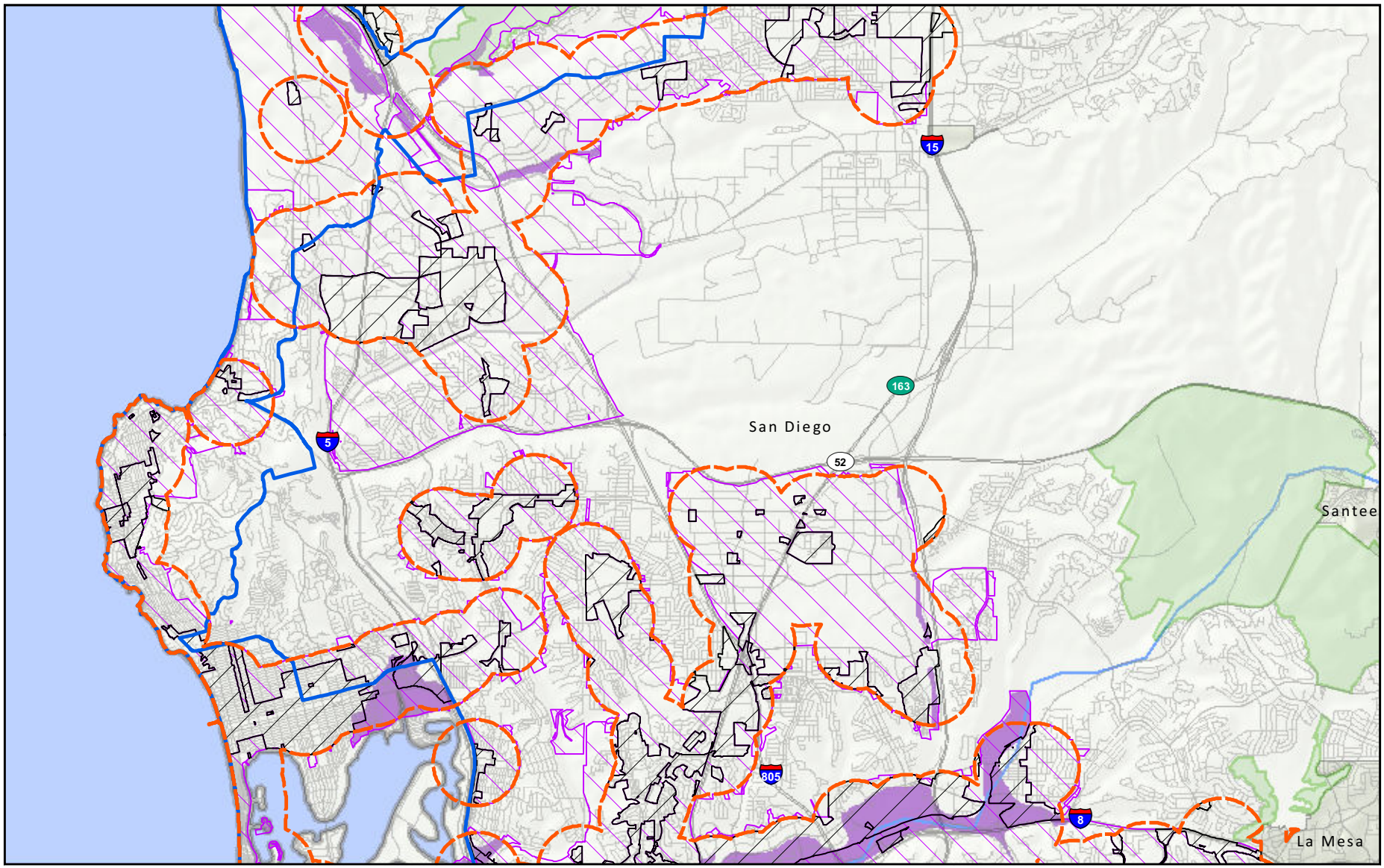

Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Liquefaction

0 Miles 1

FIGURE 4.5-3 Area C
Areas at Risk of Liquefaction

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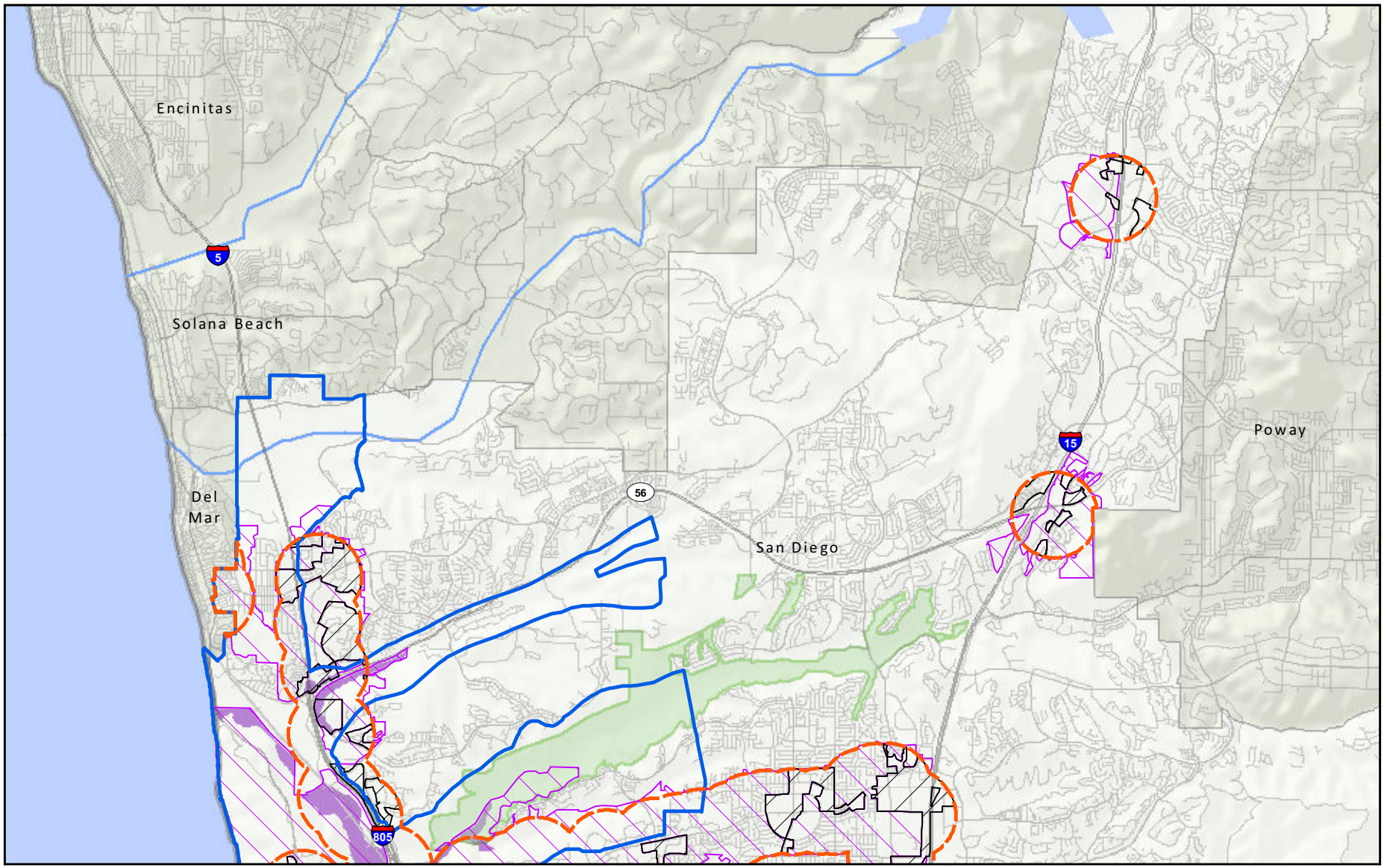

FIGURE 4.5-3 Area D
Areas at Risk of Liquefaction

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Issue 4 Expansive Soils

Would the proposed project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Future development under the proposed project could be located within areas with expansive soils. As part of the geotechnical investigation required by SDMC Section 145.1803(a)(2), evaluation of the suitability of soils for development would occur. If expansive soils are found at a particular project site, the development would be required to comply with the requirements of the CBC and SDMC related to expansive soils. Compliance with existing regulations in addition to implementation of site-specific recommendations in the geotechnical investigation would ensure that impacts associated with expansive soils are reduced to a less than significant level.

Cumulative Impacts

Cumulative impacts related to geologic hazards within the project areas would be less than significant with implementation of recommendations included in site-specific geotechnical investigations required under the CBC and SDMC. Development of the project areas would not compound or worsen potential geologic hazards as geologic hazard conditions are site-specific and do not compound or increase in combination with projected development elsewhere in the area. Thus, as each individual development with the potential for geologic hazards would be required to prepare a site-specific geotechnical study and comply with the remedial measures identified in the study, as required by the SDMC and CBC, cumulative impacts related to geologic hazards would be less than significant.

4.5.5 Significance of Impacts

4.5.5.1 Seismic Hazards

Implementation of the proposed project would not have direct or indirect significant environmental impacts in regard to seismic hazards because future development would be required to comply with the SDMC and CBC. This regulatory framework includes a requirement for site-specific geotechnical 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 recommendations contained within required site-specific geotechnical studies would preclude significant impacts related to seismic hazards. Thus, impacts would be less than significant.

4.5.5.2 Erosion or Loss of Topsoil

Implementation of the proposed project would result in less than significant impacts related to erosion and loss of topsoil. SDMC regulations prohibit sediment and pollutants from leaving the worksite and require the property owner to implement and maintain temporary and permanent erosion, sedimentation, and water pollution control measures. Conformance to mandated City

grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Thus, impacts would be less than significant.

4.5.5.3 Geologic Instability

Implementation of the proposed project would not result in impacts related to landslides, lateral spreading, subsidence, liquefaction, or collapse. Future development within the project areas would be required to be constructed in accordance with the SDMC and CBC, and would be required to prepare a site-specific geotechnical report and implement any recommendations within the report. Thus, impacts would be less than significant.

4.5.5.4 Expansive Soils

The SDMC requires a geotechnical investigation prior to issuance of a building permit. If expansive soils are found at a particular project site within the project areas, that project site would need to comply with the both CBC and SDMC requirements. Compliance with existing regulations would ensure that impacts associated with expansive soils are reduced to less than significant.

4.5.6 Conclusion

Geology, soils, and seismicity impacts would be less than significant; thus, no mitigation is required.

4.6 Greenhouse Gas Emissions

This section addressed the potential significant impacts related to greenhouse gas (GHG) emissions due to the implementation of Complete Communities: Housing Solutions and Mobility Choices (proposed project). Within the PEIR, Complete Communities: Housing Solutions is referred to as the "Housing Program" while Complete Communities: Mobility Choices is referred to as the "Mobility Choices Program." This section describes the existing conditions related to GHG emissions in the project areas; provides a summary of relevant plans, policies, and regulations; and evaluates the project's potential GHG emission impacts.

4.6.1 Existing Conditions

The project areas are currently a source of anthropogenic GHG, with emissions generated by vehicular traffic and by the energy use, area sources, water use, and solid waste disposal practices of existing development.

4.6.1.1 State and Regional GHG Inventories

a. California Air Resource Board Inventory

The California Air Resource Board (CARB) conducts 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 carbon dioxide equivalent (MMT CO_2E). Table 4.6-1 shows the estimated statewide GHG emissions for the years 1990, 2010, and 2016. Although GHG inventories are available for each year through 2016, these years (1990, 2010, and 2016) are highlighted in Table 4.6-1 because 1990 is the baseline year for established reduction targets, 2010 corresponds to the year for which inventory data for the City of San Diego (City) is available, and 2016 is the most recent data available.

As shown in Table 4.6-1, statewide GHG source emissions totaled approximately 427 MMT CO_2E in 1990, 448 MMT CO_2E in 2010, and 429 MMT CO_2E in 2016. 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 (RPS). 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 4.6-1
California GHG Emissions by Sector in 1990, 2010, and 2015

Sector	1990[1] Emissions in MMT CO_2E (% total)[2]	2010[3] Emissions in MMT CO_2E (% total)[2]	2016[3] Emissions in MMT CO_2E (% total)[2]
Electricity Generation	110.6 (25.9%)	90.58 (20.2%)	68.95 (16.1%)
Transportation	150.7 (35.3%)	170.16 (38.0%)	174.01 (40.5%)
Industrial	103.0 (24.2%)	100.93 (22.5%)	100.37 (23.4%)
Commercial	14.4 (3.4%)	20.09 (4.5%)	23.04 (5.4%)
Residential	29.7 (7.0%)	31.26 (7.0%)	28.34 (6.6%)
Agriculture & Forestry	16.9 (4.0%)	34.27 (7.6%)	33.84 (7.9%)
Not Specified	1.3 (0.3%)	0.82 (0.2%)	0.79 (0.2%)
TOTAL[4]	**426.6**	**448.11**	**429.34**

SOURCES: CARB 2007 and 2018; See also Mission Valley Community Plan Update Final PEIR (May 31, 2019), Chapter 4.4.

NOTES:

[1]1990 data was obtained from the CARB 2007 source and are based on the Intergovernmental Panel on Climate Change (IPCC) second assessment report GWPs. The revised calculation, which uses the scientifically updated IPCC fifth assessment report GWPs, is 431 MMT CO_2E.

[2]Percentages may not total 100 due to rounding.

[3]2010 and 2016 data was retrieved from the CARB 2018 source.

[4]Totals may vary due to independent rounding.

b. City of San Diego Climate Action Plan Inventory

A regional emissions inventory prepared as part of the City's Climate Action Plan (CAP) reported GHG emissions totaling approximately 13 MMT CO_2E in 2010. Table 4.6-2 summarizes the sources and quantities of City emissions. The largest source of emissions was transportation, followed by electricity, natural gas, solid waste and wastewater, and water.

Table 4.6-2
City of San Diego GHG Emissions in 2010

Sector	2010 GHG Emissions (MT CO_2E)
Transportation	7,141,746 (55%)
Electricity	3,116,398 (24%)
Natural Gas	2,077,599 (16%)
Solid Waste and Wastewater	389,550 (3%)
Water	259,700 (2%)
TOTAL	**12,984,993**

SOURCE: City of San Diego 2015. See also Mission Valley Community Plan Update Final PEIR (May 31, 2019), Chapter 4.4.

4.6.2 Regulatory Setting

4.6.2.1 Federal Regulations

a. 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. In August 2012, fuel economy standards were increased to 54.5 miles per gallon (mpg) for cars and light-duty trucks by Model Year 2025.

4.6.2.2 State Regulations

a. Executive Order S-3-05–Statewide GHG Emission Targets

Executive Order (EO) S-3-05, signed on June 1, 2005, established the following GHG emission reduction targets for the State:

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

EO S-3-05 also directs the Secretary of the California Environmental Protection Agency to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets.

b. Executive Order B-30-15–2030 Statewide GHG Emission Goal

EO B-30-15, issued by Governor Brown on April 29, 2015, established an interim GHG emission reduction goal for the state: 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, EO B-30-15 directed CARB to update its Climate Change Scoping Plan (see discussion below) to address the 2030 goal.

c. California Global Warming Solutions Act

In response to EO S-3-05, the California legislature passed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. The heart of AB 32 is its requirement that CARB establish an emissions cap and adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. AB 32 also required CARB to adopt a plan by January 1, 2009 indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

Approved in September 2016, Senate Bill (SB) 32 updates the California Global Warming Solutions Act of 2006 and implements EO B-30-15. Under SB 32, the state would reduce its GHG emissions to 40 percent below 1990 levels by 2030.

d. Climate Change Scoping Plan

As directed by AB 32, in 2008, CARB adopted the Climate Change Scoping Plan: A Framework for Change (Scoping Plan), which identifies the main strategies California will implement to achieve the GHG reductions necessary to reduce forecasted business as usual emissions in 2020 to the state's historic 1990 emissions level (CARB 2008). In November 2017, CARB released the 2017 Climate Change Scoping Plan Update, The Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Scoping Plan; CARB 2017). The 2017 Scoping Plan identifies the state strategy for achieving the state's 2030 interim reduction target codified by SB 32. Measures under the 2017 Scoping Plan build on existing programs such as the Cap-and-Trade Program, Low Carbon Fuel Standard (LCFS), Advanced Clean Cars (ACC) program, RPS, Sustainable Communities Strategy, and the Short-Lived Climate Pollutant Reduction Strategy.

e. California Advanced Clean Car Program

The ACC program, adopted January 2012, combines the control of smog, soot-causing pollutants, and GHG emissions into a single coordinated package of requirements for model years 2015 through 2025. Accordingly, the ACC program coordinates the goals of AB 1493 (Pavley), low emission vehicle (LEV), zero emission vehicle (ZEV), and Clean Fuels Outlet programs in order to lay the foundation for the commercialization and support of these ultra-clean vehicles.

AB 1493 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.

CARB has also adopted a second phase of the Pavley regulations, originally termed "Pavley II" but now called the "Low Emission Vehicle III" (LEV III) Standards or ACC program, which covers model years 2017 to 2025. CARB estimates that LEV III will reduce vehicle GHG emissions by an additional 4.0 MMT CO_2E for a 2.4 percent reduction over the first phase of Pavley regulations. On August 7, 2012, the final regulation for the adoption of LEV III became effective.

f. Executive Order S-01-07—Low Carbon Fuel Standard

EO S-01-07 directed that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 through a LCFS. The LCFS promotes the use of GHG-reducing transportation fuels (e.g., liquid biofuels, renewable natural gas, electricity, and hydrogen) through a declining carbon intensity standard. The LCFS went into effect on January 1, 2016.

g. Senate Bill 375—Regional Emissions Targets

The Sustainable Communities and Climate Protection Act, 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. The purpose of SB 375 is to align regional transportation planning efforts, regional GHG reduction targets, and fair-share housing allocations under state housing law. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy or Alternative Planning Strategy to address GHG reduction targets from cars and light-duty trucks in the context of that MPO's Regional Transportation Plan. The San Diego Association of Governments (SANDAG) is the San Diego region's MPO. In 2010, CARB set targets for the SANDAG region of a 7 percent reduction in GHG emissions per capita from automobiles and light-duty trucks compared to 2005 levels by 2020 and a 13 percent reduction by 2035. These targets are periodically reviewed and updated. CARB's currently proposed targets for the SANDAG region are a reduction of 15 percent by 2020 and 21 percent by 2035.

h. Assembly Bill 341—Solid Waste Diversion

The Commercial Recycling Requirements mandate that businesses (including public entities) that generate 4 cubic yards or more of commercial solid waste per week or multi-family residences with five units or more arrange for recycling services. Businesses can take one or any combination of the following in order to reuse, recycle, compost, or otherwise divert solid waste from disposal. Additionally, AB 341 mandates that not less than 75 percent of the solid waste generated be reduced, recycled, or composted by 2020.

4.6.2.3 Local Regulations

a. San Diego Forward: The Regional Plan

SANDAG is the regional authority that creates region-specific documents to provide guidance to local agencies, as SANDAG does not have land use authority. SANDAG's San Diego Forward: The Regional Plan, adopted in 2015, combines two of the region's existing planning documents: the Regional Comprehensive Plan for the San Diego Region and the 2050 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). The Regional Comprehensive Plan, adopted in 2004, laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The plan covered eight policy areas, including urban form, transportation, housing, health environment, economic prosperity, public facilities, our borders, and social equity. These policy areas were addressed in the 2050 RTP/SCS and are now fully integrated into the Regional Plan.

b. City of San Diego General Plan

Policies contained in the Conservation Element of the General Plan are applicable to energy use within the project areas, as they focus on reducing the City's carbon footprint. Measures to reduce carbon emissions involve reducing vehicular trips through efficient land use and alternative modes of transportation, and maximizing energy efficiency through sustainable building design.

c. Climate Action Plan

In December 2015, the City adopted the 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 business as usual 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 (gas and waste management); and climate resiliency. Accounting for future population and economic growth, the City projects that GHG emissions will be approximately 14.1 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 by 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 those targets by 1.2 MMT CO_2E by 2020 and 205,462 MTCO_2E by 2035.

In 2016, the City added a GHG emissions significance threshold to the City's California Environmental Quality Act (CEQA) Significance Determination Thresholds and amended the CAP to incorporate a CAP Consistency Checklist that is required for new development projects subject to CEQA to demonstrate consistency with the City's CAP.

d. California Code of Regulations, Title 24 – California Building Code

The California Code of Regulations (CCR), Title 24, is referred to as the California Building Code (CBC). It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so on. Of particular relevance to GHG reductions are the CBC's energy efficiency and green building standards as outlined below.

Title 24, Part 6 – Energy Efficiency Standards

Title 24, Part 6 of the CCR is the California Energy Efficiency Standards for Residential and Nonresidential Buildings (also known as the California Energy Code [Energy Code]). The Energy 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, and incentives in the form of rebates and tax breaks are provided on a sliding scale for buildings achieving energy efficiency above the minimum standards.

The current version of the Energy Code, known as 2016 Title 24, or the 2016 Energy Code, became effective January 1, 2017. The 2016 Energy Code provides mandatory energy efficiency measures as well as voluntary tiers for increased energy efficiency. The California Energy Commission (CEC), in conjunction with the California Public Utilities Commission (CPUC), has adopted a goal that all new residential and commercial construction achieve zero net energy by 2020 and 2030, respectively. It is

expected that achievement of the zero net energy goal will occur via revisions to the Title 24 standards.

The next version of the Energy Code, known as the 2019 Energy Code, was adopted May 9, 2018 and will take effect on January 1, 2020. The 2019 Energy Code includes provisions for smart residential photovoltaic (PV) systems, updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa), residential and nonresidential ventilation requirements, and nonresidential lighting requirements. The new Energy Code aims to reduce energy use in new homes by requiring that all new homes include individual or community solar PV systems or community shared battery storage system that achieves equivalent time-dependent value energy use reduction. Accounting for solar PV requirements, the CEC's preliminary estimates indicate that homes built consistent with the 2019 Energy Code will result in 53 percent less energy use than those built under the 2016 standards.

Title 24, Part 11 – California Green Building Standards Code

Title 24, Part 11 of the CCR is the California Green Building Standards Code (CALGreen). Beginning in 2011, 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 reduction in indoor water use relative to specified baseline levels;
- 50 percent construction/demolition waste diverted from landfills;
- Inspections of energy systems to ensure optimal working efficiency;
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards;
- Dedicated circuitry to facilitate installation of electric vehicle charging stations in newly constructed attached garages for single-family and duplex dwellings; and
- Installation of electric vehicle charging stations for at least 3 percent of the parking spaces for all new multi-family developments with 17 or more units.

4.6.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to GHG emissions are based on the City's CEQA Significance Determination Thresholds. A significant impact related to GHG emissions could occur if implementation of the proposed project would:

1) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or

2) Conflict with the City's Climate Action Plan or another applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

The CAP was originally adopted in December 2015, and future implementing actions necessary for the CAP to serve as a Qualified GHG Reduction Plan under CEQA Guidelines Section 15183.5 were adopted by City Council on July 12, 2016. This section of the CEQA Guidelines allows discretionary projects under CEQA that are consistent with the CAP to tier off the GHG analysis set forth in the CAP Final PEIR, which was certified on December 15, 2015, with an addendum adopted on July 12, 2016. Analysis within this PEIR directly tiers off of the CAP PEIR for cumulative GHG emissions under CEQA Guidelines Section 15183.5. As such consistency with the City's CAP is used to evaluate the significance of the proposed project's GHG impact.

4.6.4 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?

The Mobility Choices Program would result in transportation and infrastructure amenities within the Mobility Choices improvement areas. Transportation improvements could include lighting that would result in GHG emissions associated with energy demand. As the Mobility Choices program is intended to incentivize housing production, this program would indirectly be associated with GHG emissions from housing within Mobility Zones 1, 2, and 3~~2~~. Buildout of the Housing Program would result in the removal of barriers and the facilitation of high density multi-family residential development with affordable units. Housing and transportation infrastructure development under both programs would occur within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~ where VMT efficiencies are expected to result in a reduction of GHG emissions[1]. Housing development occurring under the

[1]The City's Climate Action Plan (CAP), adopted in December 2015, identifies that transportation-related GHG emission sources account for approximately 55 percent of the citywide GHG emissions. Vehicular travel currently accounts for approximately 90.5 percent of transportation-related trips, with a total average daily commute trip length of 25 miles. The CAP's overall transportation goal was to reduce the vehicular mode share to 50 percent. Each vehicular mile of travel results in the emission of approximately 425 grams of CO_2e. The Mobility Choices Fee identifies the cost to reduce a mile of vehicular travel within the City based on the construction and implementation of active transportation and transit facilities, with the intent of shifting trips away from vehicular travel to other modes. Each development project located within the non-urban areas (Mobility Zone 4~~3~~) will be required to participate in the fee program to offset their VMT impacts by paying their fair share to reduce the City's overall VMT. The VMT reduction is associated with a reduction in GHG (425 grams of CO_2e/mile).

proposed project within communities that have undergone recent comprehensive community plan updates (CPUs) are anticipated to result in the same overall GHG emission assumptions that were analyzed in recent CPU EIRs because the density would be redistributed to focus within TPAs (see Chapter 4.0 for additional discussion). Thus, within such areas, the proposed project is not anticipated to result in increased emissions beyond that evaluated in recent CPU EIRs.

Future development located within communities that have not undergone a recent CPU could result in increased densities compared to what was evaluated in their community plan EIRs. However, the increased density would be focused within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~, consistent with the goals of the City's CAP and City of Villages strategy. High density multi-family residential development with affordable housing would support and encourage the use of transit within the project areas by providing additional potential transit riders with easy access to high-quality transit. The proposed project would support reductions in GHG emissions attributable to vehicle sources as future residents would be more likely to rely on transit and active modes of transportation to a greater degree than development occurring outside of ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~. As multi-family residential development occurs over time, under the proposed project, the development of public amenities such as additional bike lanes or public open space through the proposed ordinances, could make multi-modal transportation and the use of active transportation facilities more attractive and convenient to residents and would support non-vehicular travel choices, resulting in GHG emissions reductions. This conclusion is consistent with the findings of a report prepared for the U.S. Department of Transportation, Research and Innovative Technology Administration (Pucher & Buehler 2011) which conducted a statistical analysis with cross-sectional data, and found that cities with a greater supply of bike paths and lanes have significantly higher cycling levels. It was specifically found that a 10 percent greater supply of bicycle facilities or paths in miles per 100,000 population is associated with about a 2.5 percent greater number of bike commuters per 10,000 population.

By facilitating new growth along high density transit corridors, future housing development within the project areas would be consistent with the General Plan's City of Villages strategy, and thus, with Action 3.1 of the CAP, which calls for implementation of the General Plan's Mobility Element and the City of Villages strategy in TPAs to increase use of transit and active modes of transportation. Specifically, the Mobility Element of the General Plan states that the City of Villages strategy would support a more cost-effective expansion of the transit system by calling for villages to be located in areas that can be served by high-quality transit. Increasing the allowable development intensity and residential densities around the existing and planned transit corridors would lay the groundwork for future transit use as well as provide riders for the existing transit network. The proposed project would be consistent with the General Plan's Mobility Element Policy ME-B.1, which calls for increased transit service accessibility, and Policy ME-B.9, which calls for transit-supportive land use planning. The Mobility Choices Program would specifically improve transit and active transportation accessibility by requiring the installation of and/or funding for transportation infrastructure that would improve pedestrian, transit, and bicycle amenities and provide for a more desirable multi-modal experience.

Therefore, any potential increase in GHG emissions associated with development under the Housing Program or incentivized housing resulting from the Mobility Choices Program would be a result of the implementation of CAP strategies and the General Plan's City of Villages strategy. While GHG

emissions would increase within the project areas, as discussed in the CAP and evaluated in the CAP Final PEIR, overall citywide GHG emissions would decrease with the development concentrated in the TPAs[2], rather than areas outside of TPAs, where vehicle miles traveled, and therefore GHG emissions, would be greater. Increasing multi-family residential density within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~ and providing transportation improvements in ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~ would support the City in achieving the citywide GHG emissions reduction targets under the CAP. Impacts related to GHG emissions would be less than significant.

Issue 2 Conflicts with Plans or Policies

Would the proposed project conflict with the City's Climate Action Plan or another applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

Future development under the proposed project would be consistent with state plans, SANDAG's San Diego Forward, the City's General Plan, and the City's CAP. As detailed below impacts associated with applicable GHG emission reduction plans would be less than significant.

a. State Plans

EO S-3-05 establishes GHG emission reduction targets for the state, and AB 32 launched the Climate Change Scoping Plan that outlines the reduction measures needed to reach these targets. CARB adopted the 2017 Scoping Plan which provided an updated framework for actions to reduce statewide GHG emissions. The 2017 Scoping Plan builds on existing programs and requires CARB and other state agencies to adopt regulations and incentives to reduce GHG emissions. As such, the Scoping Plan is not directly applicable to City planning efforts and projects, although there are several regulatory measures aimed at the identification and reduction of GHG emissions. Most of these regulatory measures focus on area source emissions (e.g., energy usage, high-global warming-potential GHGs in consumer products) and changes to the vehicle fleet (e.g., more fuel-efficient vehicles, reduced vehicle miles traveled [VMT], fuel economy). Out of the recommended actions contained in CARB's Scoping Plan, the actions that are most applicable to the proposed project would be those that are aimed at efficiency of utilities, and adoption of more stringent building and appliance standards.

[2]The CAP (Table 3.1) documents the anticipated 2020, 2030, and 2035 GHG reductions associated with implementation of various CAP strategies. The proposed project takes action to implement Strategy 3: Bicycling, Walking, Transit and Land Use which is associated with significant GHG emission reductions as shown in the CAP Table 3.1. These actions include promoting efficient land use (densities in TPAs) and supporting a mode shift from single occupancy vehicle use. The CAP Final PEIR (pg. 3.D-18) concludes that "implementation of most of the CAP actions may result in GHG emissions, but these emissions would be more than offset by the long-term reductions in GHG emissions that the actions would enable. Therefore, GHG emissions associated with implementation of these actions would not make a considerable contribution to cumulative GHG emissions, and the impact would be less than significant."

Future housing development implemented under the proposed project will require compliance with the State Building Code energy efficiency and applicable green building standards. Additionally, development plans would be reviewed at project intake to ensure the inclusion of all applicable energy efficiency and applicable green building requirements of the applicable building and energy codes. Compliance with applicable building code requirements will ensure that future projects implemented under the proposed project are consistent with state plans including the 2017 Scoping Plan measures.

b. SANDAG's San Diego Forward (Regional Plan)

The Mobility Choices Program would result in transportation infrastructure and amenities that would support the use of non-vehicular travel choices and incentivize housing production within ~~TPAs and~~ Mobility Zones 1, 2, and ~~3~~2. Future projects that meet the criteria of and are implemented under the Housing Program and incentivized by the Mobility Choices Program would be consistent with the goals of the Regional Plan to develop mixed-use, compact, walkable, and bicycle-friendly communities close to transit connections and consistent with smart growth principles. The proposed project would implement SANDAG's Regional Plan goals and land use strategies. Additionally, the Housing Program would require provision of infrastructure amenities such as bicycle lanes, transit amenities, or public open spaces. If public amenities cannot be accommodated on a particular project site, a Neighorhood Enhancement Fee would be paid that would fund mobility infrastructure improvements within the same community where the proposed development is occurring. These mobility infrastructure improvements would support Regional Plan goals for transit and multi-modal improvements within TPAs. Therefore, the proposed project would result in future development that would be consistent with the Regional Plan.

c. City of San Diego General Plan

The General Plan Land Use Element established a City of Villages strategy to focus growth into mixed-use activity centers that are pedestrian-friendly, centers of community, and linked to the regional transit system. Implementation of this strategy can decrease VMT and reduce GHG emissions. The proposed project would directly implement this strategy by incentivizing high density multi-family residential development within TPAs under the Housing Program and more broadly incentivizing housing within ~~TPAs and~~ Mobility Zones 1, 2, and ~~3~~2 under the Mobility Choices Program. By allowing qualifying multi-family housing to proceed with a ministerial approval process under the Housing Program and allowing for increased height and square footage for projects processed under the proposed ordinances, the proposed project would support and incentivize future development envisioned by the City of Villages strategy. Additionally, General Plan concepts such as increased walkability, enhanced pedestrian and bicycle networks, improved connections to transit, and sustainable development and green building practices would be supported as future projects would be required to provide an infrastructure amenity and comply with applicable green building standards. Therefore, the proposed project would be consistent with the City's General Plan.

d. City of San Diego Climate Action Plan

The CAP establishes five primary strategies for achieving the citywide CAP goals. As discussed in Issue 1, above, the proposed project would support implementation of citywide CAP goals and would be consistent with the City's CAP.

Cumulative Impacts

The impact analysis discussed under Issue 1 is a cumulative analysis by its nature because GHG emissions are a cumulative issue caused by the global GHG emissions and not an individual project. Cumulatively, there exists a significant impact related to GHG emissions at the global level. However, the proposed project's contribution to the cumulative impact from GHG emissions would be less than cumulatively considerable because one of the primary project goals is to implement the City's CAP and affect a reduction in VMT and associated GHG emissions. The Housing and Mobility Choices Programs are intended to incentivize housing development within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~ in order to provide a more efficient land use pattern and reduce VMT. As discussed under Issue 2, future projects would be consistent with state and regional plans. Therefore, cumulative impacts related to conflicts with GHG plans and policies would be less than significant.

4.6.5 Significance of Impacts

4.6.5.1 Greenhouse Gas Emissions

The proposed project would be consistent with the General Plan's City of Villages strategy, and the City's CAP by incentivizing the development of multi-family residential as well as other land uses to support the multi-family residential densities ~~within TPAs and~~ Mobility Zones 1, 2, and 3~~2~~. The proposed project is intended to support the City in achieving CAP goals by supporting and incentivizing future development that will reduce GHG emissions, primarily through reductions in VMT. The proposed project would support the City in obtaining citywide GHG emissions reduction targets under the CAP. Impacts related to GHG emissions would be less than significant.

4.6.5.2 Conflicts with Plans or Policies

Future development under the proposed project would be consistent with state plans, SANDAG's San Diego Forward, the City's General Plan, and the City's CAP. Impacts associated with applicable GHG emission reduction plans would be less than significant.

4.6.6 Conclusion

Impacts would be less than significant; therefore, no mitigation would be required.

4.7 Health and Safety

This section analyzes potential impacts related to health and safety that could result from implementation of Complete Communities: Housing Solutions and Mobility Choices (proposed project). Within the PEIR, Complete Communities: Housing Solutions is referred to as the "Housing Program" while Complete Communities: Mobility Choices is referred to as "Mobility Choices Program." This section provides context regarding hazardous materials, emergency preparedness, and airport hazards in the project areas, as well as relevant federal, state, and local regulations and programs.

4.7.1 Existing Conditions

4.7.1.1 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 (CCR), Division 4.5, Chapter 11, Article 3 groups hazardous materials into 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.

4.7.1.2 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.

The 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 the coordination of plans and programs countywide to ensure the protection of life and property.

The City of San Diego's (City's) disaster prevention and response activities are conducted in accordance with the 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 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.

4.7.1.3 Aircraft Hazards

Risks associated with airport operations include risks to people and property located in the vicinity of an airport in the event of an accident, and risks to the safety of persons aboard an aircraft. Airspace protection policies may address the height of objects on the ground and activities that can cause electronic or visual impairment to navigation or attract large numbers of birds (California Department of Transportation [Caltrans] 2011). Portions of the project areas are located within the Airport Influence Areas (AIAs) of five airports including the San Diego International Airport (SDIA), Montgomery-Gibbs Executive Airport, Marine Corps Air Station (MCAS) Miramar, Naval Outlying Landing Field (NOLF) Imperial Beach, and Brown Field Municipal Airport (Brown Field) (Figure 4.7-1 [Areas A through D]).

a. San Diego International Airport - Lindbergh Field

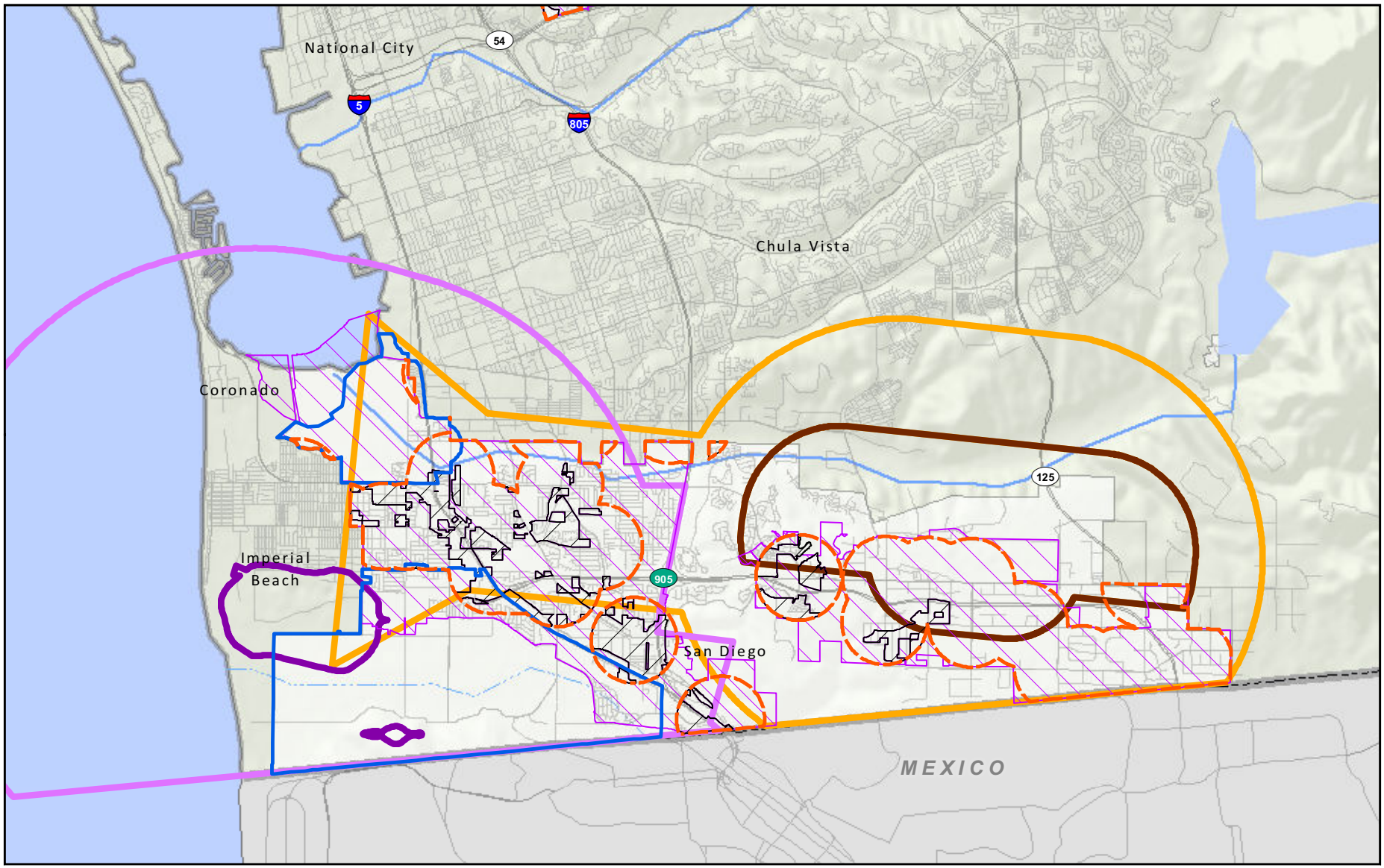
SDIA is the primary commercial service airport hosting air transportation activity in the San Diego region. The airport has one runway with approaches from the east and west. Aircraft operations averaged 543 trips per day over a 12-month period ending May 2018. Ninety percent of operations were commercial, and the remainder were air taxi, transient general aviation, and military (Airnav 2018).

b. Montgomery-Gibbs Executive Airport

Montgomery-Gibbs Executive Airport (formerly known as Montgomery Field) is a general aviation airport and is classified by the Federal Aviation Administration (FAA) as a reliever airport for SDIA. A reliever airport is an airport that serves general aviation aircrafts that might otherwise use a congested air carrier airport. The airport has three runways and a helipad. Aircraft operations averaged 567 trips per day over a 12-month period ending in April 2017. Fifty-one percent of operations were local general aviation, 46 percent were transient general aviation, and the remainder were air taxi, military, or commercial operations (Airnav 2018).

c. MCAS Miramar

MCAS Miramar operates a mixture of jet fighter, transport, and helicopter aircrafts. MCAS Miramar serves as home to the 3rd Marine Aircraft Wing, including MAG-11's fixed-wing F/A-18 and KC-130 Hercules squadrons and MAG-16's MV-22 Osprey tiltrotors and CH-53E Super Stallion helicopters. The support command Marine Air Control Group 38, the 3rd MAW Band, the 4th Marine Air Wing, an MV-22 Osprey squadron, the H&HS Marine Flight Division's UC-12, and UC-38 squadrons are also located at MCAS Miramar (MCAS Miramar 2019).



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Airport Influence Area

Brown Field - AIA Review Area 1

Brown Field - AIA Review Area 2

Naval Outlying Landing Field - AIA Review Area 1

Naval Outlying Landing Field - AIA Review Area 2

0 Miles 1

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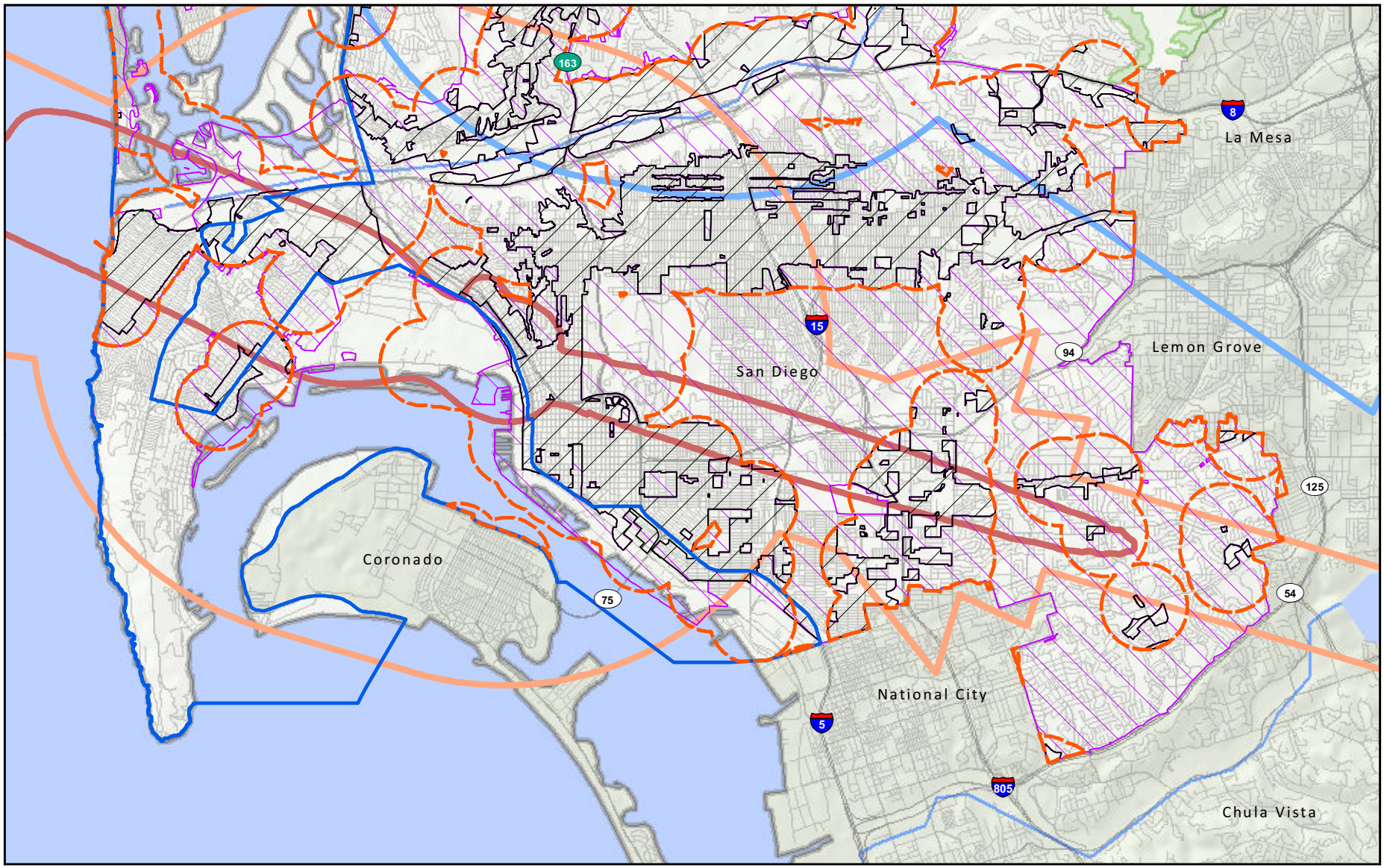
FIGURE 4.7-1 Area A
Airport Compatibility Zones



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Airport Influence Area

San Diego International Airport - AIA Review Area 1

San Diego International Airport - AIA Review Area 2

Montgomery Field - AIA Review Area 2

0 Miles 1

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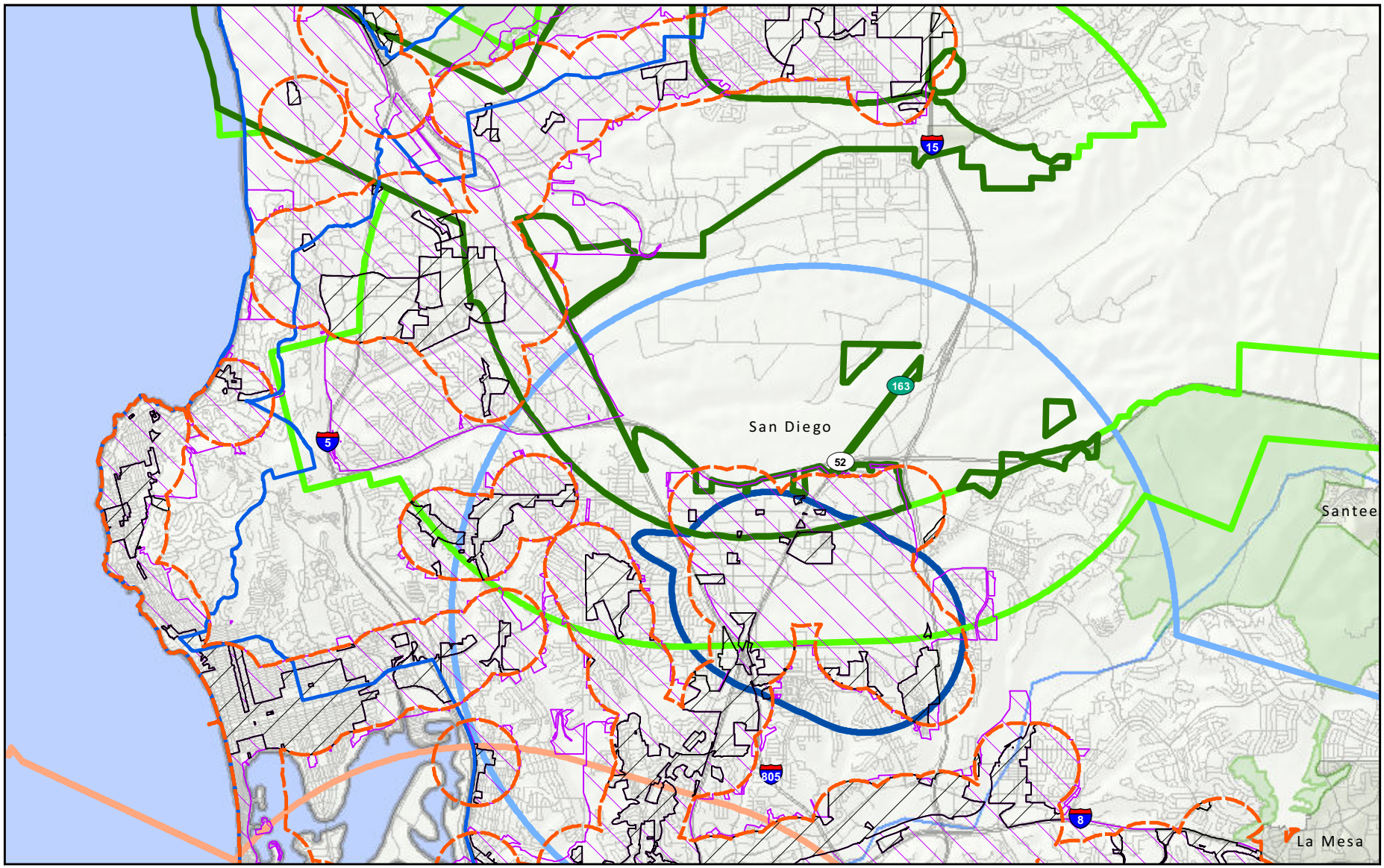
FIGURE 4.7-1 Area B
Airport Compatibility Zones



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Airport Influence Area

San Diego International Airport - AIA Review Area 2

Miramar - AIA Review Area 1

Miramar - AIA Review Area 2

Montgomery Field - AIA Review Area 1

Montgomery Field - AIA Review Area 2

0 Miles 1

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FIGURE 4.7-1 Area C
Airport Compatibility Zones

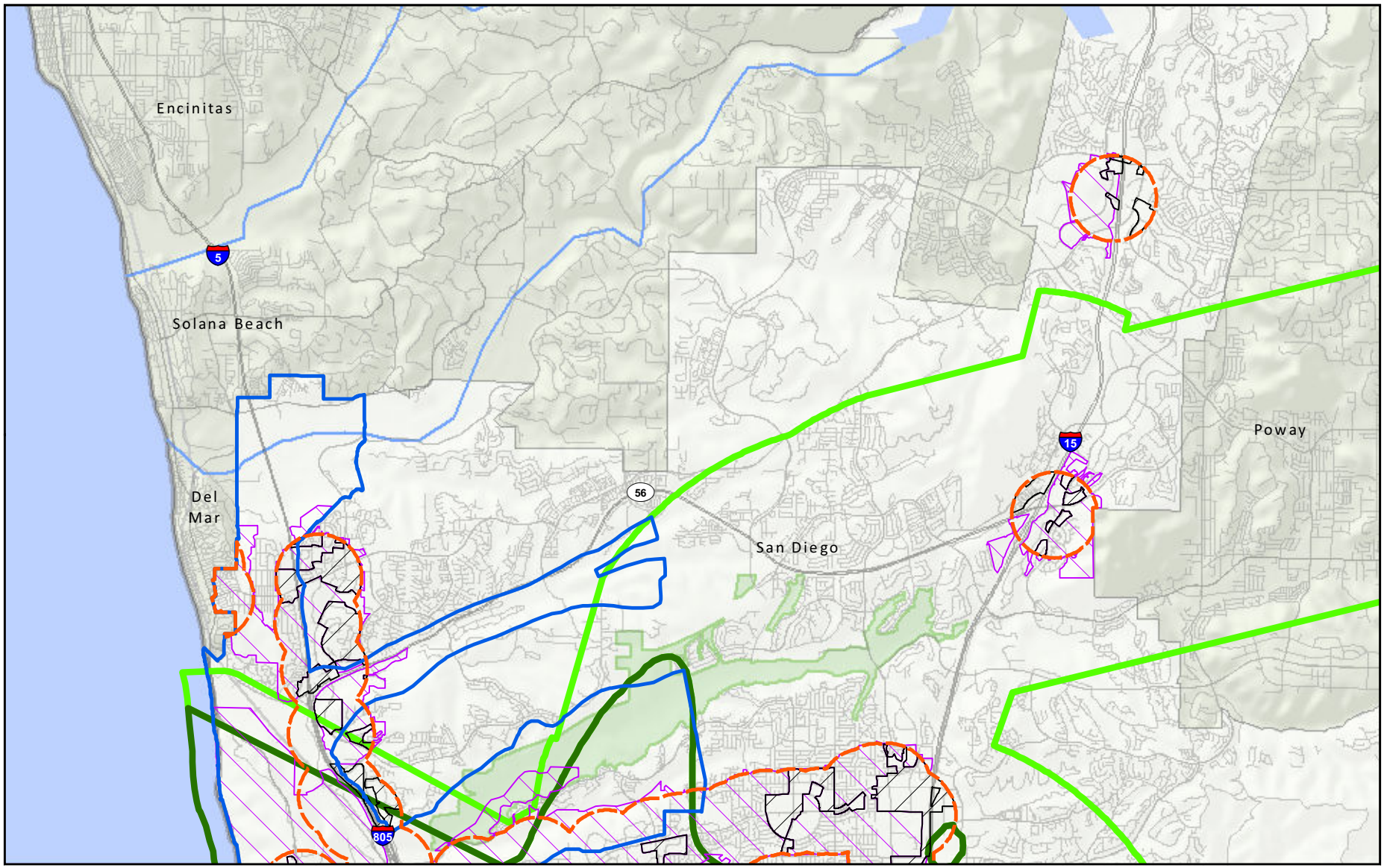

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FIGURE 4.7-1 Area D
Airport Compatibility Zones

d. Brown Field

Brown Field is a port of entry for private aircrafts coming from Mexico. Brown Field is a busy general aviation airport. General aviation encompasses all aviation except air carrier and military, although the military continues to maintain a strong presence. The types of general aviation aircrafts that operate at Brown Field include private, corporate, charter, air ambulance, law enforcement, fire rescue, flight training, cargo, skydiving, banner towing, and airships (City of San Diego 2019).

e. NOLF Imperial Beach

NOLF Imperial Beach is a part of the South Bay community, between Imperial Beach and the U.S./Mexico border. It is nine miles south of the City and is connected to Coronado by the Silver Strand Beach and Causeway. Almost half of NOLF's 1,100 acres is a part of the Tijuana River National Estuarine Research Reserve. It is the only exclusive-use Naval helicopter airfield on the West Coast (Millie 2019).

4.7.2 Regulatory Setting

4.7.2.1 Federal Regulations

a. U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (USEPA) is the primary federal agency regulating hazardous wastes and materials. USEPA broadly defines a hazardous waste as one that is specifically listed in USEPA regulations, has been tested and meets one of the four characteristics established by the USEPA (toxicity, ignitability, corrosiveness, and reactivity), or that has been declared hazardous by the generator based on its knowledge of the waste. USEPA defines hazardous materials as any item or chemical that can cause harm to people, plants, or animals when released by spilling, leaking, pumping, pouring, emptying, discharging, injecting, leaching, dumping, or disposing into the environment. Federal regulations pertaining to hazardous wastes and materials are generally contained in Titles 29, 40, and 49 of the Code of Federal Regulations (CFR). The terms hazardous wastes and hazardous materials are used interchangeably in this section.

b. Resource Conservation and Recovery Act of 1976

The Resource Conservation and Recovery Act of 1976 (42 United States Code Sections 6901–6987), including the Hazardous and Solid Waste Amendments of 1984, protects human health and the environment, and imposes regulations on hazardous waste generators, transporters, and operators of treatment, storage, and disposal facilities. The Hazardous and Solid Waste Amendments also require the USEPA to establish a comprehensive regulatory program for underground storage tanks. The corresponding regulations in 40 CFR Parts 260–299 provide the general framework for managing hazardous waste, including requirements for entities that generate, store, transport, treat, and dispose of hazardous waste.

c. Hazardous Materials Transportation Act

The Department of Transportation, the Federal Highway Administration, and the Federal Railroad Administration are the three entities that regulate the transport of hazardous materials at the federal level. The Hazardous Materials Transportation Act (49 CFR Part 171, Subchapter C) governs the transportation of hazardous materials. These regulations are promulgated by the Department of Transportation and enforced by the USEPA.

d. Disaster Mitigation Act

The Disaster Mitigation Act of 2000 requires that a state mitigation plan, as a condition of disaster assistance, add incentives for increased coordination and integration of mitigation activities at the state level through the establishment of requirements for two different levels of state plans: "Standard" and "Enhanced". States that develop an approved Enhanced State Plan can increase the amount of funding available through the Hazard Mitigation Grant Program. The Disaster Mitigation Act also established a new requirement for local mitigation plans.

4.7.2.2 State Regulations

a. Environmental Health Standards for the Management of Hazardous Waste

CCR Title 22, Division 4.5 provides standards applicable to generators and transporters of hazardous wastes, as well as standards for operators of hazardous waste transfer facilities, among other regulations.

b. 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 California Environmental Quality Act (CEQA) issue of risk due to hazardous substance release. In San Diego County, these two programs are referred to as the Hazardous Materials Business Plan (HMBP) program and the California Accidental Release Prevention (CalARP) program. The County of San Diego 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 hazardous substances. When the indicated quantities are exceeded, an HMBP or Risk Management Plan is required pursuant to the regulations.

Congress requires USEPA Region 9 to make Risk Management Plan information available to the public through USEPA's Envirofacts Data Warehouse. The Envirofacts Data Warehouse is considered the single point of access to select USEPA environmental data.

California H&SC Section 25270, Aboveground Petroleum Storage Act, requires registration and spill prevention programs for aboveground storage tanks (ASTs) that store petroleum. In some cases, ASTs for petroleum may be subject to groundwater monitoring programs implemented by the Regional Water Quality Control Boards (RWQCBs) and the State Water Resources Control Board (SWRCB).

c. Senate Bill 1889, Accidental Release Prevention Law/Chemical Accident Release Prevention Program

Senate Bill (SB) 1889 required California to implement a federally mandated program governing the accidental airborne release of chemicals listed under Section 112 of the Clean Air Act. Effective January 1, 1997, CalARP replaced the previous California Risk Management and Prevention Program and incorporated the mandatory federal requirements. CalARP addresses facilities containing specified hazardous materials that, if involved in an accidental release, could result in adverse off-site consequences. CalARP defines regulated substances as chemicals that pose a threat to public health and safety or the environment because they are highly toxic, flammable, or explosive.

d. 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 the California Environmental Protection Agency (California EPA), California Highway Patrol, California Department of Fish and Wildlife (CDFW), and RWQCB.

e. Cortese List

The Cortese List refers to provisions in Government Code Section 65962.5, which requires that the California Department of Toxic Substances Control (DTSC), State Department of Health Services, SWRCB, and designated local enforcement agencies compile and update lists of hazardous materials sites under their purview as specified in the code. The “Cortese List” consists of the information provided by these agencies under the code.

DTSC's Brownfields and Environmental Restoration Program (Cleanup Program) EnviroStor database provides DTSC's component of the Cortese List data by identifying State Response, Federal Superfund, and Backlog sites listed under H&SC Section 25356, as well as Certified with Operation and Maintenance sites. The EnviroStor database identifies sites that have known contamination or potentially contaminated sites requiring further investigation, and facilities permitted to treat, store, or dispose of hazardous waste. The EnviroStor database includes lists of the following site types: federal Superfund; State Response, including military facilities and State Superfund; voluntary cleanup; and school sites.

The SWRCB GeoTracker database tracks sites that impact groundwater or have the potential to impact groundwater. It includes sites that require groundwater cleanup such as Leaking Underground Storage Tanks (LUSTs), Department of Defense, and Site Cleanup Program sites, as well as permitted facilities that could impact groundwater such as operating Underground Storage Tanks (USTs), irrigated lands, oil and gas production sites, and land disposal sites.

f. California Department of Toxic Substances Control

Within the California EPA, DTSC has primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the state agency, for the management of hazardous materials and the generation, transport, and disposal of hazardous waste under the authority of the Hazardous Waste Control Law. Since August 1, 1992, DTSC has been authorized to implement the state's hazardous waste management program for the California EPA.

g. State Water Resources Control Board

The San Diego RWQCB is authorized by the SWRCB to enforce provisions of the Porter–Cologne Water Quality Control Act of 1969. This act gives the San Diego RWQCB authority to require groundwater investigations when the quality of groundwater or surface waters of the state is threatened and to require remediation of the site, if necessary.

h. The California Department of Transportation

Caltrans manages more than 50,000 miles of California's highway and freeway lanes, provides inter-city rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans is also the first responder for hazardous material spills and releases that occur on highway and freeway lanes and inter-city rail services.

i. State Hazard Mitigation Plan

The State Hazard Mitigation Plan (SHMP) is the state's hazard mitigation guidance document and provides a comprehensive description of California's historical and current hazard analysis, mitigation strategies, goals, and objectives. The SHMP reflects the state's commitment to reduce or eliminate potential risks and impacts of natural and human-caused disasters by making California's families, homes, and communities better prepared and more disaster-resilient. The SHMP is also a federal requirement under the Disaster Mitigation Act of 2000 for the State of California to receive federal funds for disaster assistance grant programs (OES 2018).

j. State Aeronautics Act

Through the State Aeronautics Act, every county that contains a public airport must develop and comply with an Airport Land Use Compatibility Plan (ALUCP) with a 20-year planning horizon. The purpose of an ALUCP is to protect public health, safety, and welfare by providing for the orderly growth and land use development of the area surrounding the airport. ALUCP policies generally set controls on land use and development standards that ensure safe and efficient airport and flight operations and minimize the public's exposure to excessive noise and safety hazards within the airport's vicinity. An ALUCP does not designate land uses, but instead establishes criteria to encourage the development of compatible land uses. It also has no ability to alter existing non-conforming uses; the focus is on future development.

The body responsible for creating and carrying out the ALUCP is each respective county's Airport Land Use Commission (ALUC) or other designated agency. The San Diego County Regional Airport Authority (Airport Authority) serves as the ALUC for San Diego County.

k. California Underground Storage Tank Regulations

The California Underground Storage Tank Regulations (CCR Title 23, Chapter 16) includes guidelines and standards to protect waters from hazardous substance discharges from USTs. The regulations establish construction requirements for new USTs; establish separate monitoring requirements for new and existing USTs; establish uniform requirements for unauthorized release reporting and for the repair, upgrade, and closure of USTs; and specify variance request procedures. It requires responsible parties to remediate any unauthorized releases from USTs.

4.7.2.3 Local Regulations

a. City of San Diego Municipal Code

Hazardous Materials

The Hazardous Waste Establishment section of the San Diego Municipal Code (SDMC) (SDMC Chapter 4, Article 2, Division 8) enables the Health Officer to establish a program to monitor establishments where hazardous wastes are produced, stored, handled, disposed of, treated, or recycled, and to provide health care information and other appropriate technical assistance on a 24-hour basis to emergency responders in the event of a hazardous waste incident involving community exposure. The Disclosure of Hazardous Materials section (SDMC Chapter 4, Article 2, Division 9) establishes a system for the provision of information on potential hazards or hazardous materials in the community, including appropriate education and training for use of information. Elements of the system include the Health Officer's ability to seek advice from the Hazardous Materials Advisory Committee, the filing of a hazardous substance disclosure form, the content of the disclosure form, emergency response information, and penalty for violations.

Explosives

SDMC Chapter 5, Article 3 addresses firearms, dangerous weapons, explosives, and hazardous trades. Included are regulations concerning blasting, firearms, and other hazardous items (pointed missiles, steam boilers, etc.). Specific definitions of various hazardous items and penalties for misuse are listed.

b. Airport Land Use Compatibility Overlay Zone

The SDMC addresses issues related to safety compatibility in the Airport Land Use Compatibility Overlay Zone. SDMC Chapter 13, Article 2, Division 15 establishes the Airport Land Use Compatibility Overlay Zone, which ensures that new development located within an AIA for MCAS Miramar, Montgomery-Gibbs Executive Airport, Brown Field, and Gillespie Airport is compatible with respect to airport-related noise, public safety, airspace protection, and aircraft overflight areas. Regulations include safety compatibility and aircraft overflight notification.

c. City of San Diego Building Regulations

The City's Building Regulations (SDMC Chapter 14, Article 5) are intended to regulate the construction of applicable facilities and encompasses (and formally adopts) associated elements of the California Building Code (CBC). Specifically, this includes guidelines regulating the "construction, alteration, replacement, repair, maintenance, moving, removal, demolition, occupancy, and use of any privately owned building or structure or any appurtenances connected or attached to such buildings or structures within this jurisdiction, except work located primarily in a public right-of-way, public utility towers and poles, mechanical equipment not specifically regulated in the Building Code, and hydraulic flood control structures" (SDMC Section 145.0102). The City's Building Regulations also establish acceptable construction materials for development near open space to minimize fire risk through adoption of Chapter 7, "Fire Resistance-Rated Construction," and Chapter 7A, "Materials and Construction Methods for Exterior Wildfire Exposure," of the CBC (SDMC Chapter 14, Article 5, Division 7).

d. Off-Site Development Impacts

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

e. County of San Diego Department of Environmental Health

The Hazardous Materials Division (HMD) of the County's DEH regulates hazardous waste and tiered permitting, USTs, aboveground petroleum storage and risk management plans, hazardous materials business plans and chemical inventory, and medical waste. The HMD's goal is "to protect human health and the environment by ensuring that hazardous materials, hazardous waste, medical waste, and underground storage tanks are properly managed" (County of San Diego 2016).

f. California EPA's Unified Program

In 1993, SB 1082 gave the 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. The California EPA oversees the Unified Program with support from DTSC, the RWQCBs, OES, and the state Fire Marshal.

State law requires the 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 HMD of the County's DEH is the CUPA for San Diego County.

g. San Diego County Multi-Jurisdictional Hazard Mitigation Plan

The 2017 San Diego County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) was prepared to comply with the Disaster Mitigation Act of 2000 to increase disaster planning funding. It is intended to educate the public, help serve as a decision-making tool, supplement and enhance local policies regarding disaster planning, and improve multi-jurisdictional coordination.

The MJHMP identifies hazardous materials and wildfire/structure fire among the top 11 hazards in the City due to the potential loss of life, injuries, and damage to property, as well as the significance in the disruption of services. The MJHMP includes six goals for the City.

h. San Diego County Emergency Operations Plan

The 2018 San Diego County Emergency Operations Plan describes a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism, and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and providing for the overall well-being of the population. The plan also identifies the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector.

i. Airport Land Use Compatibility Plans

The Airport Authority serves as the ALUC for San Diego County. The ALUC is responsible for adopting ALUCPs for 16 public use and military airports in San Diego County. ALUCPs provide guidance on appropriate land uses surrounding airports to protect the health and safety of people and property within the vicinity of an airport, as well as the public in general. An ALUCP contains policies and criteria that address compatibility between airports and future land uses that surround them in the areas of noise, overflight, safety, and airspace protection in order to minimize the public's exposure to hazards within the AIA for each airport. Each AIA is divided into 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. Review Area 1 consists of locations where noise or safety concerns may necessitate limitations on the types of land use actions. All compatibility 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 ALUC does not have jurisdiction over the operation of airports or over existing land uses. Once ALUCPs have been adopted by the ALUC, local agencies with land located within the AIA boundary for any of the airports must amend their planning documents to conform to the applicable ALUCP, unless a local agency makes certain findings in accordance with state law.

San Diego International Airport ALUCP

The SDIA ALUCP was adopted in 2014 and contains policies and standards related to airspace protection and noise, safety, and overflight compatibility. The SDIA AIA is divided into two review areas. 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. 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.

Montgomery Field ALUCP

The Montgomery Field ALUCP was adopted by the ALUC in 2010. The Montgomery Field AIA is divided into two review areas. Review Area 1 consists of locations where noise and safety concerns may necessitate limitations on the types of land use actions. Specifically, Review Area 1 encompasses locations exposed to aircraft noise levels of 60 dB CNEL or greater together with all of the safety zones. Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and overflight notification areas.

MCAS Miramar ALUCP

The MCAS Miramar ALUCP was adopted by the ALUC in 2011. The AIA of MCAS Miramar includes lands within four general land use jurisdictions: the County of San Diego and the cities of Poway, San Diego, and Santee.

Brown Field ALUCP

The Brown Field ALUCP was adopted in 2010. The Brown Field AIA encompasses lands within the cities of San Diego, Chula Vista, Imperial Beach, National City, and unincorporated areas of San Diego County. The ALUCP reflects the anticipated growth of the airport for at least the next 20 years and depict both existing and planned facilities at the airport, including the airfield, runway protection zones, and the airport property boundary.

NOLF Imperial Beach ALUCP

The NOLF Imperial Beach ALUCP was adopted in 2015. As required by State law, this ALUCP is consistent with the safety and noise standards in the Air Installations Compatible Use Zones (AICUZ) Update prepared by the United States Department of Defense (DOD), Naval Facilities Command Southwest (NAVFAC SW) for NOLF Imperial Beach. The primary goal of the DOD's AICUZ Program is to protect the health, safety, and welfare of those living on and near a military airfield while preserving the operational capability of the airfield.

4.7.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to hazards and hazardous materials are based on applicable criteria in the CEQA Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2016). Thresholds are modified from the City's CEQA Significance

Determination Thresholds to reflect the programmatic analysis for the proposed project. A significant impact related to hazards and hazardous materials could occur if the proposed project would:

1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would create a significant hazard to the public or the environment;

5) Result in a safety hazard for people residing or working in project areas located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport;

6) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

Potential impacts related to wildfire (Issue 7) are addressed in Section 4.15 of this PEIR.

4.7.4 Impact Analysis

Issue 1 Transport, Use, or Disposal

Would implementation of the proposed project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The proposed project would incentivize multi-family residential development within transit priority areas (TPAs) and Mobility Zones 1, 2, and 3~~2~~, and could include mixed-use developments that include a commercial and/or retail component. Project construction may require the use of hazardous materials (e.g., fuels, lubricants, solvents, etc.), which would require proper storage, handling, use, and disposal. However, the operation of future residential and mixed-use developments is not anticipated to result in the routine transport, use, or disposal of hazardous materials because such uses would not be allowed within a mixed-use zone. Although small amounts of hazardous materials may be used for cleaning and maintenance, compliance with applicable federal, state, and local laws and regulations would ensure that regulated hazardous

materials are handled and disposed of properly, and that no hazards would result during long-term operation of the project. Construction activities associated with the installation of transportation infrastructure improvements per the Mobility Choices Program could involve the transport, use, or disposal of hazardous materials; however, operation of these facilities would not include the transport, use, or disposal of hazardous materials. Hazardous materials and waste would be managed and used in accordance with all applicable federal, state, and local laws and regulations. Therefore, the project would not create a significant hazard to the public or environment. Impacts would be less than significant.

Issue 2 Release of Hazardous Materials

Would implementation of the proposed project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

As discussed above in Issue 1, the project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

Issue 3 Schools

Would implementation of the proposed project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The project areas are located throughout the City and may be located within proximity to schools. The proposed project would incentivize multi-family residential development within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~, and could include mixed-use developments that include a commercial and/or retail component. While uses allowed under these designations may handle some amount of hazardous materials on a regular basis, they are not anticipated to result in hazardous emissions or exposure to acutely hazardous materials because such uses would not be allowed within a mixed-use zone. Transportation infrastructure improvements associated with the Mobility Choices Program would not involve hazardous emissions. Additionally, in accordance with City, state, and federal requirements, any new development that involves contaminated property would necessitate the clean-up and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted to occur at a contaminated site until a "no further action" clearance letter from the County's DEH, or similar determination is issued by the San Diego Fire-Rescue Department (SDFD), DTSC, RWQCB, or other responsible agency. Therefore, through regulatory compliance, potential impacts would be less than significant.

Issue 4 Hazardous Materials Sites and Health Hazards

Would the proposed project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Federal and state regulations require adherence to specific guidelines regarding the use, transportation, disposal, and accidental release of hazardous materials. According to the DTSC EnviroStor (2019) database, there are 76 open hazardous sites cases identified within the project areas. In accordance with local City, county, state, and federal requirements, any new development that involves contaminated property would necessitate the clean-up 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's DEH, or a similar determination is issued by the SDFD, DTSC, RWQCB, or other responsible agency. Therefore, impacts related to hazardous materials sites and health hazards would be less than significant.

Issue 5 Aircraft Related Hazards

Would implementation of the proposed project result in a safety hazard for people residing or working in project areas located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport?

Transportation infrastructure improvements associated with the Mobility Choices Program would not result in safety hazards within airport land use plans because they would result in small-scale improvements within existing public right-of-way or within the development footprint of future development projects and would not create obstructions or hazards that could affect aircrafts. The Housing Program could result in multi-family residential development within TPAs at densities and heights beyond what was identified in the respective community plan. Within the Coastal Zone, height limits would not exceed the coastal height limit of 30 feet. Projects within AIA Review Area 1 for SDIA would be subject to the City's Airport Approach Overlay Zone (AAOZ), which limits building height in proximity to the airport approach and takeoff paths for SDIA, and the Airport Environs Overlay Zone, which provides supplemental regulations for property surrounding SDIA (SDMC Chapter 13 Article 2 Divisions 2 and 3). Development within SDIA and NOLF Imperial Beach AIAs Review Area 2 anticipated under the Housing Program would be subject to overflight and airspace protection policies review and may require FAA notification (if the proposed development's maximum height exceeds the FAA's Part 77 Notification Surface) and/or recordation of an avigation easement and/or overflight notification. Development within portions of SDIA AIA Review Area 2 would also be subject to the height limitations of the AAOZ.

Figure 4.7-1 shows the Housing Program project areas that lie within an AIA. The five AIAs that affect the project areas include the Brown Field AIA (1,037.3 acres), Montgomery Field AIA (4,677.4 acres), MCAS Miramar AIA (2,655.4 acres), NOLF Imperial Beach AIA (1,122.9 acres), and SDIA AIA (9,304.7 acres). ALUC review is required for land use plans and regulations within Review Areas 1 and 2 that propose increases in height limits, and for land use projects that have received from the FAA a Notice of Presumed Hazard, a Determination of Hazard, or a Determination of No Hazard subject to

conditions, limitations or marking and lighting requirements, and/or would create glare, lighting, electromagnetic interference, dust, water vapor, smoke, thermal plumes, or bird attractants.

Future projects implemented under the Housing Program and incentivized by the Mobility Choices Program that are located within AIA Review Areas 1 and 2 would be required by SDMC Sections 132.0207, 132.1515, and 132.1520 to obtain an FAA Determination of No Hazard to air navigation at the time of a building permit application if the project would exceed the Part 77 Notification Surfaces. If required by the applicable ALUCP, an overflight notification agreement must be recorded with the Office of the County Recorder for any new dwelling unit within the overflight area. The recording 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 ALUC.

Thus, implementation of the proposed project would be consistent with adopted ALUCPs as future development would be required to show compatibility with the requirements of the ALUCPs, the SDMC, and associated FAA requirements. Impacts related to aircraft related hazards would be less than significant.

Issue 6 Emergency Evacuation and Response Plans

Would implementation of the proposed project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The San Diego County Emergency Operations Plan (County of San Diego 2018) identifies a broad range of potential hazards and a response plan for public protection. The plan identifies major interstates and highways within San Diego County that could be used as primary routes for evacuation. Additionally, the County of San Diego MJHMP, revised in 2017, provides methods to help minimize damage caused by natural and man-made disasters. The City and the OES of San Diego County continue to coordinate to update the MJHMP as hazards, threats, population and land use, or other factors change to ensure that impacts to emergency response plans are less than significant. Impacts to emergency evacuation and response plans as a result of implementation of the proposed project would be less than significant.

Cumulative Impact Analysis

As discussed throughout 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 project areas. In addition, potential hazards associated with hazardous material sites are site-specific and would not combine with hazards in other communities within the vicinity of the projects areas to create a cumulative impact. Therefore, implementation of the proposed project would not result in a cumulatively significant impact related to health and safety issues.

4.7.5 Significance of Impacts

4.7.5.1 Transport, Use, or Disposal

Although construction activities associated with the proposed project could involve the transport, use, or disposal of hazardous materials, compliance with applicable federal, state, and local regulations would ensure that regulated hazardous materials are handled and disposed of properly. Operation of future development could use small amounts of hazardous materials for cleaning and maintenance; however, hazardous materials and waste would be managed and used in accordance with all applicable federal, state, and local laws and regulations, which would ensure that no hazards would result during long-term operation of the project. Therefore, the project would not create a significant hazard to the public or environment. Impacts would be less than significant.

4.7.5.2 Release of Hazardous Materials

The project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

4.7.5.3 Schools

The project areas are located throughout the City and may be located within proximity to schools. The land uses that would be developed per the proposed project are not anticipated to result in hazardous emissions or exposure to acutely hazardous materials. In accordance with City, state, and federal requirements, any new development that involves contaminated property would necessitate the clean-up and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted to occur at a contaminated site until a “no further action” clearance letter from the County’s DEH, or a similar determination is issued by the SDFD, DTSC, RWQCB, or other responsible agency. Therefore, impacts to schools would be less than significant.

4.7.5.4 Hazardous Materials Sites and Health Hazards

Implementation of the proposed project would be in accordance with City, county, state, and federal requirements, and any new development that involves contaminated property would necessitate the clean-up 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’s DEH, or a similar determination is issued by the SDFD, DTSC, RWQCB, or other responsible agency. Therefore, impacts related to hazardous materials sites and health hazards would be less than significant.

4.7.5.5 Aircraft Related Hazards

Implementation of the proposed project would be consistent with adopted ALUCPs as future development would be required to show compatibility with the requirements of the ALUCPs, the

SDMC, and associated FAA requirements. Impacts related to aircraft related hazards would be less than significant.

4.7.5.6 Emergency Evacuation and Response Plans

The San Diego County Emergency Operations Plan (County of San Diego 2018) identifies a broad range of potential hazards and a response plan for public protection, and identifies major interstates and highways within San Diego County that could be used as primary routes for evacuation. Additionally, the County of San Diego MJHMP provides methods to help minimize damage caused by natural and man-made disasters. The City and the OES of San Diego County continue to coordinate to update the MJHMP as hazards, threats, population, and land use, or other factors change to ensure that impacts to emergency response plans are less than significant. Therefore, impacts related to emergency evacuation and response plans would be less than significant.

4.7.6 Conclusion

Future development under the proposed project would be subject to the local, state, and federal health and safety regulations discussed in this section. Impacts would be less than significant and no mitigation is required.

4.8 Historical, Archaeological, and Tribal Cultural Resources

This section analyzes the potential impacts to historical, archaeological, and tribal cultural resources due to implementation of Complete Communities: Housing Solutions and Mobility Choices (proposed project). It documents the historical background for the project areas and addresses prehistoric and historic archaeological resources, the built environment, and tribal cultural resources. The information in this section is based in part on the Cultural Resources Constraints Analyses previously conducted for the Mission Valley, Old Town, Midway-Pacific Highway, Uptown, Golden Hill, North Park, San Ysidro, Southeastern San Diego, and Encanto Community Plan Updates, and the Balboa Avenue Station Area and Morena Corridor Specific Plans. An updated record search was also conducted for the remaining project-specific areas not covered in the planning documents noted above. Within the analysis, Complete Communities: Housing Solutions is referred to as "Housing Program" while Complete Communities: Mobility Choices is referred to as "Mobility Choices Program."

4.8.1 Existing Conditions

4.8.1.1 Historical, Archaeological, and Tribal Cultural Resources

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

Historical resources are physical features, both natural and constructed, that reflect past human existence and are of historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance. These resources may include such physical objects and features as archaeological sites and artifacts, buildings, groups of buildings, structures, districts, street furniture, signs, cultural properties, and landscapes. Historical resources in the San Diego region span a timeframe of at least the last 10,000 years and include both the prehistoric and historic periods. For purposes of the Program Environmental Impact Report (PEIR), historical resources consist of historic buildings, structures, objects, or sites, prehistoric and historic archaeological resources, sacred sites and human remains, and tribal cultural resources determined to be significant under the 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. Prehistoric resources may include midden deposits, lithic and or ceramic scatters, milling features, or inhumations. Historic archaeological resources are those originating after European contact. These resources may include subsurface features such as wells, cisterns, or privies. Other historic archaeological remains include artifact concentrations, building foundations, or remnants of structures.

4.8.1.2 Tribal Cultural Context (Pre-Contact/Prehistoric, and Ethnohistoric)

Evidence for continuous human occupation in the San Diego region spans the last 10,000 years. Various attempts to parse out variability in archaeological assemblages over this broad time frame have led to the development of several cultural chronologies; some of these are based on geologic time, most are based on temporal trends in archaeological assemblages, and others are interpretive reconstructions. Each of these reconstructions describes essentially similar trends in assemblage composition in more or less detail. This research employs a common set of generalized terms used to describe chronological trends in assemblage composition: Paleoindian (pre-5500 BC), Archaic (5500 BC–AD 500), Late Prehistoric (AD 500–1769), and Ethnohistoric (post-AD 1769). It is important to note that Native American aboriginal lifeways did not cease at European contact. Protohistoric refers to the chronological trend of continued Native American aboriginal lifeways at the cusp of the recorded historic period in the Americas.

The City of San Diego (City) is located within the traditional territory of the Yuman-speaking Kumeyaay bands, also known as Ipay, Tipay, or Diegueño (named for Mission San Diego de Alcalá), and have roots that extend thousands of years in the area that is now southern San Diego and southwestern Imperial counties and northern Baja California. The Kumeyaay were a group of exogamous, patrilineal territorial bands that lived in semi-sedentary, politically autonomous villages or rancherias. Most rancherias were the seat of a clan, although it is thought that, aboriginally, some clans had more than one rancheria and some rancherias contained more than one clan. Several sources indicate that large Kumeyaay villages or rancherias were located in river valleys and along the shoreline of coastal estuaries. They subsisted on a hunting and foraging economy, exploiting San Diego's diverse ecology throughout the year; coastal bands exploited marine resources while inland bands might move from the desert, ripe with agave and small game, to the acorn and pine nut rich mountains in the fall.

The pre-contact cultural sequences are locally characterized by the material culture recovered during archaeological investigations as early as the 1920s, and through early accounts of Native American life in San Diego, recorded as a means to salvage scientific knowledge of native lifeways. The best information of Native American lifeways, however, comes from the Kumeyaay themselves, from the stories and songs passed down through the generations, in their own words. According to ethnographies based on interviews with local tribal elders, there are hundreds of words that describe a given landform, showing a close connection with nature. There are also stories associated with the land. The San Diego area in general, including Old Town, the river valley and the City as it existed as late as the 1920s, was known as *qapai* (meaning uncertain). According to Kumeyaay elder Jane Dumas, some native speakers referred to what is now Interstate 8 as *oon-ya*, meaning trail or road, describing one of the main routes linking the interior of San Diego with the coast. The floodplain from the Mission San Diego de Alcalá to the ocean was *hajir* or *qajir*

(Harrington 1925, 1927), and the modern-day Mission Valley area was known as *Emat kuseyaay*, which means spirit land, land with spirits, or place of spirit person, and may have been in reference to the presence of Spanish priests in the valley after 1769 (Robertson 1982). The narrows of Mission Gorge within present-day Mission Trails Regional Park carries the name *Ewiikaakap*, meaning rocks where the river narrows (Robertson 1982).

Villages and campsites were generally located in areas where water was readily available, preferably on a year-round basis. The San Diego River provided an important resource not only as a reliable source of water, but as a major transportation corridor through the region. Major coastal villages were known to have existed along the San Diego River, including the village of *Kosaii* (also known as *Cosoy* or *Kosa'aay*) near the mouth of the San Diego River (Gallegos et al. 1998; Kroeber 1925), which took its name from the Kumeyaay word for drying place or dry place (Dumas 2011). Other water ways are found in areas within or adjacent to the San Dieguito river valley, in Carmel Valley, Los Peñasquitos Canyon, Rose Canyon, the Los Chollas Valley, and along the Sweetwater, Otay, and Tijuana river valleys. These areas may contain the remnants of other important Kumeyaay villages or habitation areas such as *Ystagua, Rinconada de Jamo, Los Choyas, La Punta, and Milejo* (Carrico 1987). The Kumeyaay are the identified Most Likely Descendants for all Native American human remains found in the City.

The prehistoric cultural sequence in San Diego County is generally described as comprising three basic periods: the Paleoindian, dated between about 11,500 and 8,500 years before present (BP) and manifested by the artifacts of the San Dieguito Complex; the Archaic, lasting from about 8,500 to 1,500 BP (AD 500) and manifested by the cobble and core technology of the La Jollan Complex; and the Late Prehistoric, lasting from about 1,500 BP to historic contact (i.e., AD 500 to 1769) and represented by the Cuyamaca Complex. This latest complex is marked by the appearance of ceramics, small arrow points, and cremation burial practices.

a. Paleoindian Period

The Paleoindian Period in San Diego County, which was situated at the terminal Pleistocene through Early Holocene geologic eras (circa 11700 to 7500 BP) is most closely associated with the San Dieguito Complex, as identified by Rogers (1938, 1939, 1945). Many archaeological sites attributed to the San Dieguito time frame are described as surface or very shallow deposits, typically located on inland knolltops and ridge-fingers overlooking watercourses. The usually tenuous nature of these deposits, coupled with a limited range of tool types, has led many researchers to interpret San Dieguito sites as either temporary camps or loci of specialized activities, such as hunting or food processing. If these views are correct, then a San Dieguito economy, based primarily on hunting activities and secondarily on the use of plant resources, was probably expressed as a nomadic lifestyle that may have entailed seasonal patterns of movement dictated by the availability of local resources. The San Dieguito assemblage consists of well-made scraper planes, choppers, scraping tools, crescentics, elongated bifacial knives, and leaf-shaped points. The San Dieguito Complex is thought to represent an early emphasis on hunting (Warren et al. 1993: III-33).

b. Archaic Period

The Archaic Period in coastal San Diego County is represented by the La Jollan Complex, a local manifestation of the widespread Millingstone Horizon. The La Jollan Complex spans the latter part of the Early Holocene, through the Middle Holocene, to the middle Late Holocene (circa 8500 to 1500 BP). This period brings an apparent shift toward a more generalized economy and an increased emphasis on seed resources, small game, and shellfish. The local cultural manifestations of the Archaic Period are called the La Jollan Complex along the coast and the Pauma Complex inland. Pauma Complex sites lack the shell that dominates many La Jollan sites. Along with an economic focus on gathering plant resources, the settlement system appears to have been more sedentary. Large deposits of marine shell at coastal sites argue for the importance of shellfish gathering to the coastal Archaic economy (True 1980). Sites dating to the Archaic Period are numerous along the coast, near-coastal valleys, and around estuaries. In the inland areas of San Diego County, sites associated with the Archaic Period are less common relative to the Late Prehistoric complexes that follow them. The La Jolla/Pauma complex tool assemblage is dominated by rough cobble tools, especially choppers and scrapers. The La Jolla/Pauma complex tool assemblage also include manos and metates; terrestrial and marine mammal remains; flexed burials; doughnut stones; discoidals; stone balls; plummets; biface points; beads; and bone tools.

c. Late Prehistoric Period

While there has been considerable debate about whether San Dieguito and La Jollan patterns might represent the same people using different environments and subsistence techniques, or whether they are separate cultural patterns, abrupt shifts in subsistence and new tool technologies occur at the onset of the Late Prehistoric Period (1500 BP to AD 1769). This period is coincident with the Late Holocene, dating after 3500 BP. The Late Prehistoric period is represented by the San Luis Rey complex in the northern portion of San Diego County and the Cuyamaca complex in the southern portion of the county. Near the coast and in the Peninsular Mountains beginning approximately 1,500 years ago, patterns began to emerge which suggest the ancestors of the ethnohistoric Kumeyaay occupied the area. This period is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversify and intensify during this period, with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive but effective technological innovations. The late prehistoric archaeology of the San Diego coast and foothills is characterized by the Cuyamaca Complex. It is primarily known from the work of D.L. True (1970) at Cuyamaca Rancho State Park. The Cuyamaca Complex is characterized by the presence of steatite arrowshaft straighteners, steatite pendants, steatite comales (heating stones), Tizon Brown Ware pottery, ceramic figurines reminiscent of Hohokam styles, ceramic "Yuman bow pipes," ceramic rattles, miniature pottery, various cobble-based tools (e.g., scrapers, choppers, hammerstones), bone awls, manos and metates, mortars and pestles, and Desert Side-Notched (more common) and Cottonwood Series projectile points (True 1970).

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

territories of the Luiseño and the Kumeyaay people, although various archaeologists and ethnographers use slightly different boundaries.

d. Ethnohistoric

The Ethnohistoric Period commences with the earliest European arrival in what is now San Diego and continued through the Spanish and Mexican periods and into the American period. Spanish colonists began to settle Alta California with the founding of Mission San Diego de Alcalá in AD 1769, within the territory of the Kumeyaay people. The Kumeyaay (also known as Kamia, Ipai, Tipai, and Diegueño) occupied the southern two-thirds of San Diego County. The Kumeyaay lived in semi-sedentary, politically autonomous villages or rancherias. A settlement system typically consisted of two or more seasonal villages with temporary camps radiating away from these central places (Cline 1984). Their economic system consisted of hunting and gathering, with a focus on small game, acorns, grass seeds, and other plant resources. The most basic social and economic unit was the patrilocal extended family. A wide range of tools was made of locally available and imported materials. A simple shoulder-height bow was used for hunting. Numerous other flaked-stone tools were made, including scrapers, choppers, flake-based cutting tools, and biface knives. Preferred stone types were locally available metavolcanics, quartzite, and quartz. Obsidian was imported from the deserts to the north and east. Ground stone objects include mortars and pestles typically made of locally available fine-grained granite. Both portable and bedrock types are known. The Kumeyaay constructed fine baskets. These employed either coiled or twined construction. The Kumeyaay also manufactured pottery, using the paddle-and-anvil technique. Most were a plain brown utility ware defined as Tizon Brown Ware. Decorated Tizon is known, but is infrequent (May 1978; Meighan 1954; Spier 1923).

One difficulty with defining the Ethnohistoric Period is that influences from encroaching Spanish colonial forces undoubtedly reached northern groups, far in advance of the founding of Mission San Diego de Alcala and Presidio de San Diego in AD 1769. For the local area the pace of cultural change accelerated after that date, and ultimately, the coming of the Spanish precipitated large-scale native depopulation, relocation, and social collapse of the aboriginal groups. This era also resulted in terminological confusion because Fray Junipero Serra, following standard practice, called the San Diego mission neophytes “Diegueños” and the Mission San Luis Rey de Francia neophytes “Luiseños.” These terms were extended to incorporate all natives within the holdings of each combined mission and Presidio administrative district, generally in complete ignorance of traditional sociopolitical divisions.

It is difficult to accurately reconstruct aboriginal social and political structures because the Spanish recorded little information of value in this regard, and ethnographic field research began long after native cultures had experienced significant historical impacts. The Yuman-speaking inhabitants throughout most of San Diego County were loosely organized into at least two dialectically separate groups, each associated with a geographic area that was home to many triblets or bands. The Ipai (northern) and Tipai (southern) divisions were not so much clearly defined territorial units as they were emicly recognized, cultural and dialectical structures (Luomala 1978:592). In original usage, these terms probably had geographic and/or classificatory meanings that have since been lost or modified.

The Kumeyaay traditionally maintained a system of patrilineal, patrilocal, exogamous sibs that were distributed within a territorially associated band structure (Luomala 1978:602; Shipek 1982:297; Gifford 1973:378). Each band contained members of up to 15 sibs within its organization (Shipek 1982:297). The consanguineal kin group (household) was the primary social structure and consisted of a married couple together with their unmarried children, married sons and families, and such dependent relatives within the father's lineage as his parents, grandparents, and unmarried aunts or uncles (May 1975:3). At any one time, the Kumeyaay band usually maintained a main village and several outlying villages (True 1970:55; May 1975:4; Shipek 1982:297; Luomala 1978:597). Since the economy was based on intensive utilization of locally available natural resources, these settlements were more or less temporary. Residential units often split into their constituent clans when movement to other areas was necessitated either by seasonal changes or by local overexploitation. A "permanent" village, as recorded by early European explorers, probably consisted of an area that was regularly utilized by local band members for a large part of the yearly cycle (Luomala 1978:597). At the time of Spanish intrusion, institutionalized leadership roles within the clans and various integrating systems between the clans facilitated flexible patterns of personnel movement and trade throughout the region (Shipek 1982:302). There were also various connections with the bands and clans of other ethnolinguistic traditions.

European contact substantially and pervasively stressed the social, political, and economic fabric of Kumeyaay culture. Missionary influence eroded traditional religious and ideological institutions, while Spanish development of coastal areas for crops and livestock severely impacted traditional subsistence practices. Disease, starvation, and a general institutional collapse caused emigration, birth rate declines, and high adult and infant mortality levels. For a short time and principally among inland groups, these pressures enhanced the role and increased the scope of inter-clan and possibly tribal level political institutions. However, continuing European encroachments eventually made traditional band-level lifeways progressively unviable. A few impoverished bands were able to retain traditional patterns in remote mountain areas until the early twentieth century, but the broader and complex Kumeyaay social system was effectively dismantled by the mid-nineteenth century. The general collapse was so rapid and complete that most village locations and band, clan, or lineage names were never recorded.

The lack of Spanish colonial records notwithstanding, through a combination of ethnographic research, oral tradition, and archaeological investigations it is now understood that at the time of Spanish colonization in the late 1700s, several major villages, or rancherias, were located throughout coastal and riverine San Diego. Along the San Diego River, for instance, are at least three village localities are known, including *Nipaguay* at the location of the San Diego Mission de Alcalá, on the north side of the river, *Kosaii*, located at Old Town, on the south side of the river, and the likely named Paulpa village at the mouth of the San Diego River in Ocean Beach. Other villages include *Milejo* and *Chiap* in the mouth of the Tijuana and Otay River Valleys, *Los Choyas*, along Chollas Creek, *Rinconada (Jamo)* along Rose Creek, and *Ystagua*, along Soledad Creek. The presence of significant sites along river courses and valley bottoms point to the importance of these physiographic features to native populations. Some native speakers referred to river valleys as *oon-ya*, meaning trail or road, describing one of the main routes linking the interior of San Diego with the coast.

4.8.1.3 Historical Background

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

a. Spanish Period

The Spanish period represents a time of European exploration and settlement. Dual military and religious contingents established the San Diego Presidio and the Mission San Diego de Alcalá. The mission system used Native American labor to build the infrastructure needed for European settlement. Traditional lifeways were disrupted, and Native American populations became tied economically to the missions. In addition to providing new construction methods and architectural styles, the mission system introduced horses, cattle, and other agricultural goods and implements to the area. The cultural systems and institutions established by the Spanish continued to influence the region beyond 1821, when California came under the rule of newly independent Mexico.

As part of the Spanish efforts to establish itself in New Spain, Spanish explorers advanced along the coast of Baja and Alta California, and the interior regions of the North American Southwest during the middle 1500s. Despite these early explorations Spanish colonization of Alta California did not being in earnest until 1769, initiating the traditionally defined Spanish Period (1769-1821) in the region. After establishing several missions in mainland Mexico, and recently appointed president of the missions of Baja California after the expulsion of the founding Jesuit missionaries, Franciscan Friar Father Junípero Serra, was further tasked with establishing missions in Alta California. Serra was attached as the religious retinue to the military expedition under the command of Gaspar de Portolá. While the naval contingent of Portolá's expedition sailed on from Loreto, Baja California Sur, Portolá, Serra, and a ground party traveled overland, visiting and establishing missions on their way to San Diego, with the goal of reaching Monterey, Alta California. An advanced party, led by Fernando Javier Rivera y Moncada pressed on ahead of the Portolá/Serra group, reaching San Diego in May of 1769, establishing a base camp in an area between present-day Old Town and downtown San Diego. Shortly thereafter, the settlement was moved closer to the San Diego River, near the Kumeyaay village of *Kosti/Cosoy/Kosaii/Kosa'aay*, below present-day Presidio Park. After the arrival of Portolá and Serra, and the resupply ships sent earlier, Serra established Mission San Diego de Alcalá on July 16, 1769, on the rising hill above the lower floodplain. After the dedication the site was garrisoned and the Royal Presidio was established. By 1774, the Mission San Diego de Alcalá was moved up the river valley to its current location in Mission Valley, while the presidio remained on Presidio Hill. The Spanish presence was not always welcomed, and attacks and revolts, though infrequent, did occur, due in no small part to the treatment of the local population by military personnel. This was, in part, the impetus for the mission relocation, but even this effort to separate the religious establishment from the military fortification did not diminish the desire to expel the Spanish colonists, and by late 1775 several rancherias organized a revolt, sacking Mission San Diego de Alcalá, and killing Father Luis Jayme, as well as Jose Arroyo, the mission's blacksmith, and Urselino, the mission's carpenter. Nevertheless, the quest to convert local Kumeyaay bands to Christianity remained unabated while resistance to Spanish missionization persisted, albeit at a lesser intensity (Carrico 1997).

b. Mexican Period

The Spanish colonial success in the distant reaches of New Spain was never very secure. There was continual difficulty in inducing military personnel to relocate to the poorly supported far off presidios, and the missions themselves found it difficult to support themselves, let alone burdened with feeding and housing military support. Thus, following the invasion of Spain in the first decade of the 1800s a political vacuum and instability was established, not only in Spain, but in its possessions as well. By late 1821, after a decade of fits and starts, Colonel Agustín de Iturbide proclaimed the independence of the Mexican Empire, later the Mexican Republic. The Mexican period (1821-1848) in Alta California retained many of the Spanish institutions and laws. Mexico, still in turmoil with its independence from Spain, quickly moved to secularize the missions, with a "Proclamation of Emancipation" on July 25, 1826, as a check on potential Spanish influence within the Catholic dominated religious institution. By 1834 the mission system was officially secularized, allowing for increased Mexican settlement and the associated dispossession of many local Native Americans, expanding the rancho system begun, but infrequently used, during Spanish rule. The Mexican government also opened California to foreign merchant ships, exchanging California cattle hides for the manufactured goods of Europe and the eastern United States. Several of these American trading companies erected rough sawn wood-plank sheds at Point Loma's La Playa, near Fort Guijarros, or Ballast Point. The merchants used these "hide-houses" for storing the hides before transport to the East Coast (Smythe 1908). As the hide trade grew, so did the need for more grazing lands. The Mexican government granted 29 ranchos in San Diego County to loyal soldiers, politicians, and powerful landowning families (San Diego State University 2011). The land was used primarily for grazing cattle (Pourade 1963). Cattle ranching dominated the agricultural activities and the hide and tallow trade flourished in California during the early part of this period.

This redistribution of land also resulted in the creation of a civilian pueblo in San Diego. In 1834, a group of San Diego residents living near present-day Old Town successfully petitioned the governor to formally declare their settlement as a pueblo. San Diego was granted official pueblo status, which came with the right to self-government and exemption from military rule (Crane 1991). In addition to the creation of a new town government, "A major consequence of San Diego's being given pueblo status was the eventual acquisition of vast communal lands. In May 1846 Governor Pío Pico confirmed San Diego's ownership of 48,000 acres including water rights. It was the largest such concession ever given to a Mexican town in California. The grant, a heritage of the Mexican government, was a rich resource that subsidized much of San Diego's municipal development well into the twentieth century" (San Diego State University 2011). The Pueblo Lands of San Diego were divided into 1,350 parcels, ranging in size from 10-acre lots near Old Town to 160-acre sections further from town. A large "City Reservation" was set aside for parkland as part of the Pueblo Lands, and still serves the city in that capacity today as Balboa Park (San Diego County Assessor n.d.). The Mexican period ended when Mexico ceded California to the United States after the Mexican-American War (1846-1848).

c. American Period

With the removal of Mexico City-appointed Governor Manuel Micheltorena by Californios disenchanted with the lack of consideration and support from Mexico City, a power vacuum ensued with the breakaway province. Already eager to divest Mexico of its territory, as had happened in

1845 with the annexation of Texas, American political forces began exploring their options. Secretly President Polk, through Secretary of State James Buchanan, conspired with Thomas Larkin, a naturalized Mexican citizen, to quietly encourage the breakaway territory to assert its independence from Mexico, whereby the United States "shall render her all the kind offices in our power as a Sister Republic" (Rawls and Bean 1998). Ultimately, however, it was consequences of the annexation of Texas that would determine the fate of the territory that would become California. Disagreements as to the southern border of Texas resulted in the declaration of war with Mexico on May 13, 1846.

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

Early in the American period, gold was again "discovered" in California – previously, Spanish explorers noted gold in the Cargo Muchacho Mountains near Yuma crossing, and in 1842 gold was found by Francisco Lopez after an afternoon siesta in the San Gabriel Mountain foothills of Santa Clarita. The resulting influx of people from all over the world resulted in systematic effects across the new state. Settlers, squatters, hunters, loggers, and land grabbers systematically disentangled the state from its lands. Nearly every Spanish and Mexican land grant experienced a series of land squabbles, squatting, and litigious conflicts. While the Board of Land Commissioners, the Appellate Court, or the United States Supreme Court settled many of these disputes, litigation costs often forced the legitimate landowners to sell their property to pay for the costs of defending their lawful claim. Few Mexican-owned ranchos remained intact because of land claim disputes and the onerous system set up for proving ownership to the State and U.S. Governments.

As early as 1850 real estate speculators began subdividing and platting the flatlands just a few miles south of Old Town. Andrew B. Gray convinced San Francisco merchant William Heath Davis and several prominent San Diegans, José Antonio Aguirre, Miguel de Pedrorena, and William C. Ferrell, to help finance the purchase and development of the subdivision they called New Town. The new townsite's development was such that the developers were able to entice the U.S. Army to construct a new depot at the location. After Davis fulfilled his obligation to construct a 600-foot deep-water wharf all that remained was to convince the railroads to site San Diego as the Southern Terminus. However, significant financial losses incurred by Davis due a fire at his San Francisco warehouse, the loss of military commitment to the new depot, and the advent of the Civil War stalling efforts to establish a southern railroad ended the affair.

Following the end of the Civil War, development of the railroads opened up much of the country. The homestead system encouraged American settlement in the western territories. Throughout the west, the growth and decline of communities occurred in response to an increasing and shifting population, fostering a "boom and bust" cycle. As early as 1868, San Diego was promoted as a natural sanitarium, and many people suffering from tuberculosis came to the area seeking a cure in

the moderate climate. In the late 1860s, Alonzo Horton began the development of New San Diego and initiated the shift of commerce and government centers from Old Town (Old San Diego) to New Town (downtown). Based on earlier development experience Horton understood the desirability of corner lots, and the cash premium they commanded, and as a result the new city was laid out in a series of small blocks arrayed in a compact grid system, maximizing the number of possible corner lots available (MacPhail 1979). Such was the next promise of a rail connection to the eastern United States, and the apparent demand for real estate within Horton's Addition that during the five years following the establishment of Horton's 1867 townsite speculators laid out over 15 new subdivisions around Horton's tract, most of which emulated Horton's compact block-grid theme. These areas were located within the present neighborhoods of Hillcrest, Sherman Heights, Golden Hill, Logan Heights, North Park, Mission Hills, and University Heights, as well as 1,440 acres set aside for a city park (Harlow 1987:137-174; Smythe 1908:616-621; Montes 1977). The completion of Horton's wharf at the foot of Fifth Avenue in fall 1868 focused the business development of the new metropolis along Fifth and Sixth Avenue south of Ash to the docks.

By the end of the 1880s, after a series of boom and bust cycles, with the population ebbing and flowing, many of the newcomers had left. A core population remained, however, and went on to form the foundations of small communities seen throughout the immediate area, founded on dry farming, orchards, dairies, and livestock ranching. During the late nineteenth and early twentieth centuries, rural areas of San Diego County developed small agricultural communities centered on one-room schoolhouses.

By the 1890s, the City entered a time of steady growth, and subdivisions surrounding downtown were developed. This was facilitated through the development of a series of commuter rail systems that eventually came to be called the San Diego Electric Railway. Several railway systems were formed in the late 1880s, including the San Diego Street Car Company, which operated across the core streets of the City via horse and mule power, the City and University Heights Railroad serving the developments north of Downtown using steam dummies, and the Ocean Beach Railroad, originally conceived as connecting Downtown to Ocean Beach via Old Town, but actually only linking Roseville (Point Loma) with Ocean Beach, also using a steam dummy. Other developers similarly designed street car access to and within areas such as Coronado, National City, Pacific Beach, and La Jolla using a variety of technologies. The failure to realize a direct southern rail terminus in San Diego County closed the late 1880s in an economic bust that was to see the consolidation of several of these systems into the San Diego Electric Railway. The funds, and the planning, brought to the system by John D. Spreckels, Adolph B. Spreckels, Elisa S. Babcock, C. T. Hinde, and J. A. Flint resulted in the expansion of the network across the city and into adjacent outlying areas, priming them for development (Dodge 1960). As the City continued to grow in the early twentieth century, the downtown's residential character changed. Streetcars and the introduction of the automobile allowed people to live farther from their downtown jobs, and new suburbs were developed.

As a result of industrial influences selecting Los Angeles as the terminus of the southern railroad, relegating San Diego to a branch service, the influence that the American military, in particular the U.S. Navy, has had on the development of San Diego during the twentieth century cannot be overstated.

As early as 1908 the City had been advocating for an increase in the connection with the military, succeeding in persuading the Navy to send the Atlantic fleet — known as the Great White Fleet — to visit San Diego during its historic circumnavigation of the globe. By late 1919 the U.S. Navy decided to station a fleet in San Diego, due in large part to the efforts of William Kettner, but also as a military check on increasing colonial pressures in the western Pacific. Realizing the benefits of the port the Navy encouraged San Diego to deepen and broaden the narrow channel into the bay, thereby allowing larger ships to port in the harbor. The creation of Naval Base San Diego, and the acquisition of the "North Island" of the Coronado peninsula, established the Navy's base of operation and point of expansion across much of the bay, and other parts of San Diego county. During, and immediately following the First World War (WWI) there was substantial development in infrastructure and industry to support the military and accommodate soldiers, sailors, and defense industry workers. Following the use of Balboa Park as part of the Navy's training regime during WWI, in an effort to relocate the Recruit Training Station away from San Francisco, San Diego offered the Navy more than 200 acres of land on Dutch Flats between Old Town and Point Loma for a Naval Training Center. The U.S. Congress authorized the center in 1919, with construction beginning in 1921, and commissioning in 1923. Also in 1917, the U.S. Army established Camp Kearny on the site of what is now Marine Corps Air Station Miramar. Camp Kearny was named after Brigadier General Stephen W. Kearny, who was instrumental in the Mexican–American War. In 1943, Camp Kearny was commissioned as the Naval Auxiliary Air Station Camp Kearny; it continued to operate until 1946, when it was transferred to the Marines. The establishment, expansion, and creation of additional facilities between WWI and WWII, and during the decades following brought hundreds of thousands of men and women to the region, many of whom chose to stay, engendering numerous expansionist projects towards housing and support business enterprises.

Following the Second World War, San Diego, like many urban areas, saw an ever increasing demand for housing and services. New lands were developed wholesale, with new housing tracts, strip malls and shopping centers, and other services all made possible with federally subsidized funding programs such as loans through the Federal Housing Administration, the development of transportation systems beyond the urban core, including arterial corridors and freeways, and other infrastructural assets such as trunk sewers and raw water aqueducts. These core items allowed for the development of "bedroom" communities and industrial areas away from the central area of the City, requiring the need for focused planning, or Master Plans, to "shape" the development trend of particular regions within the City. Places such as Clairemont, Kearny Mesa, Del Cerro, Allied Gardens, large portions of Southeast San Diego, and Encanto witnessed tremendous growth as a result of transportation infrastructure development, while University City, Mira Mesa Rancho Bernardo, Scripps Ranch, Carmel Valley, Tierrasanta, Otay Mesa, and San Ysidro furthered the suburbanization of the City with Master Plan development, confining development through the use of Codes, Covenants and Restrictions, and homeowners associations.

d. Architectural History

Throughout its history the architectural style of the San Diego region has reflected the conditions of necessity and fashion. Each group has facilitated their adaptation to the landscape through the use of systems and structures that ensure their user's survival. The remnants of these artifacts offer clues to the social and cultural history of the peoples of the past, both distant and recent.

With the arrival of the Spanish missionaries, military personnel, and settlers, the first formal architecture was established in the late eighteenth century. Mission and military architecture were the dominant forms, with small, vernacular buildings reflecting the constraints and social norms related to the use of adobe block as the primary building material.

The use of adobe block, and Spanish colonial architectural style would persist through the Mexican period, and even into the early American period. The use of adobe block was particularly suitable in an area without a developed lumber industry. By the time New San Diego and Horton's Addition were developed industry made shipping prefabricated houses available to those who could afford them, while others constructed buildings from raw lumber shipped and warehoused at the new wharves in San Diego Bay. These buildings mostly reflected the origins of both the settlers, and the prefabricating companies: the East Coast. By the 1870s and 1880s, however, new construction was frequently in the Victorian style. The following narrative is taken from the City of San Diego General Plan (City of San Diego 2008).

San Diego's built environment spans over 200 years of architectural history. The real urbanization of the City as it is today began in 1869 when Alonzo Horton moved the center of commerce and government from Old Town (Old San Diego) to New Town (downtown). Development spread from downtown based on a variety of factors, including the availability of potable water and transportation corridors. Factors such as views, and access to public facilities affected land values, which in turn affected the character of neighborhoods that developed.

During the Victorian Era of the late 1800s and early 1900s, the areas of Golden Hill, Uptown, Banker's Hill and Sherman Heights were developed. Examples of the Victorian Era architectural styles remain in those communities, as well as in Little Italy.

Little Italy developed in the same time period. The earliest development of the Little Italy area was by Chinese and Japanese fishermen, who occupied stilt homes along the bay. After the 1905 earthquake in San Francisco, many Portuguese and Italian fishermen moved from San Francisco into the area; it was close to the water and the distance from downtown made land more affordable.

Barrio Logan began as a residential area, but because of proximity to rail freight and shipping freight docks, the area became more mixed with conversion to industrial uses. This area was more suitable to the industrial uses because land values were not as high: topographically the area is more level, and not as interesting in terms of views as the areas north of downtown. Various ethnic groups settled in the area because there land ownership was available to them.

San Ysidro began to be developed at about the same time, the turn of the century. The early settlers were followers of the Littlelanders movement. There, the pattern of development was lots designed to accommodate small plots of land for each homeowner to farm as part of a farming-residential cooperative community. Nearby Otay Mesa-Nestor began to be developed by farmers of Germanic and Swiss background. Some of the prime citrus groves in California were in the Otay Mesa-Nestor area; in addition, there were grape growers of Italian heritage who settled in the Otay river valley and tributary canyons and produced wine for commercial purposes.

At the time downtown was being built, there began to be summer cottage/retreat development in what are now the Beach communities and La Jolla area. The early structures in these areas were not of substantial construction; it was primarily temporary vacation housing.

Development spread to the Greater North Park and Mission Hills areas during the early 1900s. The neighborhoods were built as small lots, a single lot at a time; there was not large tract housing development of those neighborhoods. It provided affordable housing away from the downtown area, and development expanded as transportation improved.

There was farming and ranching in Mission Valley until the middle portion of the twentieth century when the uses were converted to commercial and residential. There were dairy farms and chicken ranches adjacent to the San Diego River where now there are motels, restaurants, office complexes and regional shopping malls.

There was little development north of the San Diego River until Linda Vista was developed as military housing in the 1940s. The federal government improved public facilities and extended water and sewer pipelines to the area. From Linda Vista, development spread north of Mission Valley to the Clairemont Mesa and Kearny Mesa areas. Development in these communities was mixed use and residential on moderate size lots.

San Diego State University was established in the 1920s; development of the state college area began then and the development of the Navajo community was outgrowth from the college area and from the west.

Tierrasanta, previously owned by the U.S. Navy was developed in the 1970s. It was one of the first planned unit developments with segregation of uses. Tierrasanta and many of the communities that have developed since, such as Rancho Peñasquitos and Rancho Bernardo, represent the typical development pattern in San Diego in the last 25 to 30 years: uses are well segregated with commercial uses located along the main thoroughfares, and the residential uses are located in between. Industrial uses are located in planned industrial parks.

Examples of every major period and style remain, although few areas retain neighborhood-level architectural integrity due to several major building booms when older structures were demolished prior to preservation movements and stricter regulations regarding historic structures. Among the recognized styles in San Diego are Spanish Colonial, Pre-Railroad New England, National Vernacular, Victorian Italianate, Stick, Queen Anne, Colonial Revival, Neoclassical, Shingle, Folk Victorian, Mission, Craftsman, Monterey Revival, Italian Renaissance, Spanish Eclectic, Egyptian Revival, Tudor Revival, Modernistic and International (McAlester and McAlester 1990).

4.8.2 Regulatory Setting

4.8.2.1 Federal Regulations

a. National Historic Preservation Act of 1966 and National Register of Historic Places

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

Criteria for listing in the NRHP are stated in the Code of Federal Regulations (CFR) (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 CEQA Guidelines (Section 15065.5) as well.

Criteria Considerations

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible

for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria if they fall within the following categories:

(a) A religious property deriving primary significance from architectural or artistic distinction or historical importance; or

(b) A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

(c) A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life.

(d) A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

(e) A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

(f) A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or

(g) A property achieving significance within the past 50 years if it is of exceptional importance.

b. National Environmental Policy Act

The National Environmental Policy Act (NEPA) was signed into law on January 1, 1970. NEPA created an environmental review process requiring federal agencies to consider the effects of their actions on the environment. Under NEPA, all federal agencies must carry out their regulations, policies, and programs in accordance with NEPA's policies for environmental protection, including project compliance with Section 106 of the National Historic Preservation Act, as previously discussed. Any potential future development that requires a federal approval would be subject to NEPA requirements.

c. The Secretary of the Interior Standards and Guidelines for Archaeology and Historic Preservation

The Secretary of the Interior Standards and Guidelines for Archaeology and Historic Preservation are not regulatory and do not set or interpret agency policy. They are intended to provide technical advice about archaeological and historic preservation activities and methods. Federal agency personnel responsible for cultural resource management pursuant to Section 110 of the National Historic Preservation Act, State Historic Preservation Offices responsible under the National Historic Preservation Act, local governments wishing to establish a comprehensive approach, and other individuals and organizations needing basic technical standards and guidelines for historic preservation activities are encouraged to use these standards.

d. Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA) was passed in 1990 to provide for the protection of Native American graves. The act conveys to Native Americans of demonstrated lineal descent the human remains, including the funerary or religious items, that are held by federal agencies and federally supported museums, or that have been recovered from federal lands. NAGPRA makes the sale or purchase of Native American remains illegal, whether or not they were derived from federal or Native American lands.

4.8.2.2 State Regulations

a. California Register of Historical Resources

The California Office of Historic Preservation maintains the California Register of Historical Resources (CRHR). The CRHR is the authoritative guide to the state's significant historic and archeological resources. The program provides for the identification, evaluation, registration and protection of California's historical resources. The CRHR encourages public recognition and protection of resources of architectural, historic, archaeological, and cultural significance; identifies historical resources for State and local planning purposes; determines eligibility for State historic preservation grant funding; and affords certain protection to these resources under CEQA.

The CRHR has also established context types to be used when evaluating the eligibility of a property or resource for listing. The four criteria are as follows:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
2. It is associated with the lives of persons important to local, California, or national history.
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values.
4. It has yielded, or is likely to yield, information important to prehistory or history of the local area, California, or the nation.

Similar to the NRHP, eligibility for the CRHR requires an establishment of physical integrity, including the four criteria previously described. California's list of special considerations is less stringent than the NRHP, providing allowances for relocated buildings, structures, or objects as reduced requirements for physical integrity. CEQA Sections 15064.5 and 21083.2(g) define the criteria for determining the significance of historical resources. The term "historical resources" refers to all prehistoric and historic resources, including archaeological sites, traditional cultural properties, and historic buildings, structures, sites, objects, landscapes, etc. Since resources that are not listed or determined eligible for the state or local registers may still be historically significant, their significance shall be determined if they are affected by a project. The significance of a historical resource under Criterion 4 rests on its ability to address important research questions. Most archaeological sites which qualify for the CRHR do so under Criterion 4 (i.e., research potential).

b. California Environmental Quality Act

For the purposes of CEQA, a significant historical resource is one that qualifies for the 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 (PRC). 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 a historical resources survey may nonetheless be deemed significant by a CEQA lead agency.

As indicated above, the California criteria (CEQA Guidelines Section 15065.5) for the registration of significant architectural, archaeological, and historical resources in the CRHR are nearly identical to those for the NRHP. Furthermore, CEQA 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; and/or
- Being directly associated with a scientifically recognized important prehistoric or historic event or person.

c. California Public Resources Code

Sections 5097–5097.6 of the PRC outline the requirements for cultural resource analysis prior to the commencement of any construction project on state lands. The state agency proposing the project may conduct the cultural resource analysis or they may contract with the state Department of Parks and Recreation. In addition, this section stipulates that the unauthorized disturbance or removal of archaeological, historical, or paleontological resources located on public lands is a misdemeanor. It prohibits the knowing destruction of objects of antiquity without a permit (expressed permission) on public lands and provides for criminal sanctions. This section was amended in 1987 to require consultation with the California Native American Heritage Commission (NAHC) whenever Native American graves are found. Violations for the taking or possessing of remains or artifacts are felonies.

PRC Section 5097.9-991, regarding Native American heritage, outlines protections for Native American religion from public agencies and private parties using or occupying public property. Also protected by this code are Native American sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shrines located on public property.

d. California Health and Safety Code

Section 7052 of the California Health and Safety Code (H&SC) makes the willful mutilation, disinterment, or removal of human remains a felony. Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine

whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the NAHC.

H&SC Section 8010-8030 constitutes the California Native American Graves Protection and Repatriation Act of 2001 (CALNAGPRA). CALNAGPRA, like the federal act, ensures that Native American human remains and cultural items are treated with respect and dignity during all phases of the archaeological evaluation process in accordance with CEQA and any applicable local regulations. The code provides a process and requirements for the identification and repatriation of collections of human remains or cultural items to the appropriate tribes from any State agency or museum that receives state funding.

e. California Government Code Section 65040.2(g)

California Government Code Section 65040.2(g) provides guidelines for consulting with Native American tribes for the following: (1) the preservation of, or the mitigation of impacts to places, features, and objects described in sections 5097.9 and 5097.993 of the Public Resources Code; (2) procedures for identifying through the NAHC the appropriate California Native American tribes; (3) procedures for continuing to protect the confidentiality of information concerning the specific identity, location, character, and use of those places, features, and objects; and (4) procedures to facilitate voluntary landowner participation to preserve and protect the specific identity, location, character, and use of those places, features, and objects.

f. Native American Burials (PRC 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. The Native American Historic Resource Protection Act (PRC Sections 5097.993-5097.994) 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. In 2006, Assembly Bill (AB) 2641 (Coto) amended the PRC to provide for the protection of human remains when discovered, as well as conferral with descendants to make recommendations or preferences for treatment of human remains. A landowner, upon discovery of human remains, is required to ensure that the immediate vicinity, as described, is not damaged or disturbed, until specific conditions are met, including discussing and conferring, as defined, with the descendants regarding their preferences for treatment. The amended PRC, along with the California Native American Graves and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) ensures that Native American human remains and cultural items are treated with respect and dignity during all phases of the archaeological evaluation process in accordance with CEQA and any applicable local regulations, and that any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

g. Senate Bill 18

Signed into law in September 2004, and effective March 1, 2005, Senate Bill (SB) 18 permits California Native American tribes recognized by the NAHC to hold conservation easements on terms mutually satisfactory to the tribe and the landowner. The term "California Native American tribe" is defined as "a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC." The bill also requires that, prior to the adoption or amendment of a city or county's general plan, the city or county consult with California Native American tribes for the purpose of preserving specified places, features, and objects located within the city or county's jurisdiction. SB 18 also applies to the adoption or amendment of specific plans. This bill requires the planning agency to refer to the California Native American tribes specified by the NAHC and to provide them with opportunities for involvement.

h. Assembly Bill 52

Assembly Bill (AB) 52, which created the new category of "tribal cultural resources" that must be considered under CEQA, applies to all projects that file a notice of preparation (NOP) or notice of negative declaration or mitigated negative declaration on or after July 1, 2015. AB 52 requires lead agencies to provide notice to and begin consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of a project if that tribe has requested, in writing, to be kept informed of projects by the lead agency prior to the determination whether a negative declaration, mitigated negative declaration, or environmental impact report will be prepared. If a tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the tribe. The bill also specifies mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources.

4.8.2.3 Local Regulations

a. Historical Resources Regulations

The City's Historical Resources Regulations (San Diego Municipal Code [SDMC] Chapter 14, Article 3, Division 2) were adopted in January 2000, 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 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 of historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance to the citizens of the City. These include structures, buildings, archaeological sites, objects, districts, or landscapes having physical evidence of human activities. These resources are usually over 45 years old and they may have been altered or still be in use.

Compliance with the Regulations begins with the determination of the need for a site-specific survey for a project. Pursuant to SDMC Section 143.0212(a), a historic property (built environment) survey

can be required for any parcel containing a structure that is over 45 years old and appears to have integrity of setting, design, materials, workmanship, feeling, and association. SDMC Section 143.0212(b) requires that historical resource sensitivity maps be used to identify properties in the city that have a probability of containing historic or pre-historic archaeological sites. These maps are based on records of the California Historical Resources Information System (CHRIS) maintained by the South Coastal Information Center (SCIC) at San Diego State University. If records show an archaeological site exists on or immediately adjacent to a subject property, the City would 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. In both cases, the determination for the need to conduct a site-specific survey must be made in 10 days for a construction permit (ministerial) or 30 days for a development permit (discretionary) pursuant to SDMC Section 143.0212(c).

SDMC Section 143.0212(d) states that if a property-specific survey is required, it shall be conducted according to the criteria included in the City's Historical Resources Guidelines. 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.

b. Historical Resources Guidelines

Historical Resources Guidelines are incorporated in the San Diego Land Development Manual by reference. The guidelines establish 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.

c. 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 [(HRB)] 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 the National Park Service for listing in the National Register of Historic Places or is listed or has been determined eligible by the State Historic Preservation Office (SHPO) for listing in 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."

d. General Plan Historic Preservation Element

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

General Plan Policies HP-A.1 through HP-A.5 are associated with the overall identification and preservation of historical resources. This includes policies to provide for comprehensive historic resource planning and integration of such plans within City land use plans. These policies also focus on coordinated planning and preservation of tribal resources, promoting the relationship with Kumeyaay/Diegueño tribes. Policy HP-A.5.e 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. 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. Recently adopted community plan updates may also include additional community-specific policies recommended during tribal consultation.

4.8.3 Significance Determination Thresholds

Historical resources significance determinations, pursuant to the City of San Diego's CEQA Significance Determination Thresholds (2016), consist first of determining the sensitivity or significance of identified historical resources and, second, determining direct and indirect impacts that would result from project implementation. Based on the City's CEQA Significance Determination Thresholds, which have been utilized to guide a programmatic assessment of the proposed project, impacts related to historical resources would be significant if implementation of the proposed project would result in any of the following:

1) An alteration, including the adverse physical or aesthetic effects and/or the destruction of an historic building (including an architecturally significant building), structure, object or site;

2) A substantial adverse change in the significance of a prehistoric or historic archaeological resource, a religious or sacred use site, or the disturbance of any human remains, including those interred outside of formal cemeteries; or

3) A substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

    a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

    b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The City of San Diego's CEQA Significance Determination Thresholds define a significant historical resource as one that qualifies for the CRHR or is listed in a local historic register or deemed significant in a historical resource survey, as provided under PRC Section 5024.1(g), although even a resource that is not listed in or determined eligible for listing in the CRHR, not included in a local register, or not deemed significant in a historical resource survey may nonetheless be historically significant for the purposes of CEQA. The City's Historical Resources Guidelines state the significance of a resource may be determined based on the potential for the resource to address important research questions as documented in a site-specific technical report prepared as part of the environmental review process.

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.

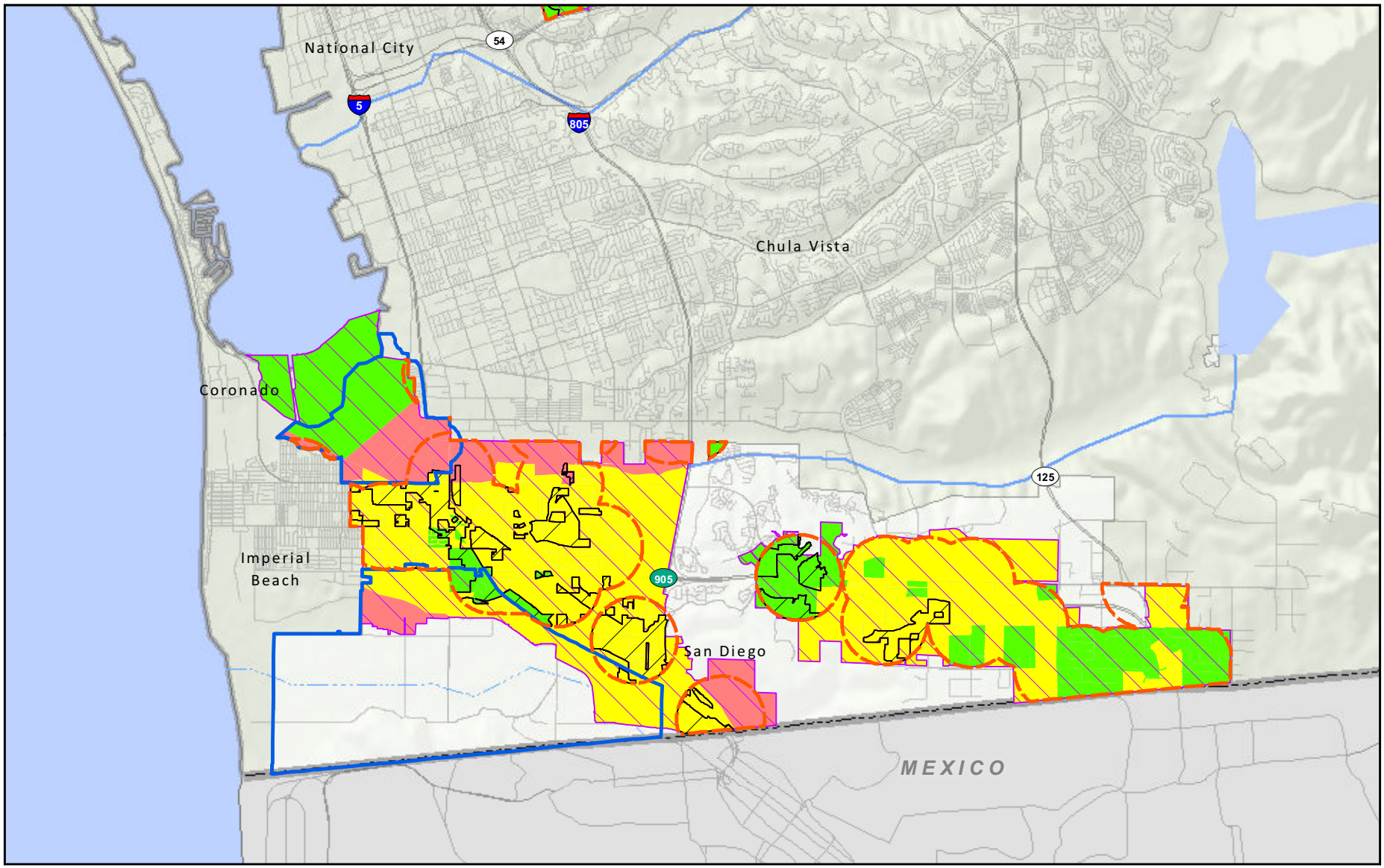
4.8.3.1 Historical Resources Sensitivity Maps

Historical Resources Sensitivity Maps were developed for the project areas. The sensitivity maps include low, moderate, or high ratings of cultural resource sensitivity. Sensitivity ratings were based in part on the baseline data contained in the Cultural Resources Constraints Analyses previously conducted for the Mission Valley, Old Town, Midway-Pacific Highway, Uptown, Golden Hill, North Park, San Ysidro, Southeastern San Diego, and Encanto Community Plan Updates, as well as the Balboa Avenue Station Area, and Morena Corridor Specific Plans, and an updated archival records search conducted by qualified City Planning staff using data obtained from the SCIC covering all areas and the remaining project areas not covered in the planning documents noted above. This baseline data and updated records search, along with the NAHC Sacred Lands File check, regional environmental factors, and review of historic aerial photographs to determine the amount of modern development that has occurred was used by RECON to support development of the Historical Resources Sensitivity Maps shown in Figure 4.8-1 (Areas A through D).

A low sensitivity indicates that there are areas where there is a high level of disturbance or development and few or no previously recorded resources present based on records search results and due to the timing of development of the specific parcel occurring after 1984 when CEQA would have been applied. Within these areas, the potential for additional resources to be identified would be low. For these low sensitivity parcels, it is assumed that any significant archaeological and or buried historic resources were mitigated and no longer hold integrity.

A moderate sensitivity rating indicates that that some archaeological or historic resources have been recorded within the area or the area was developed before 1984 when CEQA review may not have been applied. Moderate sensitivity resources consist of diversity or density of feature and artifact types (i.e., a moderately dense lithic scatter).

Areas identified as high sensitivity indicates locations where significant prehistoric or historic archaeological (buried) resources have been documented or would have the potential to be identified. High sensitivity resources include village and habitation sites and areas near fresh water sources. 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 (buried) resources.



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Archaeological Sensitivity

Low

Moderate

High

0 Miles 1

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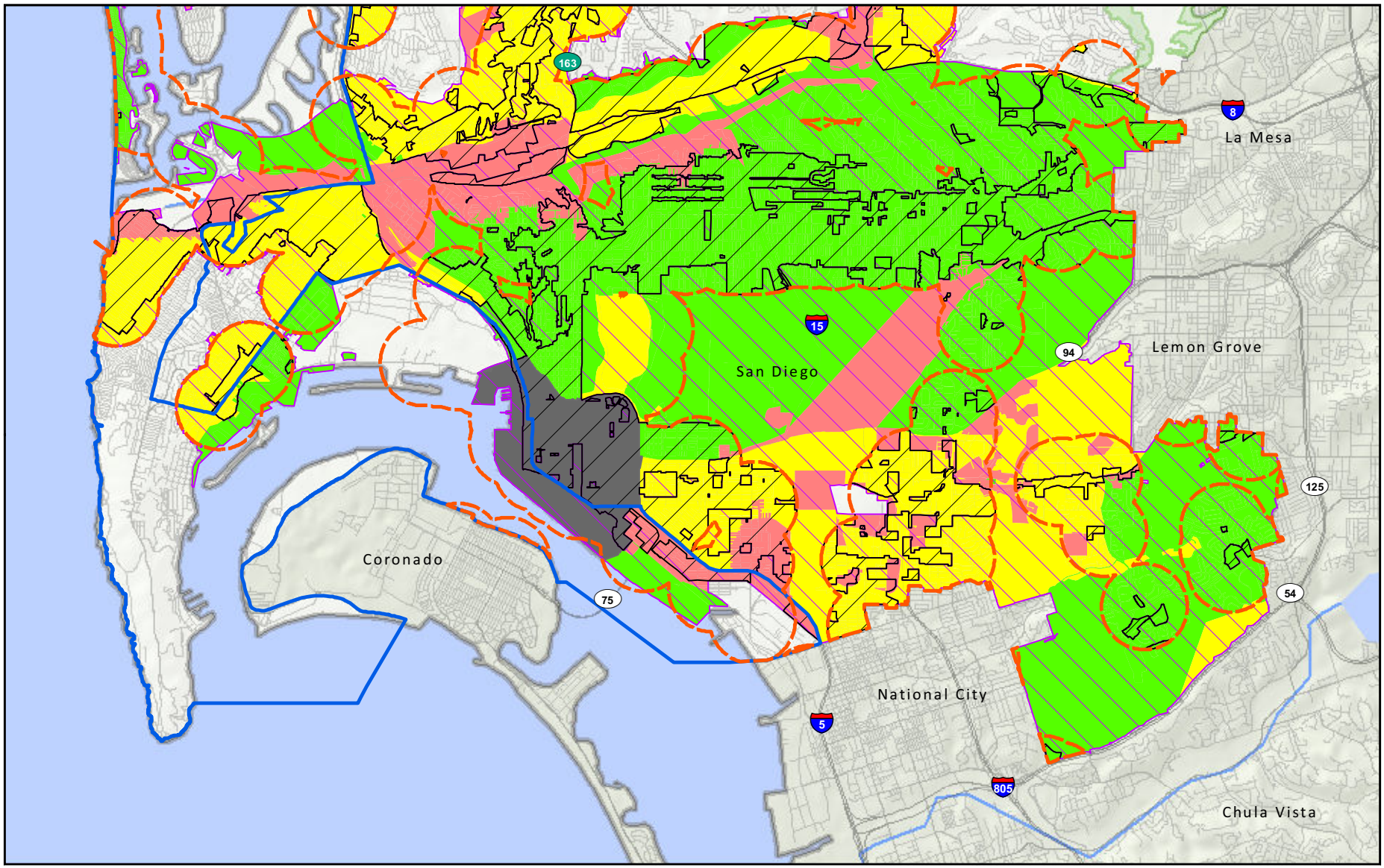
FIGURE 4.8-1 Area A
Historical Resources Sensitivity



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Archaeological Sensitivity

Low

Moderate

High

Not a Part of the Analysis

0 Miles 1

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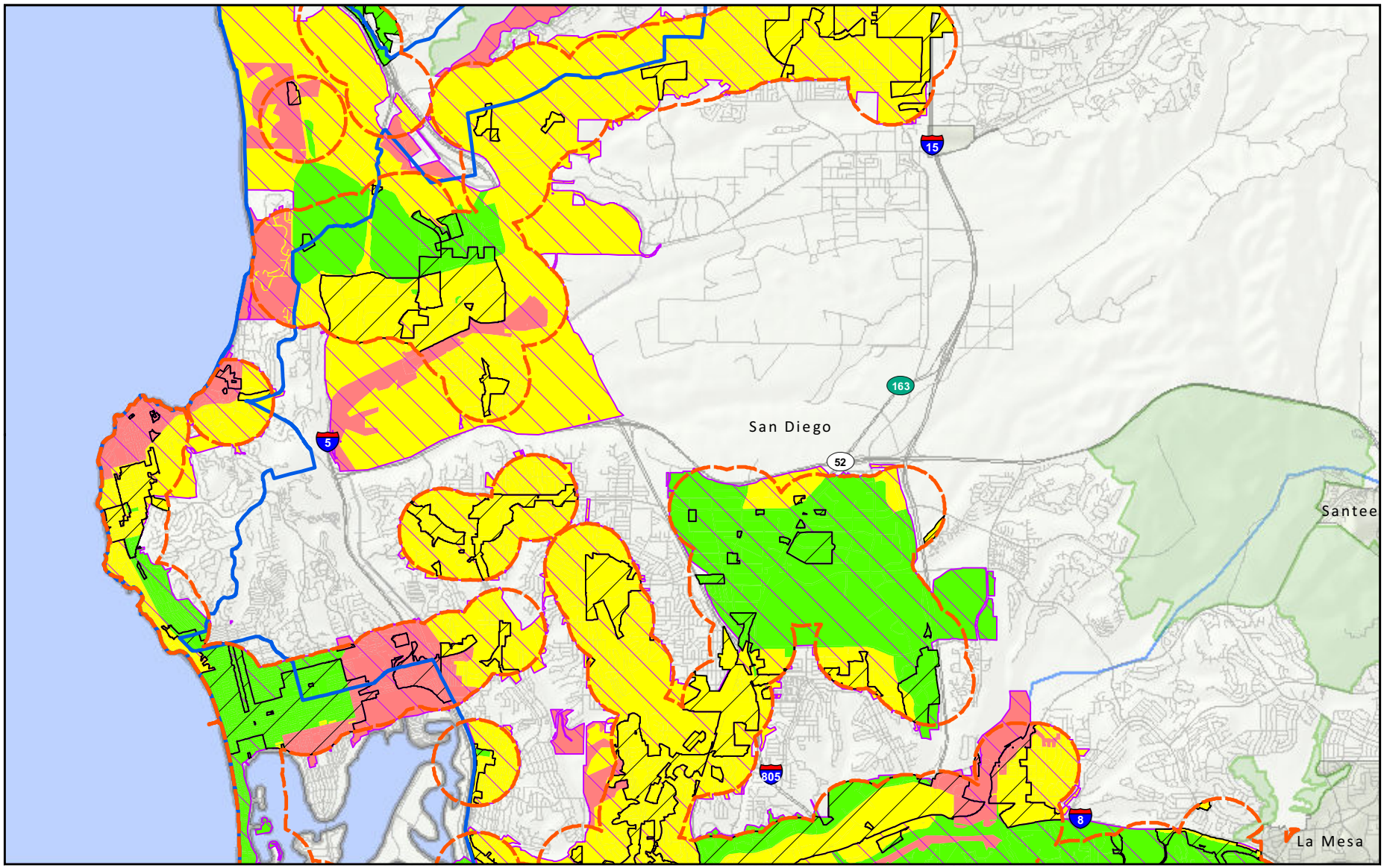
FIGURE 4.8-1 Area B
Historical Resources Sensitivity



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Archaeological Sensitivity

Low

Moderate

High

0 Miles 1

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FIGURE 4.8-1 Area C
Historical Resources Sensitivity

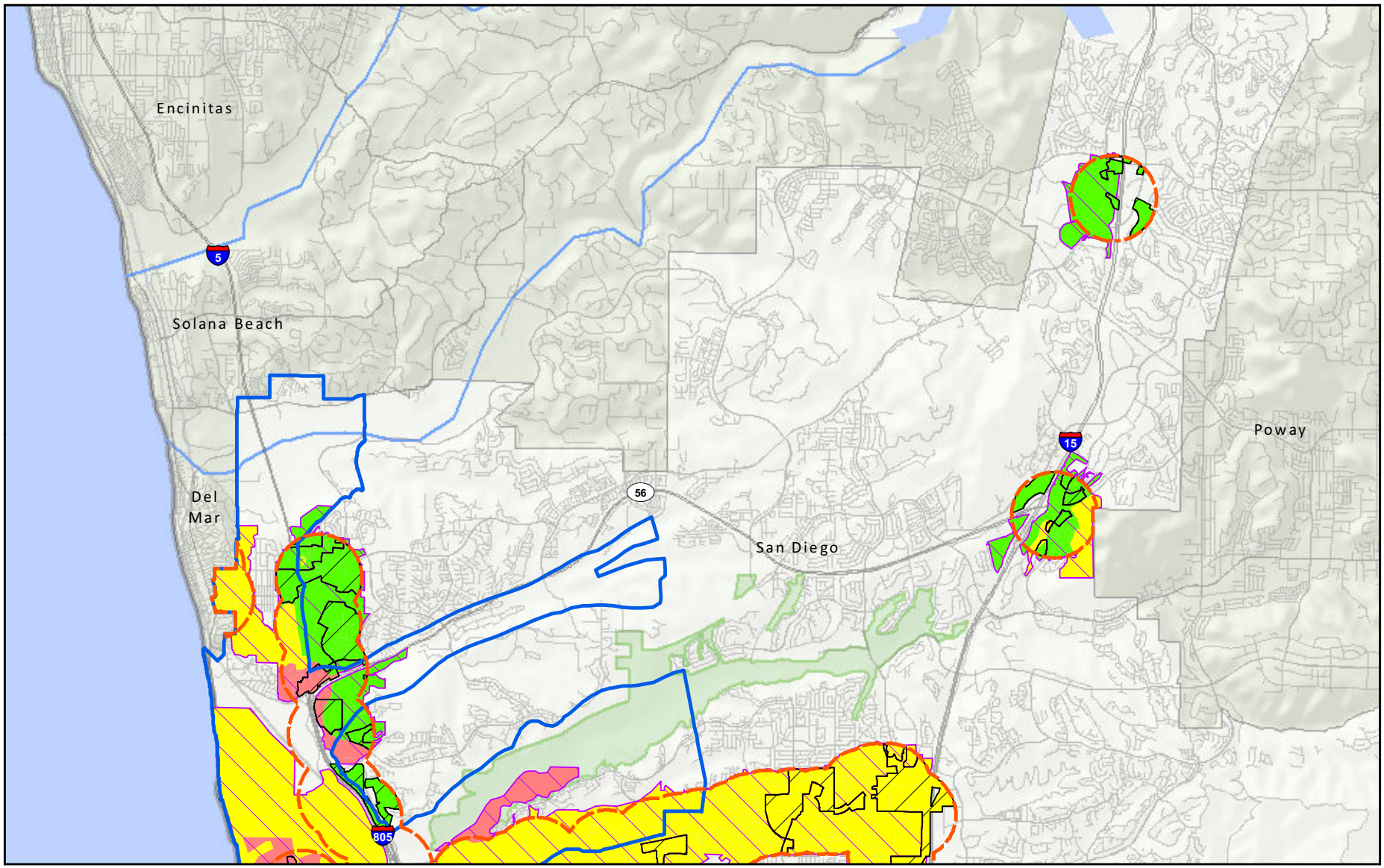

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FIGURE 4.8-1 Area D
Historical Resources Sensitivity

4.8.4 Impact Analysis

Issue 1 Historic Building, Structures, Objects, or Sites

Would implementation of the proposed project result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a historic building (including an architecturally significant building), structure, object, or site?

The project areas are located largely within existing development settings where existing buildings are located. Project areas include both known historical resources and potentially historical resources. Historic Context Statements have been prepared for recently adopted Community Plan Updates that identify the historical themes and property types important to the development of each community and provide guidance on the identification of significant historical resources. In addition, Historic Resource Reconnaissance Surveys that identify the location of potentially significant resources, including potential historic districts, have been completed as part of Community Plan Updates in communities with a high likelihood of containing significant historical resources. Numerous known and potential historical resources have been documented throughout the City and are focused within the City's original neighborhoods such as Old Town, Uptown, Golden Hill and North Park, among other Mid-City communities. For example, the Old Town San Diego Community Plan Area Historic Resources Reconnaissance Survey: Historic Context & Survey Report reported 37 designated historic resources both within and outside of the Old Town San Diego State Historic Park District, one potential historic district, in addition to 21 potential individual resources eligible for local listing (Galvin Preservation Associates, Inc. 2018). The North Park Community Plan Area Historic Resources Survey (Historic Resources Group 2016a) identified six potential historic districts one multiple property listing and forty-seven individual properties that appeared eligible for local designation, including residential (single-family and multi-family), commercial, civic and institutional, and infrastructural properties. The Golden Hill Historic Resources survey identified one potential historic district, one multiple property listing and fifty-two individual properties which appear eligible for local designation (Historic Resources Group 2016b). The Uptown Community Plan Area Historic Resources Survey Report identified nineteen potential historic districts and three multiple property listings, and 2,266 potentially significant individually resources. In addition, City staff and members of the Uptown Community identified four additional potential historic districts including Allen Terrace, Avalon Heights, Hillcrest, and San Diego Normal School/San Diego City Schools Education Complex.

Project areas with a recent community plan update have generally provided an evaluation and survey for historic and potential historical resources as part of the environmental analysis. However, for community plan areas without a recent community plan update, the location and extent of historical resources are not comprehensively documented. Within all project areas, structures greater than 45 years old located throughout the project areas that have not been evaluated for their historic significance could be historical resources. Historic objects or sites would be buried resources and are addressed under Issue 2, below.

Future development under the proposed ordinances may result in the proposed demolition or alteration of a structure older than 45 years old. The proposed ordinances would not be applicable

to proposed development within designated historical districts or the Old Town San Diego Planned District, but could be implemented on sites with individually designated resources. However, the Historical Resources Regulations would remain applicable to such development. Development on parcels containing individually significant historical resources would need to comply with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties, or obtain a Site Development Permit with deviation findings and site-specific mitigation would be required.

Additionally, Section 143.0212 of the City's Land Development Code (LDC) requires review of ministerial and discretionary permit applications impacting parcels containing buildings 45 years old or older to determine whether or not the project has the potential to adversely impact a resource that may be eligible for individual listing on the local register. When it is determined that a resource may exist and a proposed project would constitute a significant impact to that resource, a site-specific survey is required and may be forwarded to the Historical Resources Board to consider designation and listing of the property. If designated, a Site Development Permit with deviation findings and mitigation would be required for any substantial modification or alteration of the resource.

While the LDC provides for the regulation and protection of designated and potential historical resources as described above, it is not possible to ensure the successful preservation of all historic built environment resources within the project areas. Future development and redevelopment under the Housing Program could result in the alteration of a historical resource, notwithstanding application of the Historical Resources Regulations. Direct impacts of specific projects may include substantial alteration, relocation, or demolition of historic buildings or structures. Indirect impacts may include the introduction of visual, audible, or atmospheric effects that are out of character with a historic property or alter its setting, when the setting contributes to the resource's significance. Thus, potential impacts to individual historical resources could occur where implementation of the proposed project would result in increased development potential, resulting in a significant impact to historic buildings, structures, or sites.

Issue 2 Prehistoric and Historic Archaeological Resources, Sacred Sites and Human Remains

Would implementation of the proposed project result in a substantial adverse change in the significance of a prehistoric or historic archaeological resource, a religious or sacred use site, or the disturbance of any human remains, including those interred outside of formal cemeteries?

Although there is very little undeveloped land or previously undisturbed soils within the project areas, future development and related construction activities at the project-level facilitated by the proposed project could result in the alteration or destruction of prehistoric or historic archaeological resources, objects, or sites and could impact religious or sacred uses; or disturb human remains, particularly within proximity to areas where there are known, recorded archaeological resources. 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 tribal cultural resource/traditional cultural property.

Within the project areas, approximately 373 recorded archaeological sites were identified within project areas classified with a low sensitivity rating, approximately 870 recorded archaeological sites were identified within the moderate sensitivity rating, and approximately 269 sites were identified within the high sensitivity rating. These resources in addition to previously undiscovered resources could be impacted by the proposed project. Future development within areas with moderate and high sensitivity that could disturb native soils would have the potential to impact significant resources. High sensitivity areas includes archaeological resources that have been determined significant by past test excavations or were assumed significant based on their site attributes. All village locations are within the high sensitivity areas. As described in Section 4.8.1, villages or habitation areas that could be impacted by the proposed project include *Nipaguay* at the location of the San Diego Mission de Alcalá on the north side of the San Diego River, *Kosaii* (also known as *Cosoy* or *Kosa'aay*) located at Old Town on the south side of the San Diego River, and *Paulpa* located at the mouth of the San Diego River in Ocean Beach. Other villages include *Milejo* and *Chiap* in the mouth of the Tijuana and Otay River Valleys, *Los Choyas* along Chollas Creek, *Rinconada* (*Jamo*) along Rose Creek, and *Ystagua* along Soledad Creek.

In order to minimize the potential to destroy important historic and prehistoric archaeological objects or sites that may be buried within the project areas, the City implements the Historical Resources Regulations (LDC Section 143.0101) during ministerial review which requires the City to review Historical Resources Sensitivity Maps to identify properties that have a likelihood of containing archaeological sites. The Historical Resources Sensitivity Maps described in Section 4.8.3.1 above, and graphically represented in Figure 4.8-1 were developed as part of the proposed project in order to ensure all project areas have a sensitivity rating that would be checked during the ministerial review. Upon submittal of permit applications, a parcel is reviewed against the Historical Resources Sensitivity Maps, specifically to determine whether the project has the potential to adversely impact an archaeological resource that may be eligible for individual listing in the local register (LDC Section 143.0212). This review is supplemented with a project-specific records search of the CHRIS data and NAHC Sacred Lands File by qualified staff, after which a site-specific archaeological survey may be required, when applicable, in accordance with the City's regulations and guidelines. Should the archaeological survey identify potentially significant archaeological resources, measures would be recommended to avoid or minimize adverse impacts to the resource consistent with the Historical Resources Guidelines. In the event site-specific surveys are required as part of the ministerial review process, adherence to the Historical Resources Regulations and Guidelines would ensure that appropriate measures are applied to the protection of historical resources consistent with City requirements. Such requirements may include archaeological and Native American monitoring, avoidance and preservation of resources, data recovery and repatriation or curation of artifacts, among other requirements detailed in the Historical Resources Guidelines.

Additionally, the Section 7052 of the California Health and Safety Code requires that in the event human remains are discovered during construction or excavation, all activities must be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the NAHC. The California Health and Safety Code provides a process and requirements for the identification and repatriation of collections of human remains or cultural items.

Despite State and local protections in place supporting impact avoidance to religious or sacred places and to human remains; impacts may be unavoidable in certain circumstances when resources are discovered during construction. Although there are no known religious or sacred uses within the proposed project areas, the potential exists for these site types to be encountered during future construction activities, particularly given the moderate and/or high cultural sensitivity already identified in many of the recently approved community plan updates and within the Historical Resources Sensitivity Maps. Consistent with the City's Historical Resources Guidelines, Native American participation is required for all levels of future investigations in any of the proposed project areas, including those areas that have been previously developed, unless additional information can be provided to demonstrate that the property has been graded to a point where no resources could be impacted. Native American participation in future historical resources analysis conducted as part of the ministerial review process would help to ensure impacts to resources are avoided.

Implementation of existing Historical Resources Regulations and Guidelines in addition to the proposed ordinance (§143.1002, see Section 4.8.6) would ensure impacts are reduced to the extent feasible. While existing State and local regulations would provide for the regulation and protection of prehistoric and historic archaeological resources, sacred sites, and human remains, it is not possible to ensure the successful preservation of all archaeological resources where new development may occur. Thus, potential impacts to prehistoric and historic archaeological resources, sacred sites, and human remains would be significant.

Issue 3 Tribal Cultural Resources

Would implementation of the proposed project result in a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

1. *Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k); or,*

2. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1? In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

While much of the proposed project areas have been developed, there is always a potential for encountering buried resources associated with the material cultural in the cultural territory that was utilized for over thousands of years by the Kumeyaay people. The potential for intact cultural deposits at depth is probable at many locations where undocumented fill or alluvial deposition may mask buried resources, or in proximity to known recorded archaeological resources which are also often tribal cultural resources as defined in CEQA PRC Section 21074. These circumstances were taken into consideration when reviewing the recently adopted community plan updates Cultural Resources Constraints Analyses, public and private development projects currently in review, archaeological records search results, and in-house archival information available to supplement

resource potential. This information was used to inform development of Historical Resources Sensitivity Maps for the project areas shown in Figure 4.8-1.

In an effort to determine the potential for tribal cultural resources to be impacted as a result of project implementation, Native American Tribes were engaged. In June 2019, the City distributed a Notice of Preparation for the PEIR to all culturally affiliated Native American tribes, organizations, and individuals and included notification to all tribal groups in San Diego County. In July 2019, in accordance with AB 52, project notification letters were sent to Ms. Lisa Cumper, Tribal Historic Preservation Officer (THPO) from the Jamul Indian Village and Mr. Clint Linton, representing the Iipay Nation of Santa Ysabel providing an opportunity to consult on the proposed project. Consultation was requested by Ms. Lisa Cumper, THPO from the Jamul Indian Village and was conducted from August 2019 and was concluded in October 2019. The consultation process involved a review of the project scope and analysis, along with review of the draft sensitivity maps for the proposed project (see Figure 4.8-1).

Based on the archaeological records search results and consultation with tribal entities, several key areas have been identified that may have a high level of interest to the local Native American community located in proximity to many of the project areas. Many of these are already listed on the City's Historical Resources Register, the CRHR, and the National Register of Historic Places, or have not been formally recognized or listed on a local, state, or federal register. Proposed project areas that were identified to have tribal cultural resource sensitivity by Native American Tribes were taken into account in the development of Historical Resources Sensitivity Maps for the project areas. Similar to the analysis provided under Issue 2, above, the Historical Resources Sensitivity Maps would be reviewed to determine the potential for tribal cultural resources to be impacted during construction anticipated under the proposed project. Implementation of the Historical Resources Regulations and Historical Resources Guidelines would require site-specific cultural surveys where warranted and implementation of measures to avoid or minimize impacts to the extent feasible. While existing regulations would provide for the protection of tribal cultural resources, it is not possible to ensure the successful preservation of all tribal cultural resources. Therefore, potential impacts to tribal cultural resources are considered significant. The regulatory framework described above and summarized in Section 4.8.5 would largely avoid and minimize adverse impacts; however, at a program level of review it cannot be ensured that all potential impacts to tribal cultural resources would be fully avoided and impacts would remain significant.

Cumulative Impacts

While the proposed project could result in direct impacts to historical resources, the City's Historical Resources Regulations and Historical Resources Guidelines, combined with federal, state, and local regulations, provide a framework for developing project-level historical resources mitigation measures for future ministerial development allowed under the proposed ordinances . Additional historical resource protections would be in place for all other discretionary projects consistent with existing community plans as those projects would be subject to a discretionary review in accordance with CEQA in addition to the above-referenced regulations. The City's process for evaluating discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan. As both individual future ministerial projects allowed under the proposed ordinances

in addition to future discretionary development within the City may contribute to incremental historical resource impacts, and the degree of future impacts and the applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis, the cumulative impact on historical resources would be considered significant.

The General Plan PEIR states that the continued pressure to develop or redevelop areas in the City and throughout the county would result in incremental impacts to the historic record in the San Diego region, which was determined to be a cumulatively significant impact. Regardless of the efforts taken to avoid impacts to cultural resources, the more land that is converted to developed uses, the greater the potential for impacts to cultural resources. While the proposed project has the potential to impact historical, archaeological and tribal cultural resources, the project areas are located within existing developed and urban locations that have been subject to some degree of ground disturbance. This characteristic of the project areas would limit the potential for significant, previously undiscovered resources to be encountered, but does not eliminate the possibility for further impacts. While individual projects can avoid or mitigate the direct loss of a specific resource, the effects would be cumulatively considerable, and therefore could result in a cumulatively significant impact.

4.8.5 Significance of Impacts

4.8.5.1 Historic Structures, Objects or Sites

While the LDC provides for the regulation and protection of designated and potential historical resources, it is impossible to ensure the successful preservation of all historic built environment resources, objects, and sites within the project areas. Thus, potential impacts to historic resources would be considered significant.

4.8.5.2 Prehistoric or Historic Archaeological Resources, Sacred Sites, and Human Remains

While existing regulations and the LDC would provide for the regulation and protection of archaeological resources and human remains, it is impossible to ensure the successful preservation of all archaeological resources. Therefore, potential impacts to archaeological resources and human remains are considered significant.

4.8.5.3 Tribal Cultural Resources

While existing regulations including the San Diego Historical Resources Regulations and Historical Resources Guidelines would provide for the protection of tribal cultural resources and would minimize potential impacts, it is not possible to ensure the successful preservation of all tribal cultural resources. Therefore, potential impacts to tribal cultural resources are considered significant.

4.8.6 Conclusion

All development projects with the potential to affect historical resources, such as designated historical resources, historical buildings, landscapes, objects, and structures; important archaeological sites, tribal cultural resources, and traditional cultural properties are subject to the City's Historical Resources Regulations and Historical Resources Guidelines. The City's Historical Resources Regulations (Chapter 14, Article 3, Division 2) include a number of requirements that would apply to future development evaluated under the proposed project that would ensure site specific surveys are completed to verify the presence of resources. Additionally, the Historical Resources Guidelines would be followed in the event site-specific surveys are required as part of the ministerial review process. Adherence to the Historical Resources Regulations and Guidelines would ensure that appropriate measures are applied to protection of historical resources consistent with City requirements. Such requirements may include archaeological and Native American monitoring, avoidance and preservation of resources, data recovery and repatriation or curation of artifacts, among other requirements detailed in the Historical Resources Guidelines. In addition to the above listed requirements, the proposed ordinance restricts properties located in a designated historical district and the Old Town San Diego Planned District from participation in the Housing Program, as detailed below.

§143.1002 When the Complete Communities Housing Solutions Regulations Apply

(b) The following types of *development* are not eligible to request the application of the regulations in this Division:

(7~~6~~) *Development* located within a designated *historical district~~s~~* ~~and~~ or subject to the Old Town San Diego Planned District.

Even after application of the Historical Resources Guidelines, Historical Resources Regulations, and the proposed ordinance language restricting Housing Program participation within historical districts and the Old Town San Diego Planned District, impacts would be significant and unavoidable.

4.9 Hydrology/Water Quality

This section analyzes the potential for significant impacts to hydrology and surface and groundwater quality that could result from implementation of Complete Communities: Housing Solutions and Mobility Choices (proposed project). Within the PEIR, Complete Communities: Housing Solutions is referred to as the "Housing Program" while Complete Communities: Mobility Choices is referred to as "Mobility Choices Program." This section describes the existing conditions in the project areas as well as relevant plans, policies, and regulations.

4.9.1 Existing Conditions

4.9.1.1 Hydrology

In San Diego County, there are eleven major watersheds west of the Peninsular Range Mountains. These watersheds all ultimately drain to the Pacific coast. Of the eleven major watersheds, seven are within the jurisdiction of the City of San Diego (City). The project areas are located within the San Dieguito Watershed, the San Diego River Watershed, the Peñasquitos Watershed, the Pueblo San Diego Watershed, the Sweetwater Watershed, the Otay Watershed, and the Tijuana Watershed.

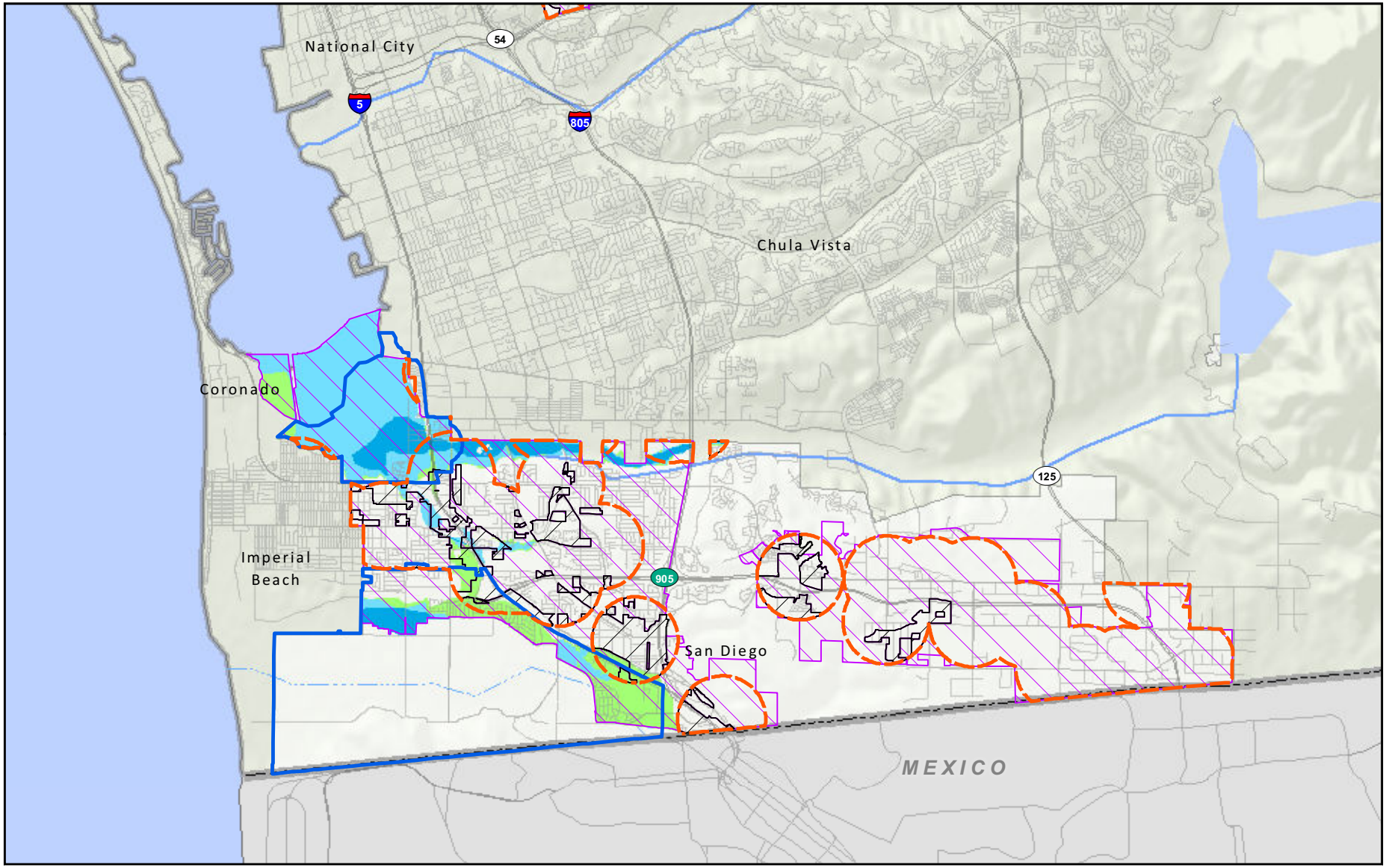
4.9.1.2 Flooding and Floodplains

Figure 4.9-1 (Areas A through D), depicts the project areas within the 100-year floodways, 100-year floodplains, and 500-year floodplains, which are areas subject to major flooding. The project areas contain approximately 3,203 acres within the 100-year floodplain. Flood control has been addressed in the City both through engineered flood control channels as well as floodplain and open space zones that significantly restrict development and protect the public from flood hazards.

4.9.1.3 Dam Inundation Areas

Dam failure is the collapse or failure of an impoundment that causes significant downstream flooding. Flooding of the area below the dam may occur as the result of structural failure or overtopping of the dam. There are several dams within the proposed project areas. Based on 2009 SanGIS data, the proposed project areas are within the inundation pathway of a number of dams as shown in Figure 4.9-2 (Areas A through D). The dams include:

- Barrett Dam
- Chet Harritt Dam
- Chollas Dam
- Cuyamaca Dam
- El Capitan Dam
- Grossmont Dam
- Lake Loveland Dam
- Miramar Dam
- Morena Overtopping Barrett
- Murray Dam
- Upper and Lower Otay Dams
- Rodriguez Reservoir
- San Vicente Dam



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

FEMA Floodplain and Floodways

100-year Floodway

100-year Floodplain

500-year Floodplain

0 Miles 1

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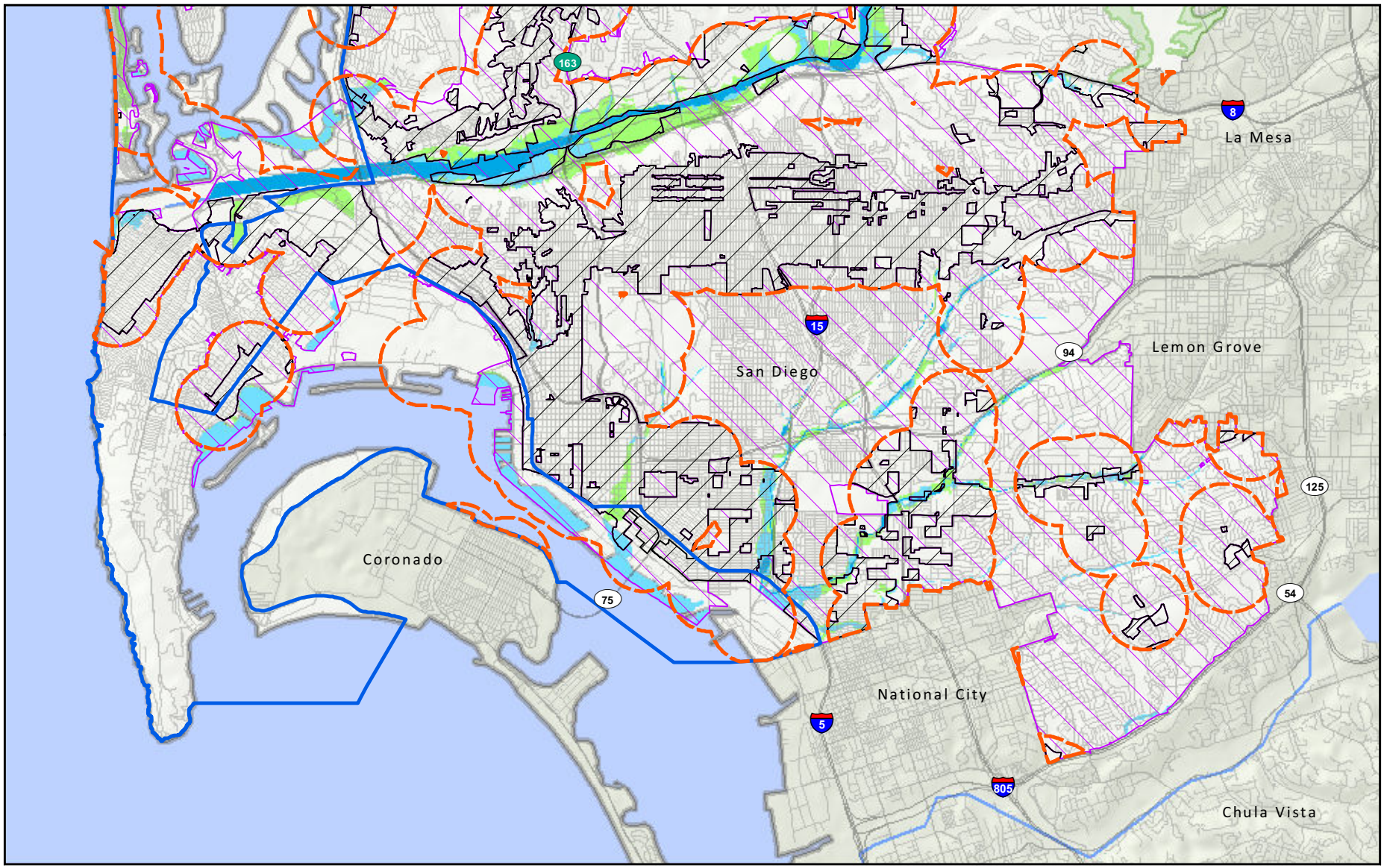
FIGURE 4.9-1 Area A

FEMA Floodplain and Floodways



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

FEMA Floodplain and Floodways

100-year Floodway

100-year Floodplain

500-year Floodplain

0 Miles 1

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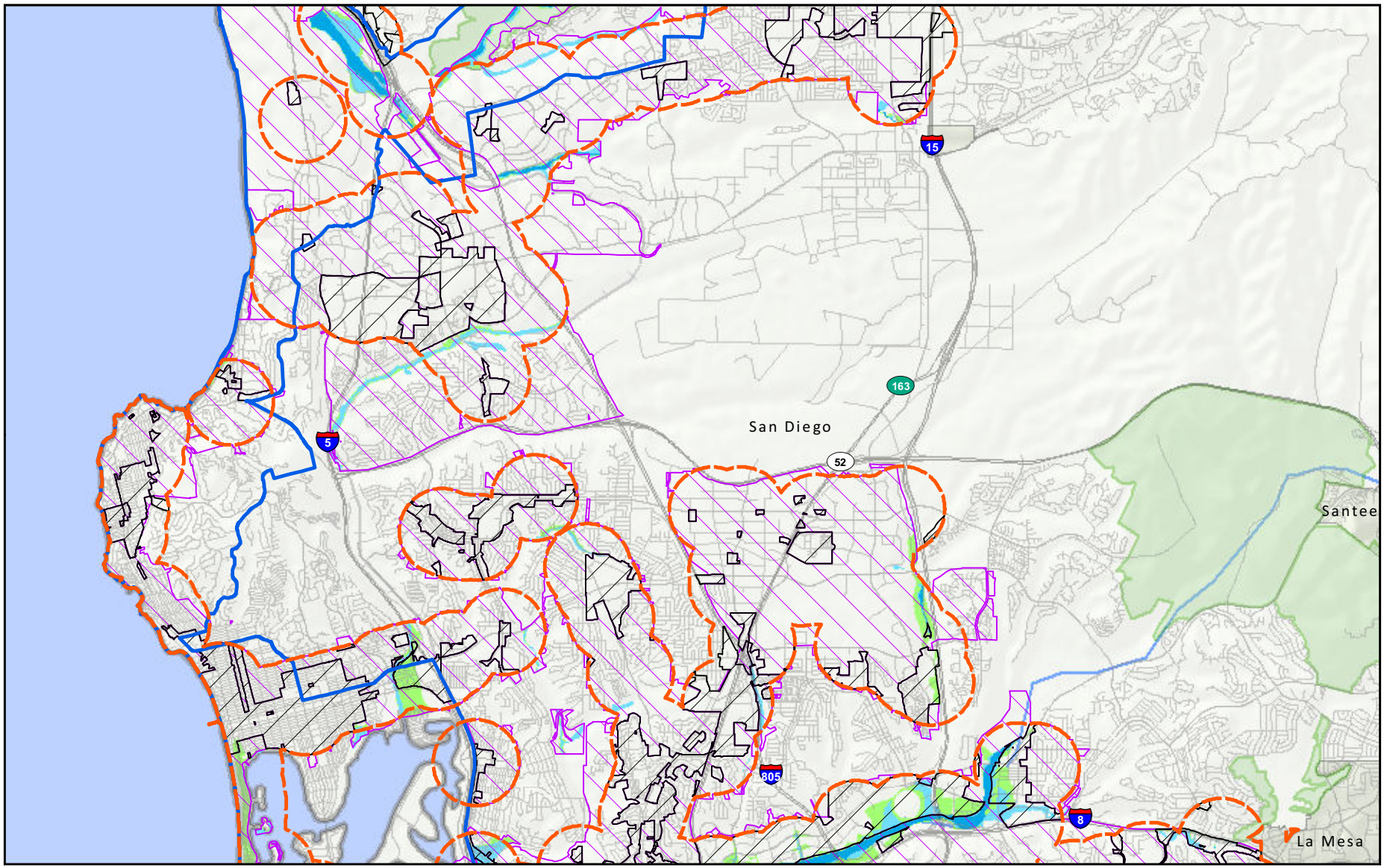
FIGURE 4.9-1 Area B

FEMA Floodplain and Floodways



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

FEMA Floodplain and Floodways

100-year Floodway

100-year Floodplain

500-year Floodplain

0 Miles 1

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FIGURE 4.9-1 Area C

FEMA Floodplain and Floodways

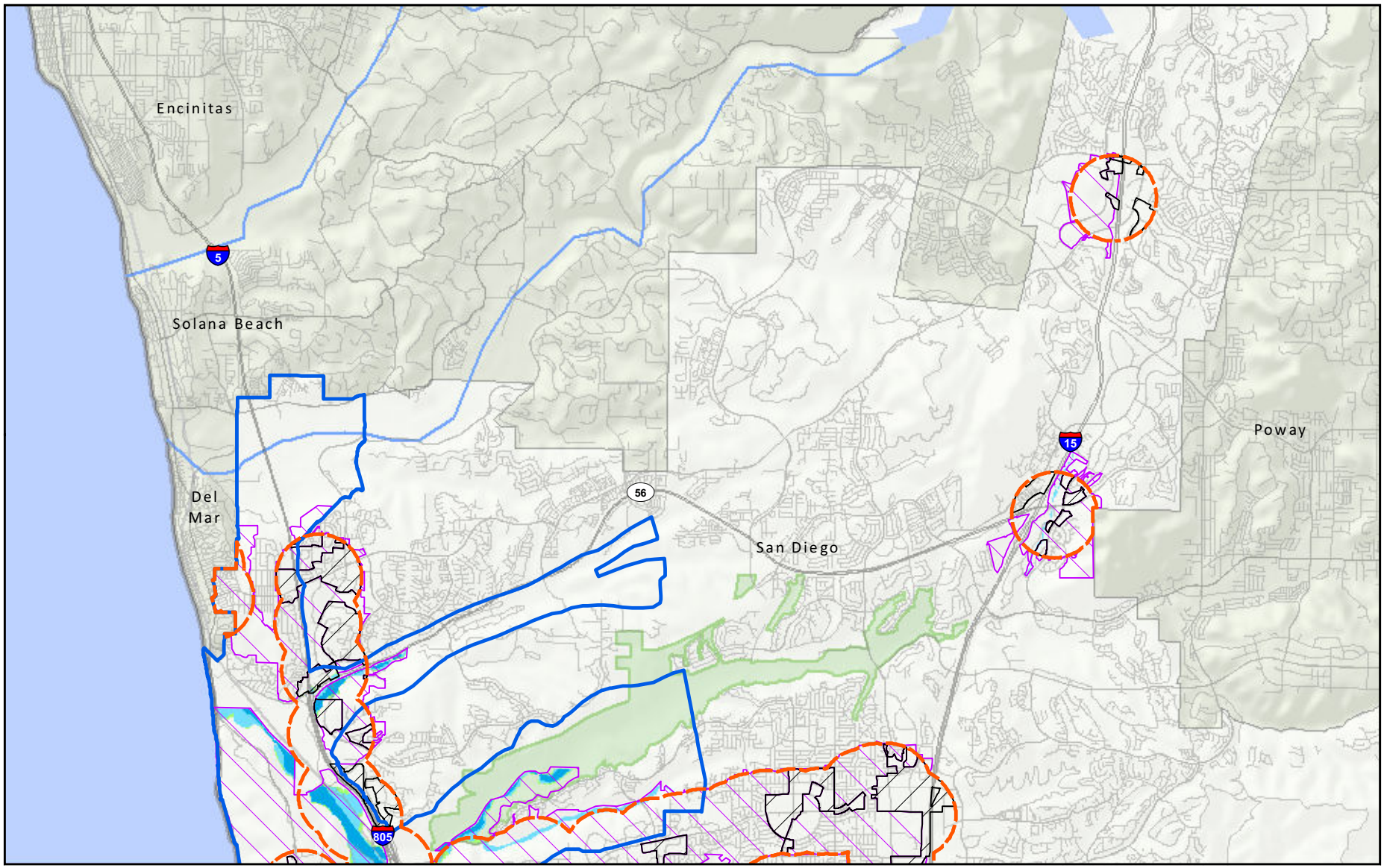

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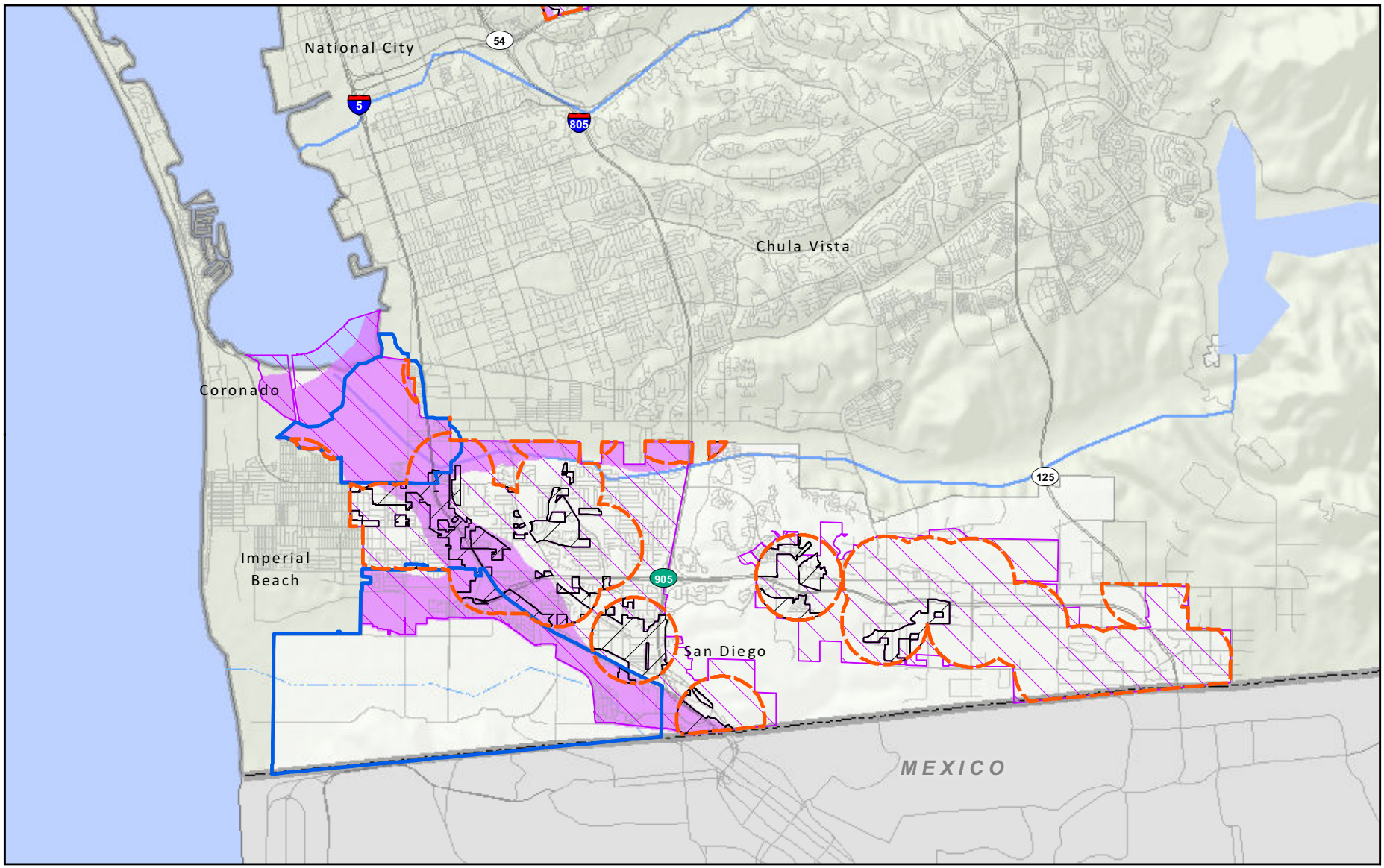
FIGURE 4.9-1 Area D
FEMA Floodplain and Floodways



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Dam Inundation Areas

0 Miles 1

FIGURE 4.9-2 Area A
Dam Inundation Areas

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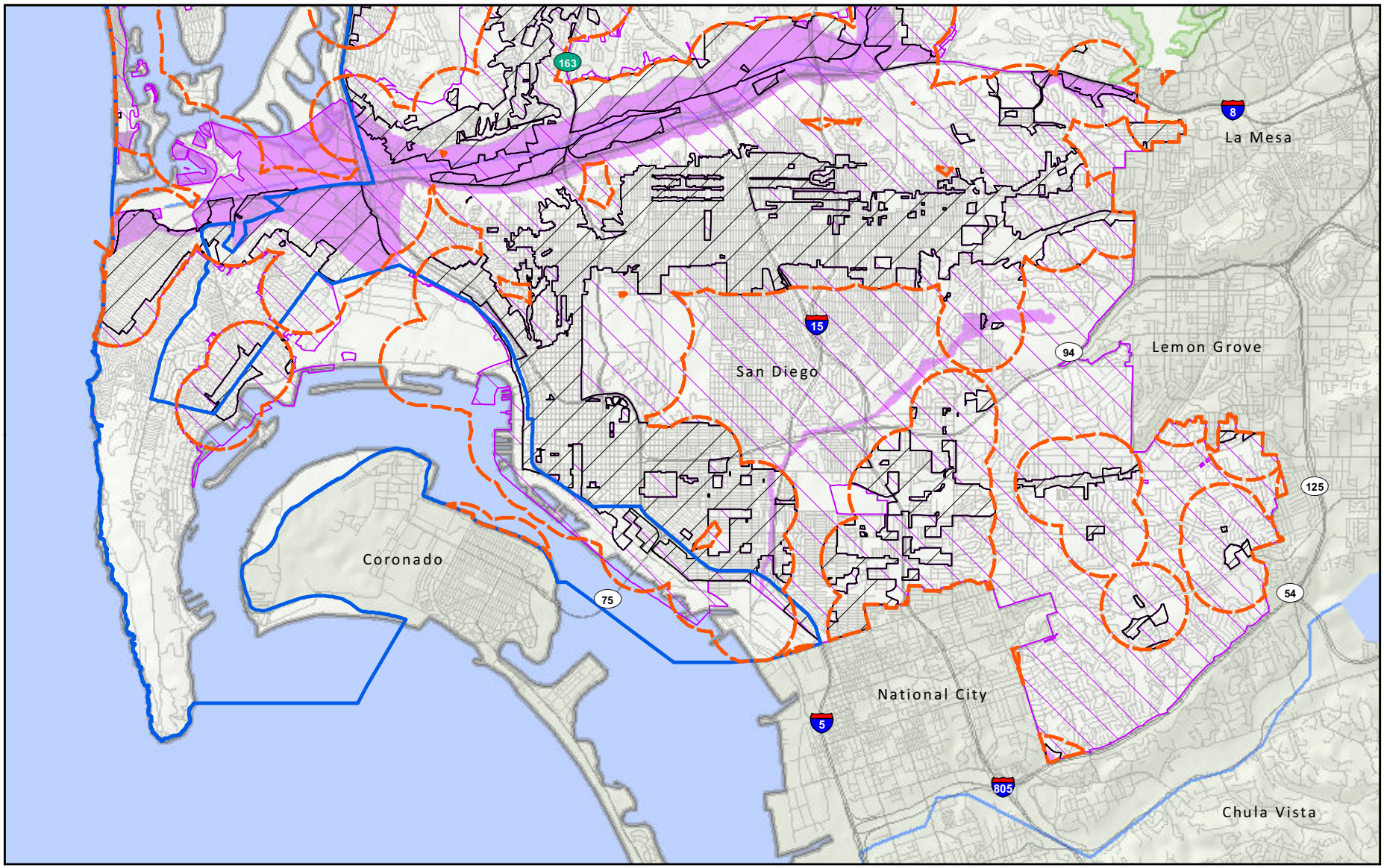

Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Dam Inundation Areas

0 Miles 1

FIGURE 4.9-2 Area B
Dam Inundation Areas

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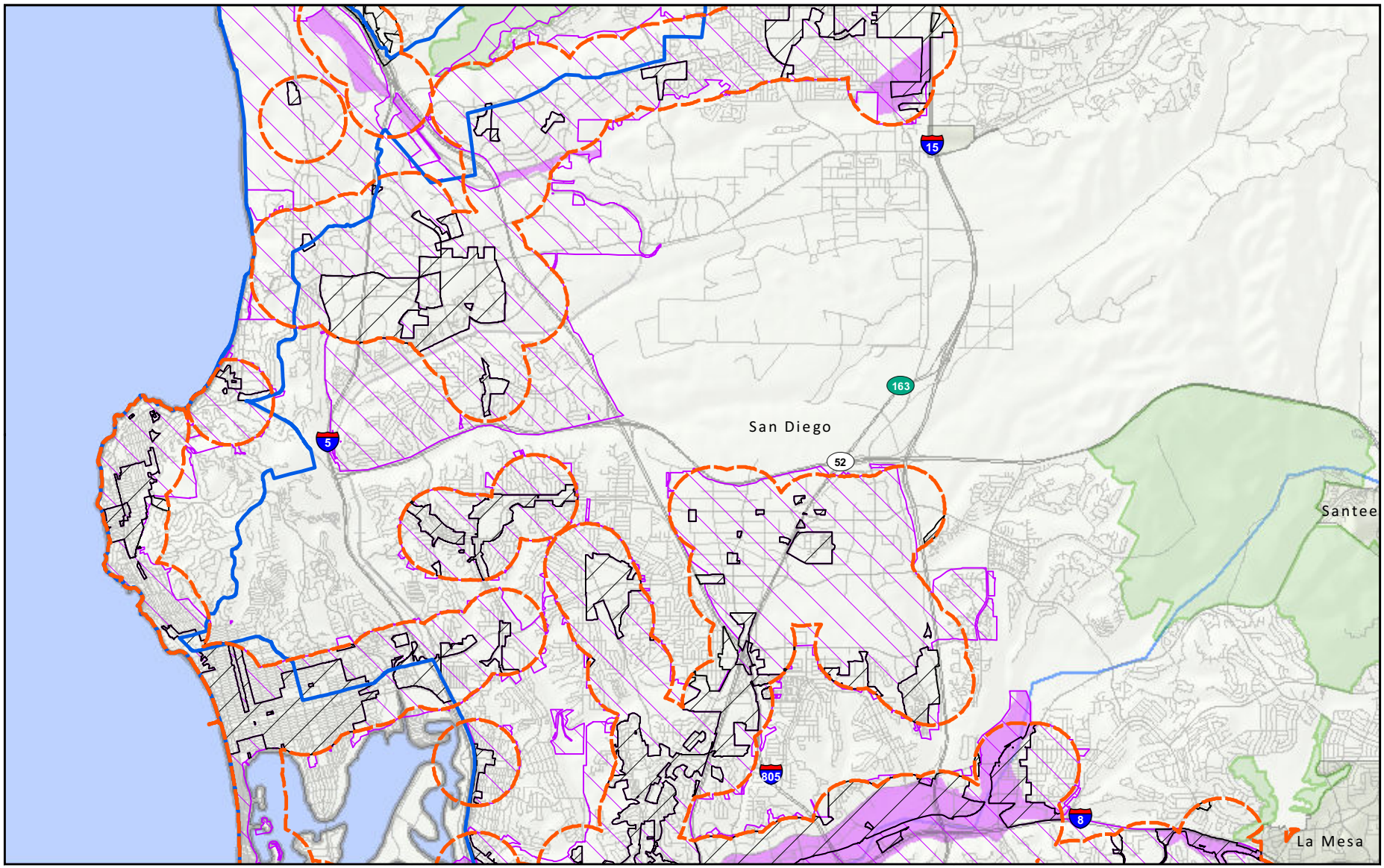

Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Dam Inundation Areas

0 Miles 1

FIGURE 4.9-2 Area C
Dam Inundation Areas

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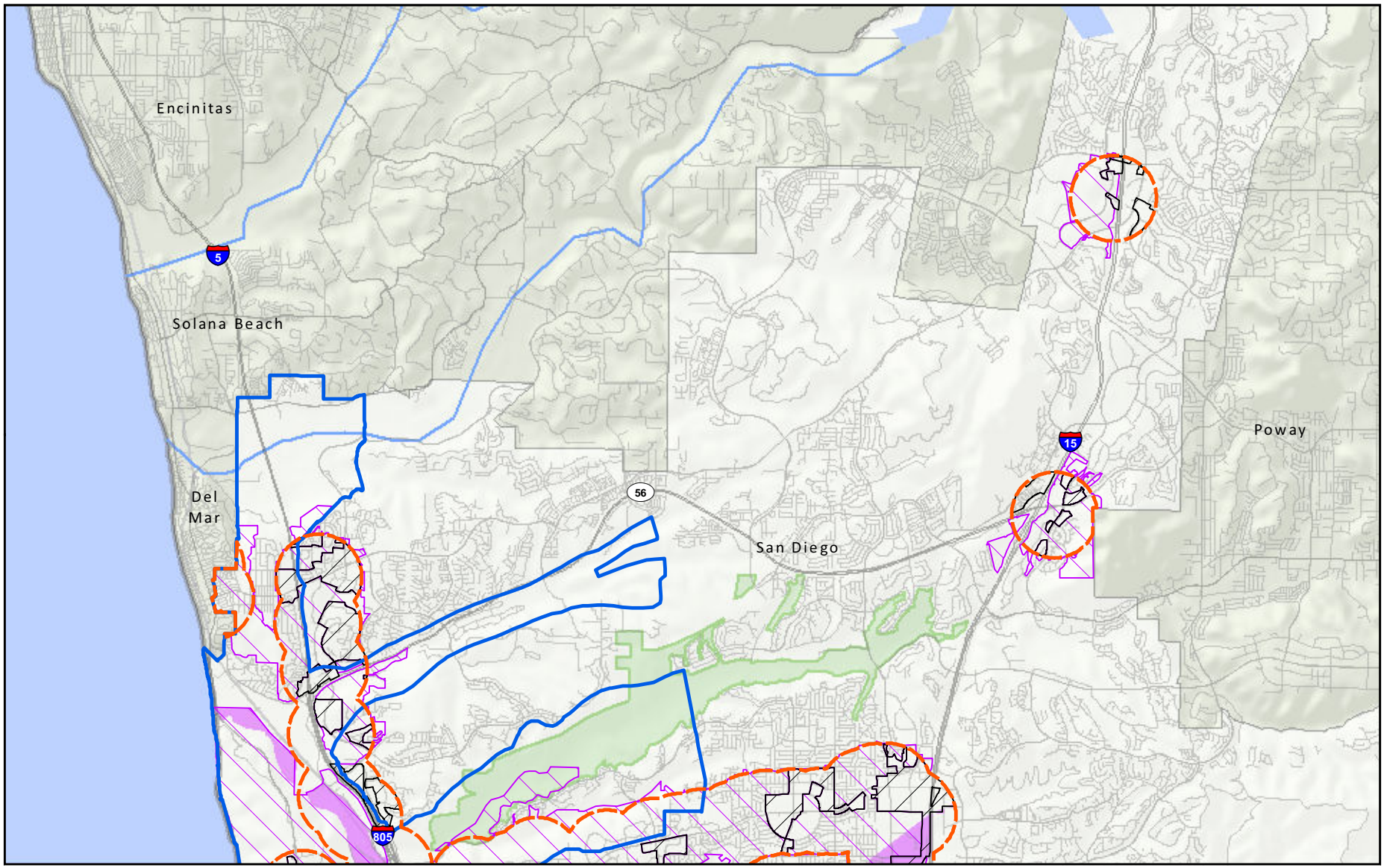

FIGURE 4.9-2 Area D
Dam Inundation Areas

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4.9.1.4 Tsunami and Seiche

A tsunami is a sea wave generated by a submarine earthquake, landslide, or volcanic action. Approximately 1,757 acres of the project areas along the coast lies within a tsunami inundation zone as shown in Figure 4.9-3 (Areas A through D). A seiche is an earthquake-induced wave in a confined body of water, such as a lake, reservoir, or bay.

4.9.1.5 Surface/Receiving Waters

The major receiving waters within the City include the Pacific Ocean, San Diego Bay, Mission Bay, the San Dieguito River, Los Peñasquitos Creek, the San Diego River, the Otay River, and the Tijuana River. Major reservoirs within or managed by the City include Barrett, El Capitan, San Vicente, Hodges, Miramar, Murray, Lower Otay, Upper Otay, and Sutherland. Additionally, there are minor receiving waters made up of creeks, channels, streams, and lagoons.

4.9.2 Regulatory Setting

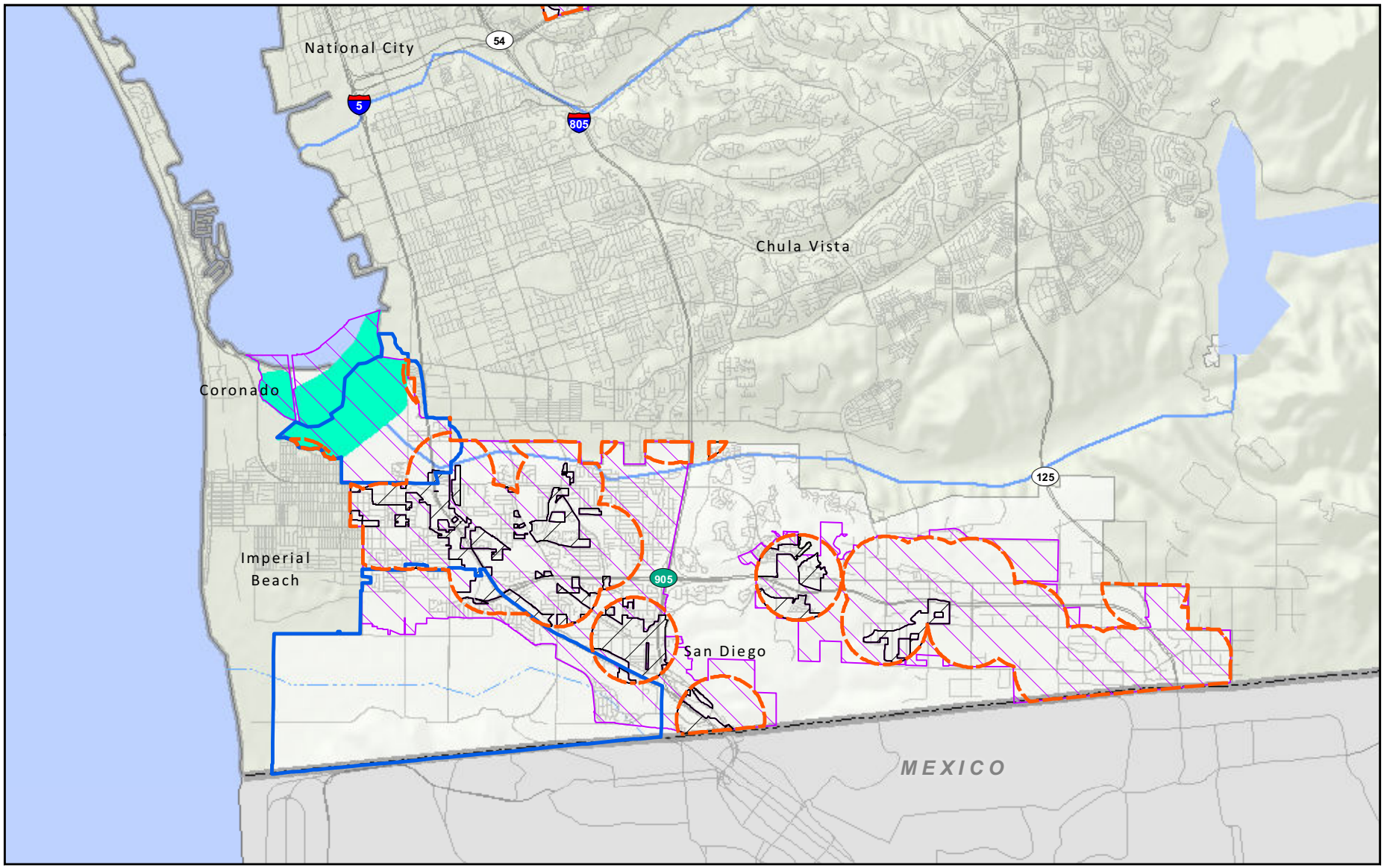
4.9.2.1 Federal Regulations

a. Clean Water Act

The Clean Water Act (CWA; 33 United States Code §1251 et seq.) (1972) is the primary federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The CWA established basic guidelines for regulating discharges of pollutants into the waters of the United States and requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the CWA.

Section 401 of the CWA requires that any applicant for a federal permit to conduct any activity, including the construction or operation of a facility that may result in the discharge of any pollutant, must obtain certification from the state. Section 402 of the CWA established the National Pollutant Discharge Elimination System (NPDES) to regulate the discharge of pollutants from point sources, and Section 404 established a permit program to regulate the discharge of dredged material into waters of the United States (U.S.).

Under Section 303(d) of the CWA, states, territories, and authorized tribes are required to develop lists of impaired waters that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes. The law requires that these jurisdictions establish priority rankings for waters on the lists and develop total maximum daily loads (TMDLs) to identify the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards.



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

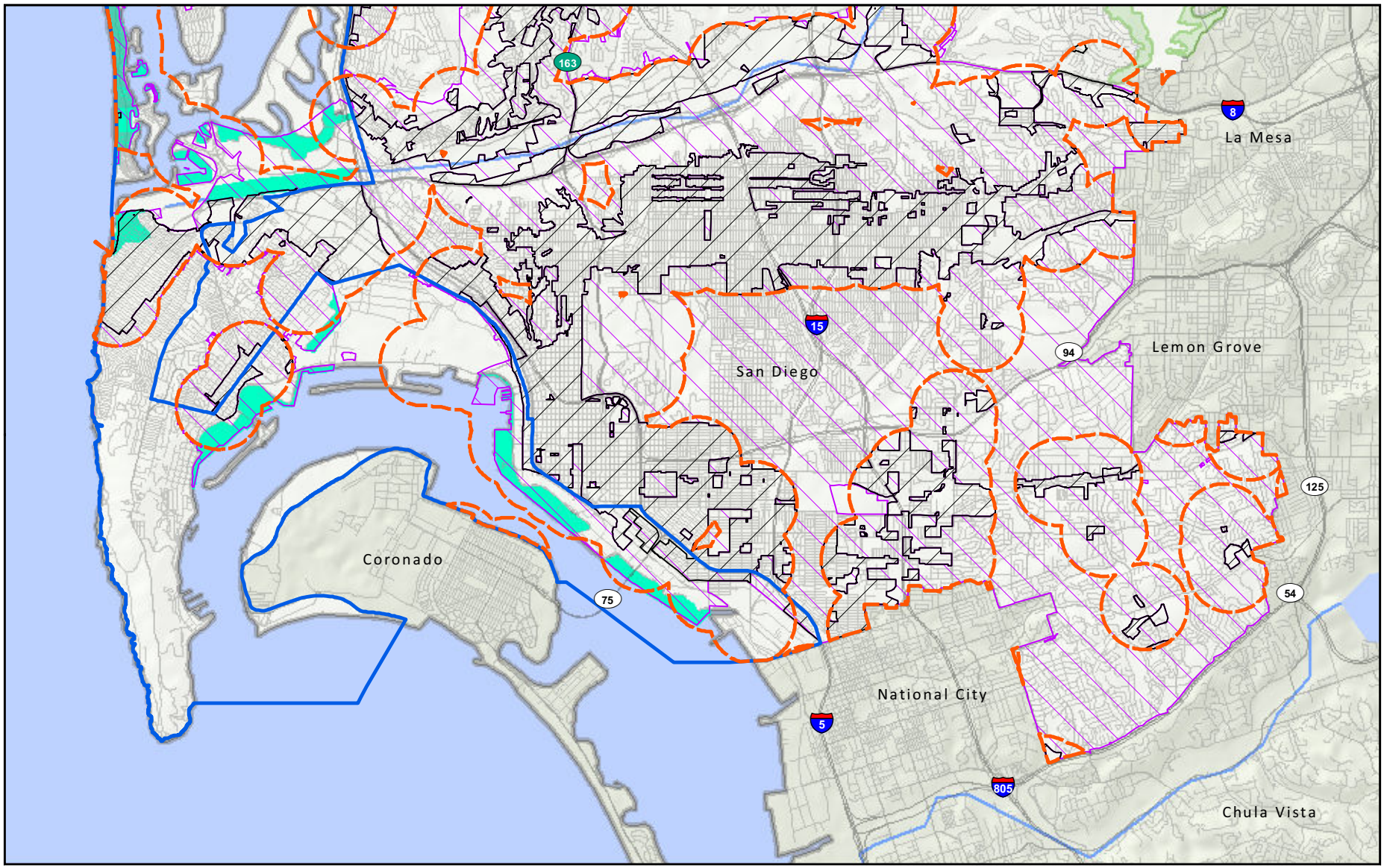
Transit Priority Areas

Tsunami Inundation Areas

0 Miles 1

FIGURE 4.9-3 Area A
Tsunami Inundation Areas

M:\JOBS5\9423\common_gis\fig4.9-3a-d_Tsunami.mxd 2/5/2020 fmm



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Tsunami Inundation Areas

0 Miles 1

FIGURE 4.9-3 Area B
Tsunami Inundation Areas

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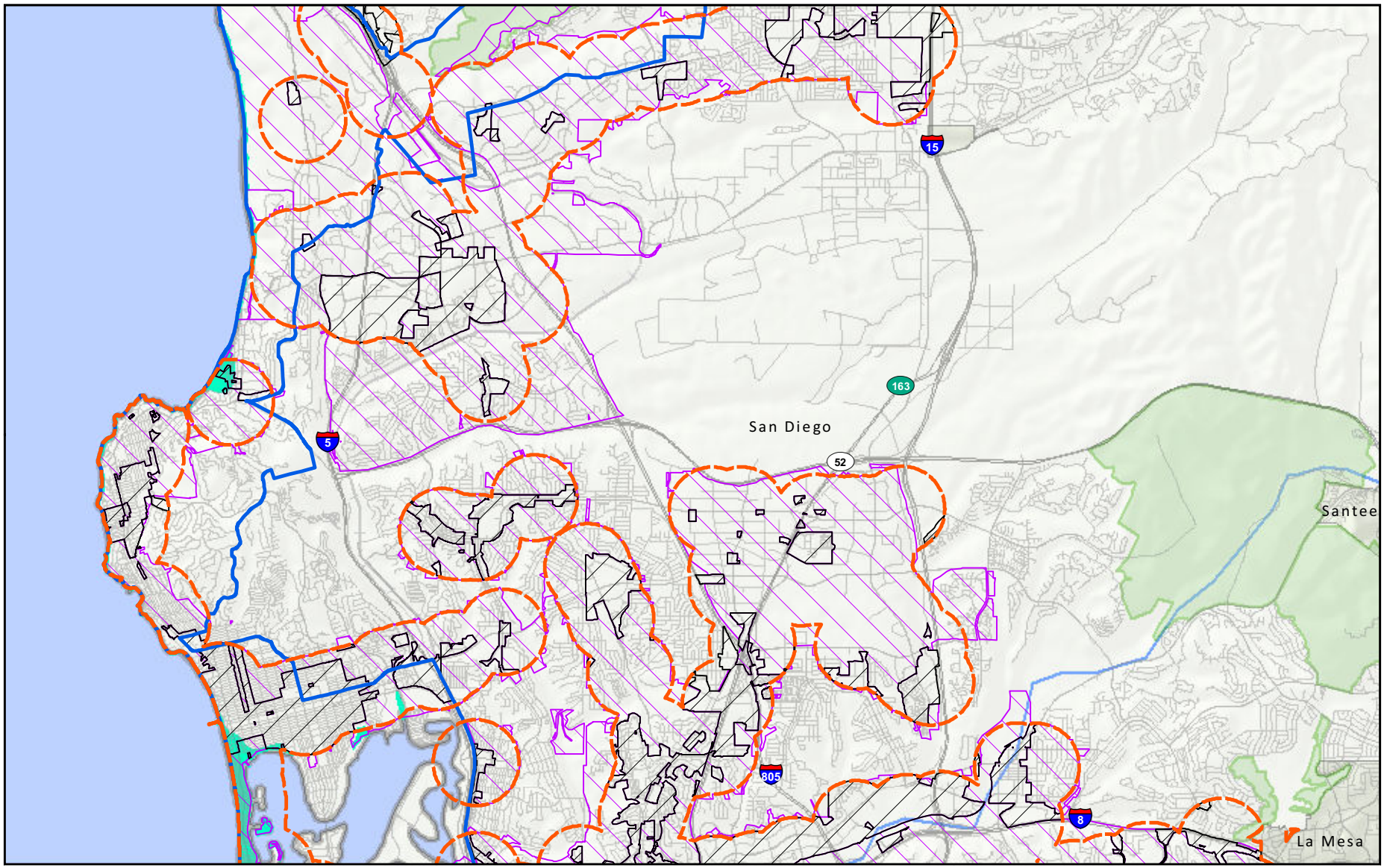

Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Tsunami Inundation Areas

0 Miles 1

FIGURE 4.9-3 Area C
Tsunami Inundation Areas

M:\JOBS5\9423\common_gis\fig4.9-3a-d_Tsunami.mxd 2/5/2020 fmm

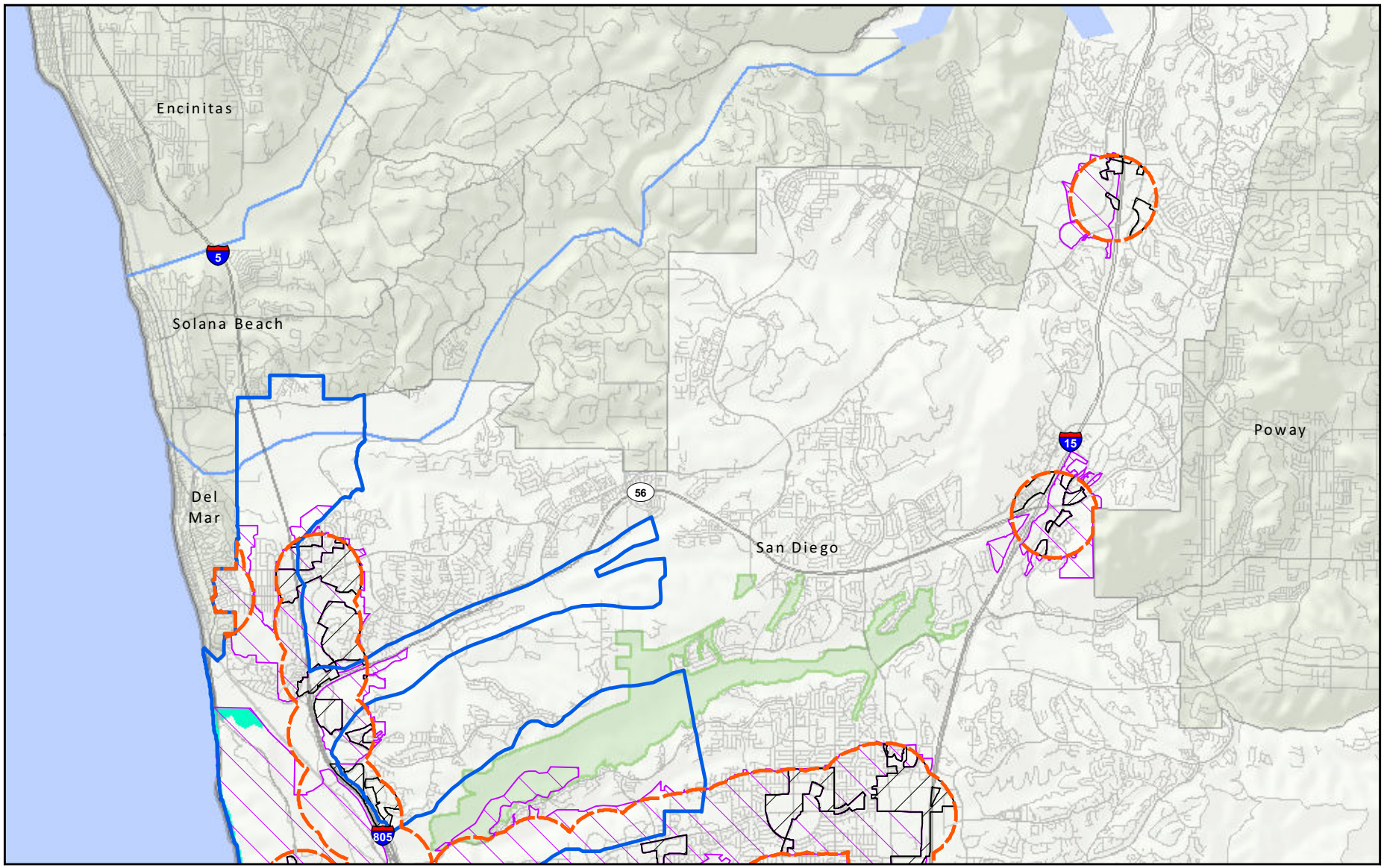

FIGURE 4.9-3 Area D
Tsunami Inundation Areas

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b. National Flood Insurance Act

The National Flood Insurance Act (1968) established the National Flood Insurance Program (NFIP), which is based on the minimal requirements for floodplain management and is designed to minimize flood damage within Special Flood Hazard Areas (SFHAs). The Federal Emergency Management Agency (FEMA) administrates the NFIP. SFHAs are defined as areas that would be inundated by the 100-year flood, or a flood that has a 1 percent chance of occurring within a given year (also referred to as the base flood).

c. National Flood Insurance Program

The NFIP is a federal program enabling property owners in participating communities to purchase insurance protection against losses from flooding. This insurance is designed to provide an insurance alternative to disaster assistance to meet the escalating costs of repairing damage to buildings and their contents caused by floods. Participation in the NFIP is based on an agreement between local communities and the federal government that states that, if a community will adopt and enforce a floodplain management ordinance to reduce future flood risks to new construction in SFHAs, the federal government will make flood insurance available within the community as a financial protection against flood losses.

In support of the NFIP, FEMA identifies flood hazard areas throughout the U.S. and its territories by producing flood hazard boundary maps and flood insurance rate maps (FIRMs). Several areas of flood hazards are commonly identified on these maps, including SFHAs.

As a participant in NFIP, the City is required to institute adequate land use and development control measures for preventing and reducing property damage from flooding. In addition, the City ensures that projects within or fringing on a floodway or floodplain comply with FEMA regulations and requirements.

4.9.2.2 State Regulations

a. California Department of Fish and Wildlife – Streambed Alteration Program

The California Department of Fish and Wildlife (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 any 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 a combination of the three.

b. State Water Resources Control Board and Regional Water Quality Control Board

In California, the State Water Resources Control Board (SWRCB) and Regional Water Quality Control Boards (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 include the SWRCB Construction General Permit, Industrial General Permit, and the regional Municipal Separate Storm Sewer System (MS4) Permit Order No. R9-2013-0001 (NPDES Permit No. CAS0109266), as amended by Order No. R9-2015-0001 and R9-2015-0100, and administered by the RWQCB.

c. Porter-Cologne Water Quality Control 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 SWRCB to implement the provisions of the federal CWA. The State of California is divided into nine regions governed by the RWQCBs. Within the project areas, the San Diego RWQCB implements and enforces the provisions of the California Water Code and the federal CWA under the oversight of the SWRCB. The Porter-Cologne Act also provides for the development and periodic review of Water Quality Control Plans (Basin Plans) that designate beneficial uses of California's major rivers and other surface waters and groundwater basins and establish water quality objectives for those waters.

4.9.2.3 Local Regulations

a. Regional MS4 Permit

The San Diego RWQCB is responsible for permitting, compliance, and other activities to reduce pollutants in municipal, construction, and industrial storm water runoff. The Storm Water Management Unit of the RWQCB also provides important assistance in dispersing state grant funds to worthy projects that support activities for the reduction and prevention of storm water pollution. As a co-permittee for the Regional MS4 permit under the NPDES and the CWA, the City must implement several storm water management programs, including those designed to control storm water and other discharges from new development and redevelopment.

The San Diego RWQCB regulates discharges from Phase I MS4s in the San Diego region under the Regional MS4 Permit. The Regional MS4 Permit covers 39 municipal, county government, and special district entities located in San Diego County, southern Orange County, and southwestern Riverside County who own and operate large MS4s which discharge storm water (wet weather) runoff and non-storm water (dry weather) runoff to surface waters throughout the San Diego region. The Regional MS4 Permit, Order No. R9-2013-0001 (NPDES Permit No. CAS0109266), was adopted on May 8, 2013, and initially covered the San Diego County co-permittees. Order No. R9-2015-0001 was adopted on February 11, 2015, amending the Regional MS4 Permit to extend coverage to the

Orange County co-permittees. Finally, Order No. R9-2015-0100 was adopted on November 18, 2015, amending the Regional MS4 Permit to extend coverage to the Riverside County co-permittees. The Regional MS4 Permit expired on June 27, 2018 but remains in effect under an administrative extension until it is reissued by the San Diego Water Board. It is anticipated that the San Diego Water Board will adopt proposed changes to the Regional MS4 Permit in late 2019.

The Regional MS4 Permit requires that all jurisdictions within the San Diego region prepare jurisdictional 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.

b. 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 or units, and 147 hydrologic subareas, extending from Laguna Beach southerly to the U.S./Mexico border. The project areas are located within eight hydrologic units or watersheds including the Otay, Peñasquitos, Pueblo San Diego, San Diego, San Diego Bay, San Dieguito, Sweetwater, and Tijuana watersheds. Drainage from higher elevations flow to a number of receiving waters and, ultimately, into the Pacific Ocean. The San Diego 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.

c. City of San Diego Jurisdictional Runoff Management Plan

The City's Jurisdictional Runoff Management Plan provides a total account of how the City plans to protect and improve the water quality of rivers, bays, and the ocean in the region in compliance with the San Diego RWQCB permit referenced above. The document describes how the City incorporates storm water best management practices (BMPs) into land use planning, development review and permitting, City Capital Improvement Program (CIP) project planning and design, and the execution of construction contracts.

d. Water Quality Improvement Plans

The MS4 Permit requires development of Water Quality Improvement Plans (WQIPs) that guide the co-permittees' jurisdictional runoff management programs toward achieving improved water quality in MS4 discharges and receiving waters. There are ten watershed WQIPs in the San Diego region. These Plans include descriptions of the highest priority pollutants or conditions in a specific watershed, goals and strategies to address those pollutants or conditions, and time schedules associated with those goals and strategies. Within the project areas, WQIPs have been developed for Los Peñasquitos, Mission Bay, San Diego Bay, San Diego River, San Dieguito River, and the Tijuana River. Implementation of the WQIP furthers the CWA's objectives to protect, preserve, enhance, and restore the water quality and designated beneficial uses of waters of the state. The WQIP 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.

e. Storm Water Management and Discharge Control Ordinance

As a co-permittee under the MS4 Permit issued by the San Diego RWQCB, the City must implement storm water management programs, including programs designed to control storm water discharges from development projects both during construction and on a permanent post-construction basis. Chapter 4, Article 3, Division 3, Storm Water Management and Discharge Control, of the San Diego Municipal Code (SDMC) addresses these requirements by requiring construction measures and permanent post-construction BMPs for development projects.

f. Final Hydromodification Management Plan (2011)

Since the adoption of the Final Hydromodification Management Plan (HMP) in 2011 for San Diego County, RWQCB Permit Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100, was issued. Provision E.3.c. requires Priority Development Projects to implement structural and hydromodification management BMPs that conform to performance requirements that ensure post-project runoff conditions do not exceed pre-development runoff conditions by more than 10 percent.

g. San Diego Municipal Code

Storm Water Runoff and Drainage Regulations

Chapter 14, Article 2, Division 2 of the SDMC outlines the Storm Water Runoff and Drainage Regulations, which apply to all development in the city regardless of whether a development permit or other approval is required.

Floodplain Management

The City has adopted development regulations for SFHAs in SDMC Sections 143.0145 and 143.0146. Within the floodway, the regulations set limitations on land uses, structures, and channelization or other alteration of the river, and require passage of the base flood. Permanent structures are not allowed, and any development (e.g., road crossing) must be offset by improvements or modifications to enable passage of a base flood. Within flood fringe areas, the regulations allow permanent structures and fill for permanent structures, roads, and other development if certain conditions are met.

Environmentally Sensitive Lands Regulations

The City's Environmentally Sensitive Lands (ESL) Regulations (SDMC Chapter 14, Article 3, Division 1) help protect, preserve, and restore lands containing steep hillsides, sensitive biological resources, coastal beaches, sensitive coastal bluffs, or SHFAs. The intent of the ESL Regulations is to ensure that development occurs in a manner that protects the overall quality of the resources, 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.

City of San Diego Drainage Design Manual

Drainage design policies and procedures are provided in the City's Drainage Design Manual updated in January 2017 (which is incorporated in the Land Development Manual as Appendix B). The Drainage Design Manual provides policies and procedures to attain standardization of drainage design throughout the City. The manual also provides design standards and procedures for storm water conveyance and hydrology analysis for flood management and water quality facilities.

Storm Water Standards Manual

The City's Storm Water Standards Manual 2018 provides information to project applicants on how to comply with the permanent and construction storm water quality requirements in the City. The Storm Water Standards Manual is contained in Appendix O of the City's Land Development Manual and is organized in three key parts:

Part 1: BMP Design Manual for Permanent Site Design, Storm Water Treatment and Hydromodification Management

Part 2: Construction BMP Standards

Part 3: Offsite Storm Water Alternative Compliance Program for Water Quality and Hydromodification Control

Part 1 of the Storm Water Standards Manual, the BMP Design Manual, addresses and provides guidance for complying with on-site post-construction storm water requirements for Standard Projects and Priority Development Projects (PDPs), and provides procedures for planning, preliminary design, selection, and design of permanent storm water BMPs based on the performance standards presented in the MS4 Permit.

Part 2 of the Storm Water Standards Manual addresses storm water impacts and required controls associated with construction activities in the City. The purpose of these standards is to provide guidance to prevent construction activities from adversely impacting downstream and on-site resources through appropriate planning, installation, and maintenance of BMPs. The construction BMP standards provide guidance on the appropriate BMPs to prevent discharges of pollutants associated with construction activity.

Part 3 of the Storm Water Standards Manual addresses the Offsite Storm Water Alternative Compliance Program (Offsite Alternative Compliance Program) developed by the City to allow mitigation of PDP storm water impacts through implementation of off-site structural BMPs. The program allows for offsite control of water quality and hydromodification impacts, provides design options and flexibility in the case of site infeasibility, and provides the potential for more effective regional storm water control solutions to improve watershed scale water quality.

h. City of San Diego General Plan

Public Facilities, Services, and Safety Element

The Public Facilities, Services, and Safety Element presents goals and policies related to storm water infrastructure, water quality, and pollution prevention. Overall goals include the protection of beneficial water resources through pollution prevention and interception efforts and implementation of a storm water conveyance system that effectively reduces pollutants in urban runoff and storm water to the maximum extent practicable. Applicable policies address ensuring storm water conveyance systems, structures, and maintenance practices are consistent with the federal CWA and the San Diego RWQCB NPDES Permit standards; installing infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching receiving waters and potable water supplies; meeting and exceeding regulatory mandates to protect water quality in a cost-effective manner monitored through performance measures; fostering a comprehensive approach to storm water infrastructure improvements; identifying and implementing BMPs for projects that repair, replace, extend or otherwise affect the storm water conveyance system; and identifying partnerships and collaborative efforts to sponsor and coordinate pollution prevention BMPs that benefit storm water infrastructure maintenance and improvements (General Plan Policies PF-G.1-G.).

Conservation Element

The Conservation Element presents goals and policies related to floodplains, erosion control, and managing runoff and sedimentation during and after development. Applicable goals include preservation and long-term management of the natural landforms and open spaces that help make San Diego complete; protection and restoration of water bodies, including reservoirs, coastal waters, creeks, bays, and wetlands; and preservation of natural attributes of both the floodplain and floodway without endangering life and property.

Associated policies address applying appropriate zoning and ESL regulations to limit development of floodplains and sensitive biological areas including wetlands, steep hillsides, canyons, and coastal lands; managing watersheds and regulating floodplains to reduce disruption of natural systems; restoring water filtration, flood and erosion control, biodiversity and sand replenishment benefits; limiting grading and alterations of steep hillsides, cliffs, and shoreline to prevent increased erosion and landform impacts; and limiting and controlling runoff, sedimentation, and erosion both during and after construction activity.

Urban Runoff Management Policies include applying water quality protection measures to land development projects early in the project design process to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff; increasing on-site infiltration, and preserving, restoring or incorporating natural drainage systems into site design; directing concentrated drainage flows away from the Multi-Habitat Planning Area and open space areas; reducing the amount of impervious surfaces through the selection of materials, site planning, and street design where possible; increasing the use of vegetation in drainage design; maintaining landscape design standards that minimize the use of pesticides and herbicides; avoiding development of areas particularly susceptible to erosion and

sediment loss (e.g., steep slopes) and, where impacts are unavoidable, enforcing regulations that minimize their impacts.

Policies support enforcement of maintenance requirements in development permit conditions; requiring contractors to comply with accepted storm water pollution prevention planning practices for all projects; minimizing the amount of graded land surface exposed to erosion and enforcing erosion control ordinances; and continuing routine inspection practices to check for proper erosion control methods and housekeeping practices during construction. Floodplain policies include managing floodplains to address their multi-purpose use, including natural drainage, habitat preservation, and open space and passive recreation, while also protecting public health and safety.

4.9.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to hydrology and/or water quality are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2016). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed project. A significant hydrology and/or water quality impact could occur if implementation of the proposed project would:

1) Result in flooding due to an increase in impervious surfaces or 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.

4.9.4 Impact Analysis

Issue 1 Flooding and Drainage Patterns

Would the proposed project result in flooding due to an increase in impervious surfaces or changes in absorption rates, drainage patterns, or the rate of surface runoff?

a. Local Surface Runoff

The Housing Program would incentivize multi-family residential development within the Transit Priority Areas (TPAs). Additionally, both the Housing and Mobility Choices Program would result in transportation infrastructure improvements within both TPAs (for the Housing Program) and Mobility Zones 1, 2, and 3~~2~~ (for the Mobility Choices Program) or would provide funding to support the completion of transportation and infrastructure amenities within the Mobility Choices Program improvement areas. The Mobility Choices Program is also intended to incentivize housing production in ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~. Future development would be subject to the requirements of the proposed ordinances and other applicable regulatory requirements. Potential future development would occur largely within existing urbanized areas; however, project grading

and development may 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 multiple regional and local regulations and standards. Future projects would adhere to the NPDES permit requirements requiring the regulation of pollutant discharge including the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that identifies BMPs that would be in place during construction activities.

Future projects would also be required to comply with permanent and construction storm water quality requirements contained in the City's Storm Water Standards Manual, including hydromodification management. Individual future projects would be required to evaluate their exemption status on a case-by-case basis and, if a project does not qualify for an exemption, would be required to implement hydromodification controls per the City's Storm Water Standards Manual. Pursuant to the City's Storm Water Standards Manual, future projects would be required to be designed to ensure there would be no measurable increase of pollution (including sediment) in runoff from the site, no slope erosion, water velocity moving off-site would not be greater than pre-construction levels, and development would preserve the natural hydraulic features and riparian buffers. Development projects would meet these requirements by creating and implementing a series of storm water BMPs and detention facilities specifically designed for the project.

Adherence to the requirements of the City's Storm Water Standards Manual, would require future projects to implement Low Impact Development (LID) practices, such as incorporation of bioretention areas, pervious pavements, cisterns, and/or rain barrels, which would improve surface drainage conditions or, at a minimum, not exacerbate flooding or cause erosion. Landscaping, as well as pervious pavements used in lieu of standard pavement, would increase infiltration and reduce urban pollutants.

Future projects would also be required to design all drainage facilities in compliance with the City's Drainage Design Manual. Through conformance with the Manual and design guidelines contained therein, drainage facilities would be designed to avoid drainage-related impacts.

Overall, future development would be required to comply with NPDES permit requirements and the City's Storm Water Standards Manual and Drainage Design Manual, which would ensure runoff volumes would be minimized by site-specific LID practices and BMPs. Compliance with the existing regulatory framework addressing storm water runoff would ensure impervious surfaces are minimized and drainage patterns and rates of runoff are not increased such that downstream flooding would occur. Impacts associated with runoff and drainage would be less than significant.

b. Riverine Flooding

Future development within the project areas would be screened by City staff as part of the intake process to determine the presence of ESL, which would include floodplain areas. If the presence of ESL is unclear, City staff would request evidence to confirm the presence or absence of ESL, such as confirmation of a floodplain location from a hydrology report (Development Services Department's Project Submittal Process, Section 1). If ESL is present and would be impacted by a future development project, the project would be required to obtain a discretionary permit in accordance

with the City's ESL Regulations contained within the SDMC. This process would ensure that potential impacts to floodplains as shown in Figure 4.9-1 would be addressed as part of a future discretionary review, in accordance with the ESL Regulations. At the programmatic level, it is not possible to ensure riverine flooding impacts would be reduced to less than significant through the Site Development Permit process under the City's ESL regulations; therefore, impacts related to riverine flooding could be potentially significant.

Additionally, as detailed in the Mission Valley Community Plan Update (CPU) Final Program Environmental lmpact Report (PEIR) (City of San Diego 2019), potentially significant and unavoidable flooding impacts were identified associated with the presence of a Provisionally Accredited Levy (PAL) that protects portions of Mission Valley. A PAL designation means that the levee was recognized on FEMA's previous FIRMs; however, the regulatory requirement for levee accreditation has since changed, and the community or levee owner must provide certain documentation to certify that the levee continues to provide protection from the base flood, and that the levee meets minimum federal requirements. Based on the FIRM panels, the timeframes for levee accreditation have passed. Therefore, the levees in the Mission Valley Community Plan area cannot be considered to provide flood protection because they do not meet FEMA's standards. The Mission Valley Community Plan incorporated policies recommending development located behind the PAL consider designing to meet the applicable "with-out levee" flood zone to comply with the floodplain regulations and protection up to the 100-year flood, in the event the levees were removed on the next FIRM revision. However, given the level of uncertainty regarding this potential flooding impact, impacts associated with potential future development located behind the PAL in Mission Valley was found to be significant and unavoidable. The proposed project could incentivize development within areas in Mission Valley protected by the PAL. Therefore, consistent with the conclusion of the Mission Valley CPU Final PEIR, impacts associated with potential future development located behind the PAL in Mission Valley would be significant and unavoidable.

c. Other Flood Hazards – Seiche, Tsunami, Dam Failure, and Mudflow

A seiche is an earthquake-induced wave in a confined body of water, such as a lake, reservoir, or bay. As detailed in the City's General Plan EIR (City of San Diego 2008), seiches are common within the City, but are usually undetectable due to low periods, depths, and lengths of the local bodies of water. A geologic or other natural event of an unprecedented scale for the region would be required to induce a seiche capable of significant damage. However, adherence to existing regulations and development codes would ensure that waterfront development could withstand a seiche, should one occur. Thus, impacts related to seiches would be less than significant.

Approximately 9,446 acres within the project areas are within a dam inundation zone as shown in Figure 4.9-2. The "inundation zone" is the area downstream of the dam that would be flooded in the event of a failure or uncontrolled release of water. While dam failure is generally a low probability event, dams are inspected annually by the California Division of Safety of Dams to ensure they are in good operating condition. With continued evaluation of dam stability, and continued compliance with State regulations, risks associated with flooding due to dam failure is considered minimal, and impacts would be less than significant.

Portions of the project areas are bounded by steep slopes such as canyons. Consequently, there is a potential for mud and debris from canyon walls to impact developed areas, primarily following a wildfire event. This could present a localized threat to development immediately below the canyon walls. Although future development is anticipated to incorporate adequate design measures to protect development areas from mudflow and debris that could follow a fire event, areas with potential risk of mudflow cannot be determined at this programmatic level of review. Thus, impacts related to mudflow and debris could be potentially significant.

A tsunami is a sea wave generated by a submarine earthquake, landslide, or volcanic action. The project areas include approximately 1,757 acres located within a tsunami inundation zone as shown in Figure 4.9-3. The City's General Plan EIR evaluated potential tsunami risk and found that adherence to current regulations and emergency management plans would ensure that the potential tsunami impact on people and structures would not be substantial and would be less than significant. However, as the proposed project would have the potential to increase the density of development within TPAs located in tsunami inundation areas and would incentivize residential development in areas subject to potential inundation, impacts related to tsunami risk would be potentially significant.

Issue 2 Water Quality

Would the proposed project result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body?

Future development projects would have the potential to result in urban runoff and associated pollutant discharges. Urban runoff is surface water runoff generated from developed or disturbed land associated with urbanization. The increase in impervious surfaces and the decrease in opportunities for infiltration within the landscape as a result of development associated with the proposed ordinances could increase storm flows and provide a source for sediment and other pollutants to enter receiving waters.

As future development occurs, applicable regulatory requirements would be triggered that would require the retention and/or treatment of storm water through the implementation of BMPs. NPDES permit requirements would require future development 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 would be treated to prevent discharge into receiving waters. Additionally, the MS4 Permit requires development of WQIPs, administered through the RWQCB, that would guide future development towards achieving improved water quality.

Under current storm water regulations in the City, all projects are subject to certain minimum storm water requirements to protect water quality. The 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. Implementation of required storm water BMPs would reduce the amount of pollutants transported from future development projects to receiving waters. Additionally, the City has adopted the Master Storm Water System Maintenance Program (to be replaced by the proposed Municipal Waterways Maintenance Plan) to address flood control issues by cleaning and maintaining channels to reduce the volume of pollutants that enter the receiving waters. Future

projects implemented under the proposed ordinances would be subject to existing storm water regulations in place at the time projects are implemented. Thus, impacts would be less than significant.

Issue 3 Groundwater

Would the proposed project deplete groundwater supplies, degrade groundwater quality, or interfere with groundwater recharge?

Based on the Water Quality Control Plan for the San Diego Basin (City of San Diego 2016), most of the groundwater in the region has been extensively developed, and the availability of potential future uses of groundwater resources is limited. Further development of groundwater resources would likely necessitate groundwater recharge programs to maintain adequate groundwater table elevations.

As discussed under Issues 1 and 2 above, current storm water regulations would ensure infiltration of storm water runoff and protection of water quality, which would also protect the quality of groundwater resources and support infiltration where appropriate. In addition, future development is not anticipated to include or require the extraction of groundwater and would therefore not deplete groundwater supplies. Thus, impacts would be less than significant.

Cumulative Impacts

Future projects resulting from implementation of the proposed project could contribute to cumulative impacts related to hydrology and water quality, including downstream flooding, flood hazards from tsunami and mudflow, water quality impacts, erosion, and sedimentation. However, all future development within the project 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. Cumulative downstream flooding and mudflow impacts would be avoided through regulatory compliance including the City's ESL Regulations contained in the SDMC. While development downstream of the PAL in Mission Valley would be a significant impact, it is a localized impact and not contribute to a cumulative flooding impact. However, the potential increase in density within tsunami inundation areas could contribute to a cumulative effect as other cumulative projects could also increase densities in tsunami inundation areas. Thus, cumulative impacts would be less than significant for all issue areas except cumulative impacts related to tsunami inundation risk would be significant.

4.9.5 Significance of Impacts

4.9.5.1 Flooding and Drainage Patterns

All development occurring within the project areas would be subject to the drainage and floodplain regulations in the SDMC, and would be required to adhere to the City's Drainage Design Manual, ESL

Regulations protecting floodplains, FEMA standards, and the City's Storm Water Standards Manual. Thus, impacts related to changes in runoff patterns associated with future development would be less than significant.

Potential riverine flooding impacts would largely be avoided through compliance with ESL regulations; however, at a program level of analysis it cannot be ensured that every future project would fully mitigate potential flooding impacts, resulting in a significant and unavoidable impact. Additionally, for project areas protected by the PAL in Mission Valley, impacts would be significant and unavoidable.

Impacts associated with flooding due to a seiche or dam inundation would be less than significant, due to lack of seiche hazards within the project areas, and based on applicable regulatory requirements and protections associated with development downstream of dams. Impacts related to tsunami inundation would be significant and unavoidable due to the potential for increased development densities occurring within areas subject to tsunami inundation. Future development is anticipated to incorporate adequate design measures to protect development areas from potential mudflow and debris that could follow a fire event; however, areas with potential risk of mudflow cannot be determined at this programmatic level of review and impacts would be significant and unavoidable.

4.9.5.2 Water Quality

New development occurring within the project areas would be required to implement LID and storm water BMPs into the design of future projects within the project areas to address the potential for transport of pollutants of concern through either retention or filtration, consistent with the requirements of the MS4 Permit for the San Diego region and the City's Storm Water Standards Manual. Implementation of LID design and storm water BMPs would reduce the amount of pollutants transported from the project areas to receiving waters. Thus, through compliance with the existing regulatory framework addressing protection of water quality, impacts would be less than significant.

4.9.5.3 Groundwater

Storm water regulations that encourage infiltration of storm water runoff and protection of water quality would protect the quality of groundwater resources and support infiltration where appropriate. Impacts would be less than significant.

4.9.6 Conclusion

Impacts related to downstream flooding would be significant and unavoidable at a program level of review as it cannot be ensured that projects with ESL floodplains would be able to fully mitigate flooding impacts to less than significant as part of the discretionary review associated with development on ESL. Additionally, future development located behind the PAL would be significant and unavoidable. Also, flooding impacts related to tsunami inundation areas and potential mudflow and debris that can occur after wildfire would be significant and unavoidable. Water quality and groundwater impacts would be less than significant. In addition to the existing regulations identified

in this section that would be applicable to future development that could result under the proposed project, the Housing Program includes an additional requirement that would assist with ensuring protection of water quality. Specifically, promenades developed under the Housing Program would be required to install one trash receptacle and one recycling container for every 150 feet of street frontage. This measure would help to protect downstream water quality by controlling trash and litter that could end up in downstream water bodies.

4.10 Noise

This section addresses the potential noise impacts that would result from implementation of Complete Communities: Housing Solutions and Complete Communities: Mobility Choices (proposed project). It also discusses the regulations applicable to future development that could occur under the proposed project. Within the analysis, Complete Communities: Housing Solutions is referred to as the "Housing Program" while Complete Communities: Mobility Choices is referred to as the "Mobility Choices Program."

4.10.1 Existing Conditions

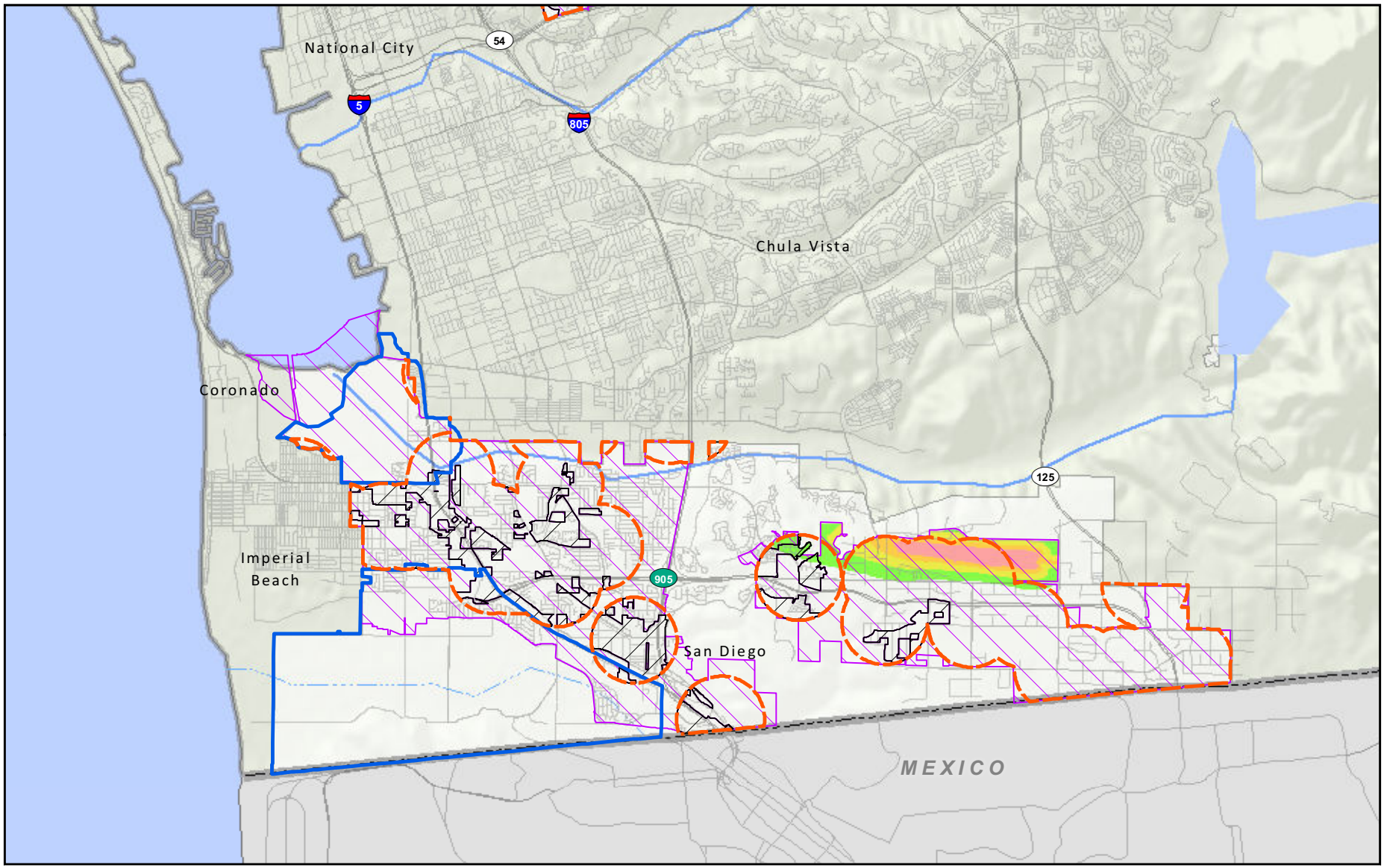
Existing noise sources in the project areas include transportation and stationary sources. The most prevalent noise sources in the City of San Diego (City) are from motor vehicle traffic on interstate freeways, state highways, and local major roads due to traffic volumes and speeds. Aircraft noise is also present in many areas of the City. Rail traffic and industrial and commercial activities contribute to the noise environment in certain areas. Urban noises can also include, but are not limited to the following: construction activities, refuse vehicles, sporting/special events, and public activity noises, such as dogs barking, landscaping equipment, loud music, or car alarms.

Anticipated noise contours for areas within the project areas with a recent comprehensive Community Plan Update (CPU; see Table 4-1 in Section 4.0) are incorporated by reference. Airport noise contours affecting the project areas are shown in Figure 4.10-1 (Areas A through D).

4.10.1.1 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 defined as unwanted or disturbing sound.

Noise descriptors used in this section are the decibel (dB), A-weighted decibel [dB(A)], 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 dB(A) 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. The CNEL is a 24-hour average A-weighted decibel sound level that incorporates a 5 dB(A) penalty to sound levels occurring between 7:00 p.m. and 10:00 p.m., and 10 dB(A) penalty to sound levels occurring between 10:00 p.m. and 7:00 a.m. The additional 5 dB(A) and 10 dB(A) penalties during evening and nighttime hours, respectively, are intended to account for the added sensitivity of humans to noise during these time periods. CNEL values are typically used in land use planning to evaluate the compatibility of adjacent land uses.



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

ALUCP Noise Contours

60 - 65 CNEL

65 - 70 CNEL

70 - 75 CNEL

75 + CNEL

0 Miles 1

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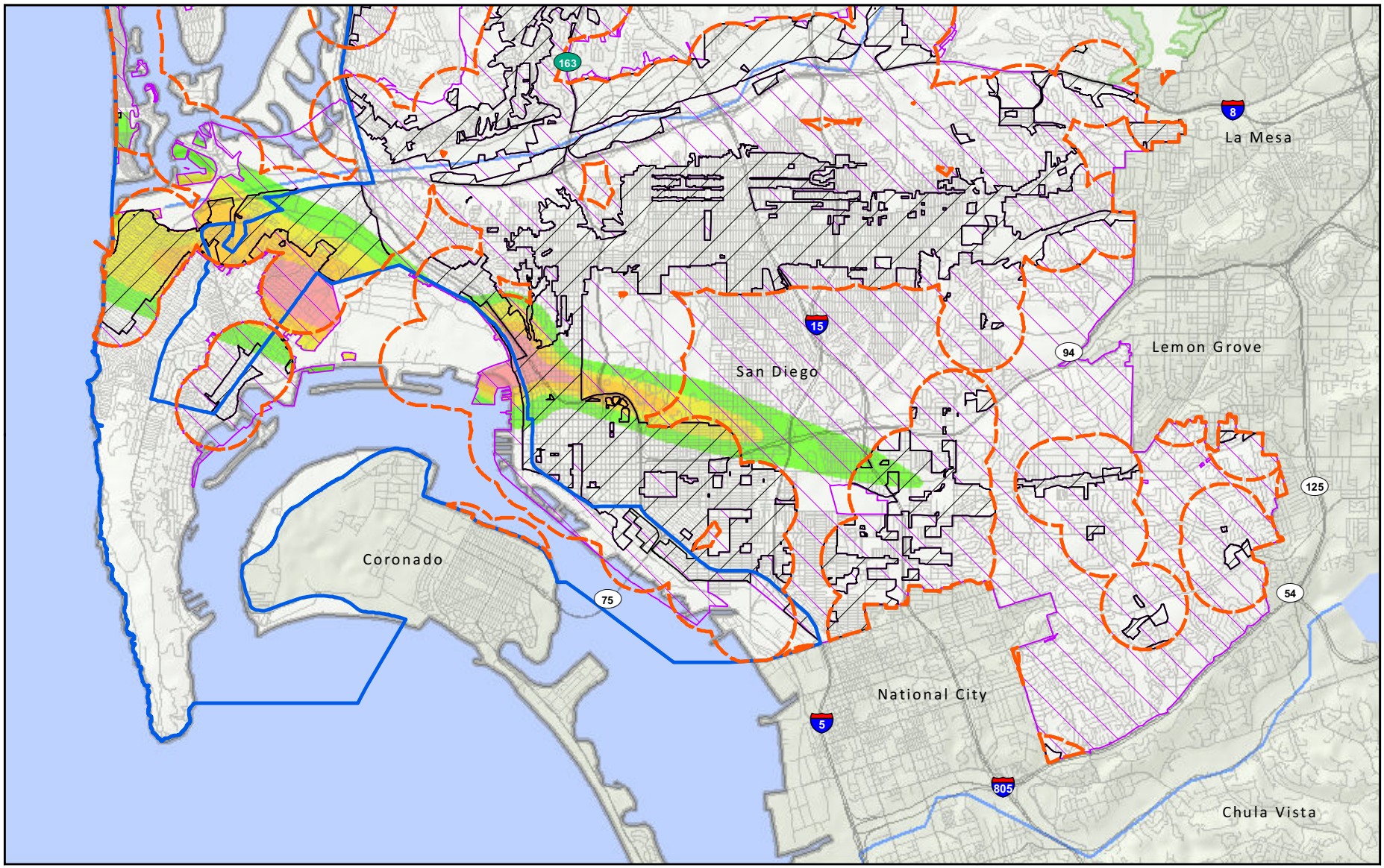
FIGURE 4.10-1 Area A
ALUCP Noise Contours



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

ALUCP Noise Contours

60 - 65 CNEL

65 - 70 CNEL

70 - 75 CNEL

75 + CNEL

0 Miles 1

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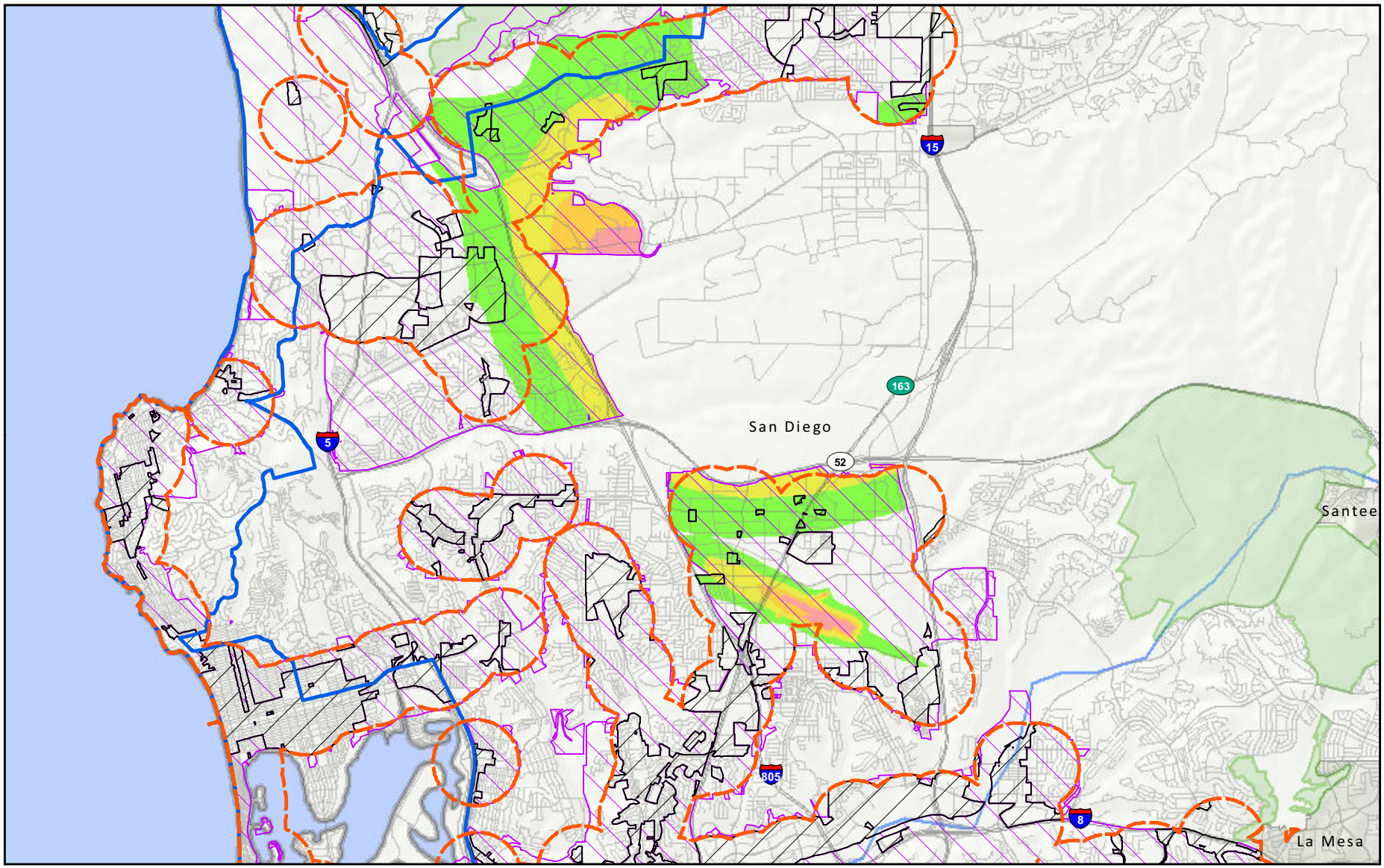
FIGURE 4.10-1 Area B

ALUCP Noise Contours



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

ALUCP Noise Contours

60 - 65 CNEL

65 - 70 CNEL

70 - 75 CNEL

75 + CNEL

0 Miles 1

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FIGURE 4.10-1 Area C
ALUCP Noise Contours

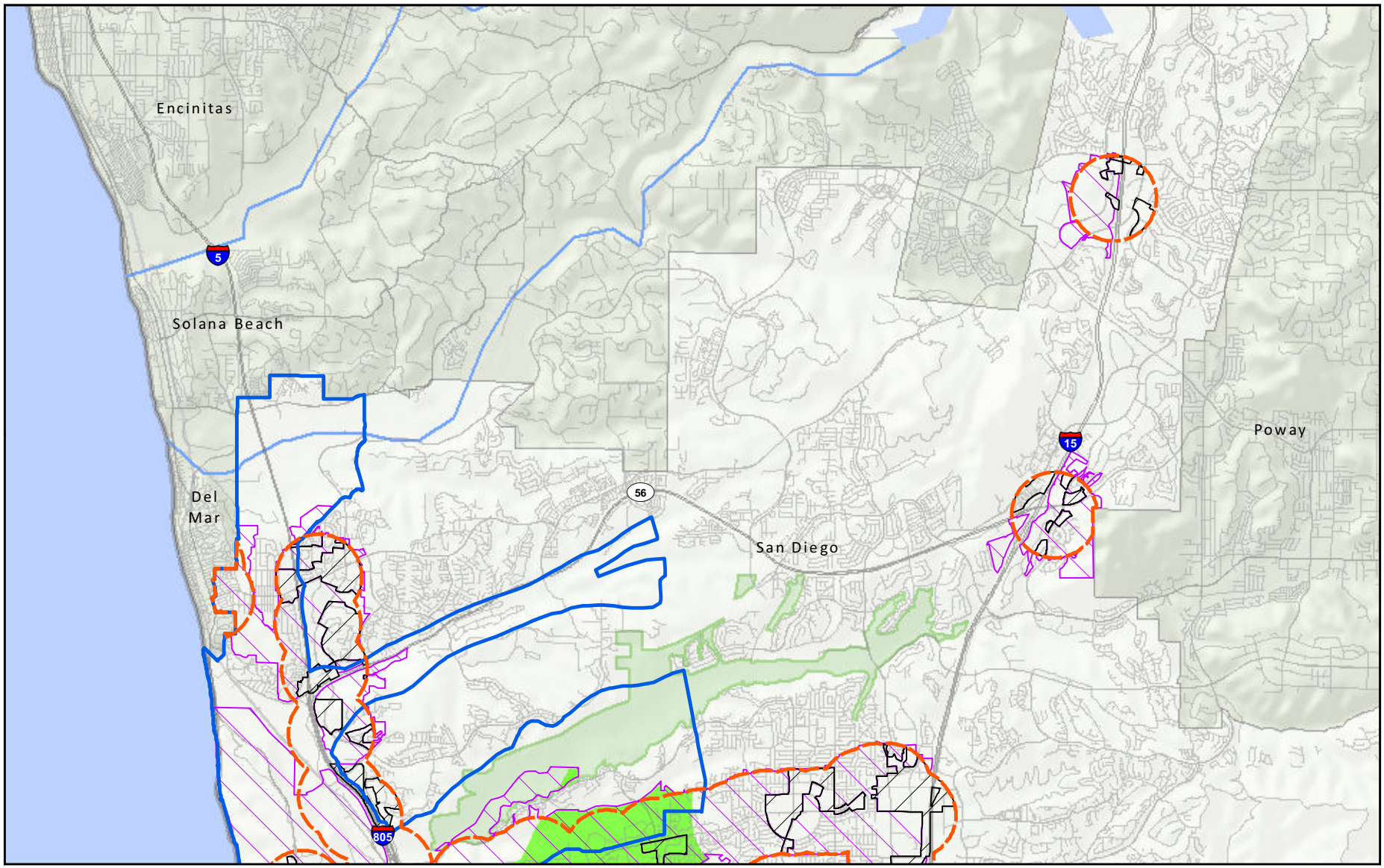

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FIGURE 4.10-1 Area D
ALUCP Noise Contours

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 decibels. 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 dB(A).

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 a change 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.

d. Noise Descriptors

The two noise metrics used in the analysis are the L_{eq} and the CNEL.

Equivalent Noise level

The 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

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 5 and 10 decibels, respectively, to the average sound levels occurring during these hours.

4.10.2 Regulatory Setting

4.10.2.1 State Regulations

a. California Code of Regulations

Sound Transmission

Interior noise levels for habitable rooms are regulated by the California Building Code (CBC); Title 24, Part 2, Volume 1, Chapter 12, Section 1206 of the California Code of Regulations (CCR). The code requires that interior noise levels, attributable to exterior sources, shall not exceed 45 CNEL in any habitable room. These sound insulation requirements are applicable to all habitable spaces.

California Green Building Standards Code – Environmental Comfort

The California Green Building Standards Code (CALGreen; CCR Title 24, Part 11) Chapter 5 – Nonresidential Mandatory Measures, Division 5.5 – Environmental Quality, Section 5.507 – Environmental Comfort, Subsection 5.507.4 – Acoustical Control provides standards for interior noise for nonresidential structures. Pursuant to these standards, all non-residential building construction shall employ building assemblies and components that achieve a composite sound transmission class rating of at least 50 or shall otherwise demonstrate that exterior noise shall not result in an interior noise environment where noise levels exceed 50 dB(A) L_{eq} in occupied areas during any hour of operation (CCR Title 24, Part 11, Section 5.507 2019).

4.10.2.2 Local Regulations

a. City of San Diego General Plan Noise Element

Exterior Noise

The City specifies compatibility standards for different categories of land use in the Noise Element of the General Plan. Table 4.10-1 provides the allowable noise levels by land use as identified in the City's General Plan (City of San Diego 2015).

As shown in Table 4.10-1, 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 (Section B, Motor Vehicle Traffic Noise) also states that 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 primarily by motor vehicle traffic noise with existing residential uses, as long as any future residential use above the 70 dB(A) CNEL includes noise attenuation measures to ensure an interior noise level of 45 dB(A) CNEL and is located in an area where a community plan allows multi-family and mixed-use residential uses.

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 4.10-1
City of San Diego Land Use - Noise Compatibility Guidelines
(Table NE-3)

Land Use Category	Exterior Noise Exposure [dB(A) CNEL] 60	65	70	75
Parks and Recreational				
Parks, Active and Passive Recreation				
Outdoor Spectator Sports, Golf Courses; Water Recreational Facilities; Indoor Recreation Facilities				
Agricultural				
Crop Raising & Farming; Community Gardens, Aquaculture, Dairies; Horticulture Nurseries & Greenhouses; Animal Raising, Maintain & Keeping; Commercial Stables				
Residential				
Single Dwelling Units; Mobile Homes	45			
Multiple Dwelling Units *For uses affected by aircraft noise, refer to Policies NE-D.2. & NE-D.3.	45	45*		
Institutional				
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Child Care Facilities	45			
Other Educational Facilities including Vocational/Trade Schools and Colleges and Universities	45	45		
Cemeteries				
Retail Sales				
Building Supplies/Equipment; Food, Beverages & Groceries; Pets & Pet Supplies; Sundries, Pharmaceutical, & Convenience Sales; Wearing Apparel & Accessories		50	50	
Commercial Services				
Building Services; Business Support; Eating & Drinking; Financial Institutions; Maintenance & Repair; Personal Services; Assembly & Entertainment (includes public and religious assembly); Radio & Television Studios; Golf Course Support		50	50	
Visitor Accommodations	45	45	45	
Offices				
Business & Professional; Government; Medical, Dental & Health Practitioner; Regional & Corporate Headquarters		50	50	
Vehicle and Vehicular Equipment Sales and Services Use				
Commercial or Personal Vehicle Repair & Maintenance; Commercial or Personal Vehicle Sales & Rentals; Vehicle Equipment & Supplies Sales & Rentals; Vehicle Parking				
Wholesale, Distribution, Storage Use Category				
Equipment & Materials Storage Yards; Moving & Storage Facilities; Warehouse; Wholesale Distribution				
Industrial				
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking & Transportation Terminals; Mining & Extractive Industries				
Research & Development			50	

	Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level. Refer to Section I.
		Outdoor Uses	Activities associated with the land use may be carried out.
45, 50	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number (45 or 50) for occupied areas. Refer to Section I.
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable. Refer to Section I.
	Incompatible	Indoor Uses	New construction should not be undertaken.
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.

SOURCE: City of San Diego General Plan Noise Element 2015.

Interior Noise

Noise-sensitive residential/habitable interior spaces are required to have an interior noise level no greater than 45 CNEL pursuant to the California Noise Insulation Standards of the CBC. 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. Per the General Plan Land Use - Noise Compatibility Guidelines, building structures that contain retail sales and/or commercial services must attenuate exterior noise to achieve an interior noise level of 50 CNEL for occupied areas. Standard construction techniques will provide a 20-25 dB reduction of exterior noise levels to an interior receiver assuming windows remain closed (Federal Highway Administration [FHWA] 2011). Given this reduction, standard building construction would result in interior noise levels of 40 dB CNEL or less when exterior noise sources are 60 dB(A) CNEL or less.

General Plan Policies

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

a) 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.

b) NE-D.2. Limit future residential uses within airport influence areas to the 65 dBA CNEL airport noise contour, except for multiple-unit, mixed-use, and live work residential uses within the San Diego International Airport influence area in areas with existing residential uses and where a community plan and the Airport Land Use Compatibility Plan allow future residential uses.

c) NE-D.3. Ensure that future multiple-unit, mixed-use, and live work residential uses within the San Diego International Airport influence area that are located greater than the 65 dBA CNEL airport noise contour are located in areas with existing residential uses and where a community plan and Airport Land Use Compatibility Plan allow future residential uses.

    1. Limit the amount of outdoor areas subject to exposure above the 65 dBA CNEL; and

    2. Provide noise attenuation to ensure an interior noise level that does not exceed 45 dBA CNEL.

d) 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 Compatibility Plans.

e) 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.

f) 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.

b. City of San Diego Municipal Code

Stationary Noise

Section 59.5.0401 et seq. of the City's Municipal Code (SDMC), the Noise Abatement and Control Ordinance, specifies the maximum one-hour average sound level limits allowed at the boundary of a property. These sound level limits are the maximum noise levels allowed at any point on or beyond the property boundaries in one hour due to activities occurring on the property. Where two or more zones adjoin, the sound level limit is the arithmetic mean of the respective limits for the two zones. Table 4.10-2 shows the exterior noise limits specified in the City's Noise Abatement and Control Ordinance.

Table 4.10-2
San Diego Property Line Noise Level Limits

Receiving Land Use Category	Noise Level [dB(A)]		
	7:00 a.m. to 7:00 p.m.	7:00 p.m. to 10:00 p.m.	10:00 p.m. to 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.			

Construction Noise

Construction noise is regulated by SDMC Section 59.5.0404, which states that:

A. 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 . . .

B. . . . 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 12-hour period from 7:00 a.m. to 7:00 p.m.

c. Airport Land Use Compatibility Plans

The San Diego County Regional Airport Authority (Airport Authority) serves as the Airport Land Use Commission (ALUC) for San Diego County. The ALUC is responsible for adopting Airport Land Use Compatibility Plans (ALUCPs) for 16 public-use and military airports throughout San Diego County. ALUCPs provide guidance on appropriate land uses surrounding airports to protect the health and safety of people and property within the vicinity of an airport, as well as the public in general. An ALUCP contains policies and criteria that address compatibility between airports and future land uses that surround them by addressing noise, overflight, safety, and airspace protection concerns to minimize the public's exposure to excessive noise and safety hazards within the Airport Influence Area (AIA) for each airport over a 20-year horizon. The City implements the adopted ALUCPs with the Airport Land Use Compatibility Overlay Zone for Brown Field, MCAS Miramar, and Montgomery Field.

The ALUC does not have jurisdiction over the operation of airports or over existing land uses. Once ALUCPs have been adopted by the ALUC, local agencies with land located within the AIA boundary for any of the airports must amend their planning documents to conform to the applicable ALUCP, unless a local agency makes certain findings in accordance with state law. Details related to each relevant ALUCP are discussed in Sections 4.1.2.2(b) and 4.7.2.3(i) of this Program EIR.

The purpose of the noise compatibility policies within the ALUCPs is to minimize the exposure of sensitive receptors to levels of aircraft noise that can disrupt the activities involved. The characteristics of the airport and the surrounding community are taken into account in determining the level of noise deemed acceptable for each type of land use.

San Diego International Airport ALUCP

The San Diego International Airport (SDIA) ALUCP contains the following noise compatibility policies regarding future development associated with the proposed project.

a) Policy N.1 The ALUCP establishes the 60 dB CNEL contour as the threshold above which noise compatibility standards apply.

b) Policy N.3 When a land use project involves a combination of different land uses as listed in the ALUCP, each component use must comply with the applicable noise standards.

c) Policy N.4 New residential development is allowed at or above the 70 dB CNEL contour only if the affected property is currently designated to allow for residential use in the applicable general or community plan and it complies with the conditions described in the ALUCP. In areas exposed to airport noise at or above 70 dB CNEL, general and community plan amendments from non-residential to residential designations are not allowed.

Montgomery Field ALUCP

The Montgomery Field ALUCP contains the following noise compatibility policies regarding future development associated with the proposed project.

a) Policy 3.3.1 Evaluating Acceptable Noise Levels for New Development: The noise compatibility of proposed land use actions within the AIA of the Airport shall be evaluated in accordance with the policies set forth in the ALUCP.

b) Policy 3.3.2 Measures of Noise Compatibility: The criteria in the ALUCP indicate the maximum acceptable airport-related noise levels, measured in terms of CNEL, for residential and a range of nonresidential land uses. Factors considered in setting the criteria include the following:

- Established federal and state regulations and guidelines.
- The ambient noise levels in the community. Ambient noise levels influence the potential intrusiveness of aircraft noise upon a particular land use and vary greatly between rural, suburban, and urban communities. For the purposes of this Compatibility Plan, the Airport vicinity is considered an urban community.
- The extent to which noise would intrude upon and interrupt the activity associated with a particular use.
- The extent to which the activity itself generates noise.
- The extent of outdoor activity associated with a particular land use.

d) Policy 3.3.3 Acceptable Noise Levels for Specific Types of Land Use Actions:

- The threshold for evaluation is the projected 60 dB CNEL contour. This contour defines the noise impact area of the Airport. All land uses located outside this noise contour are consistent with the noise compatibility policies.
- The maximum airport-related noise level considered compatible for new residential development in the environs of the Airport is 65 dB CNEL.

e) Policy 3.3.4 Application of Noise Contours to Individual Project Sites to Determine Compatibility: Projected noise contours are inherently imprecise because, especially at general aviation airports, flight paths and other factors that influence noise emissions are variable and activity projections are always uncertain. Given this imprecision, noise contours shall be utilized, as follows, in assessing the compatibility of a proposed use at a specific development site.

- In general, the highest CNEL to which a project site is anticipated to be exposed shall be used in evaluating the compatibility of development over the entire site.
- An exception to this policy is where no part of the building(s) or residential unit(s) proposed on the site fall within the higher CNEL range; the criteria for the CNEL range where the buildings are located shall apply.

MCAS Miramar ALUCP

The Marine Corps Air Station (MCAS) Miramar ALUCP contains the following noise compatibility policies regarding future development associated with the proposed project.

a) Policy 3.3.1 Evaluating Acceptable Noise Levels for New Development: The noise compatibility of proposed land uses within the AIA of MCAS Miramar shall be evaluated in accordance with the policies set forth in the ALUCP.

b) Policy 3.3.2 Noise Exposure Levels: For noise compatibility planning purposes around MCAS Miramar, the ALUC shall use the projected noise contours as calculated by the U.S. Marine Corps.

c) Policy 3.3.3 Measures of Noise Compatibility: The criteria in the ALUCP indicate the maximum acceptable airport-related noise levels, measured in terms of CNEL, for residential and various nonresidential land uses.

d) Policy 3.3.4 Factors Considered in Setting Noise Compatibility Criteria: The principal factors considered in setting noise compatibility criteria for MCAS Miramar are:

- The noise compatibility recommendations set forth in the Air Installations Compatible Use Zone. The California state law (Pub. Util. Code, §21675) requirement that compatibility plans for military airports "shall be consistent with the safety and noise standards in the Air Installation Compatible Use Zone prepared for that military airport."
- The ambient noise levels in the community. Ambient noise levels influence the potential intrusiveness of aircraft noise upon a particular land use and vary greatly between rural, suburban, and urban communities. For the purposes of this Compatibility Plan, the communities within the MCAS Miramar AIA are considered urban communities.
- The extent to which noise would intrude upon and interrupt the activity associated with a particular use.
- The extent to which the activity itself generates noise.
- The extent of outdoor activity associated with a particular land use.

e) Policy 3.3.5 Acceptable Noise Levels for Specific Types of Land Use Development: The threshold for MCAS Miramar noise impact evaluation is the projected CNEL 60 dB contour. This contour defines the noise impact area of MCAS Miramar. The majority of land uses located outside this noise contour are consistent with the noise compatibility policies of this section. The federal property that comprises MCAS Miramar is not part of the noise impact area subject to the policies of this Compatibility Plan. The maximum airport-related noise level considered compatible for new residential development in the environs of MCAS Miramar is 65 dB CNEL.

f) Policy 3.3.6 Parcels Located Within 2 or More Noise Exposure Contours: Noise contours shall be utilized as follows in assessing the proposed use of a specific development site.

- Where no part of the building(s) proposed on the site fall within the higher CNEL range, the criteria for the CNEL range where the proposed building(s) are located shall apply for the purposes of evaluating the compatibility of the proposed uses and for determining sound attenuation and other requirements.
- Where the proposed building(s) fall within multiple CNEL ranges, the criteria for the highest CNEL range where the proposed building(s) are located shall apply for purposes of evaluating the compatibility of the proposed use and for the purposes of determining sound attenuation and other requirements.

Brown Field ALUCP

The Brown Field Municipal Airport ALUCP contains the following noise compatibility policies regarding future development associated with the proposed project.

a) Policy 3.3.2 Measures of Noise Compatibility: The criteria in the ALUCP indicate the maximum acceptable airport-related noise levels, measured in terms of CNEL, for residential and a range of nonresidential land uses. Factors considered in setting the criteria include the following:

- Established federal and state regulations and guidelines
- The ambient noise levels in the community. Ambient noise levels influence the potential intrusiveness of aircraft noise upon a particular land use and vary greatly between rural, suburban, and urban communities.
- The extent to which noise would intrude upon and interrupt the activity associated with a particular use.
- The extent to which the activity itself generates noise.
- The extent of outdoor activity associated with a particular land use.

b) Policy 3.3.3 Acceptable Noise Levels for Specific Types of Land Use Actions:

- The threshold for evaluation is the projected 60 dB CNEL contour. This contour defines the noise impact area of the airport. All land uses located outside this noise contour are consistent with the noise compatibility policies.
- The maximum airport-related noise level considered compatible for new residential development in the environs of the airport is 65 dB CNEL.

c) Policy 3.3.4 Application of Noise Contours to Individual Project Sites to Determine Compatibility: Projected noise contours are inherently imprecise because, especially at general aviation airports, flight paths and other factors that influence noise emissions are variable and activity projections are always uncertain. Given this imprecision, noise contours shall be utilized, as follows, in assessing the compatibility of a proposed use at a specific development site.

- In general, the highest CNEL to which a project site is anticipated to be exposed to shall be used in evaluating the compatibility of development over the entire site.
- An exception to this policy is where no part of the building(s) or residential unit(s) proposed on the site fall within the higher CNEL range; the criteria for the CNEL range where the buildings are located shall apply.

Naval Outlying Landing Field (NOLF) Imperial Beach Airport ALUCP

The NOLF Imperial Beach Airport ALUCP contains the following noise compatibility policies regarding future development associated with the proposed project.

a) Policy N.2 Sound Attenuation: Conditionally compatible land uses must incorporate sound attenuation to achieve noise levels as specified in Table 2-1 in the ALUCP.

b) Policy N.3 Evaluation of Noise Compatibility for Development with a Mix of Uses: When a land use project involves a combination of different land uses listed in Table 2-1 in the ALUCP, each component use must comply with the applicable noise standards.

4.10.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to noise are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2016). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed project. A significant noise impact could occur if implementation of the proposed project would result in:

1) The generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

2) The generation of excessive groundborne vibration or groundborne noise levels; or

3) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

4.10.4 Impact Analysis

Issue 1 Noise Levels

Would implementation of the proposed project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

a. General Ambient Noise Levels

Traffic noise generally dominates the noise environment around the project areas. Transportation infrastructure provided under the Mobility Choices Program and Housing Program would not be directly associated with increases in ambient noise levels; however, the proposed ordinances are intended to incentivize housing development within TPAs (for the Housing Program) and Mobility Zones 1, 2, and 3~~2~~ (for the Mobility Choices Program) which could be exposed to noise. The Housing Program would incentivize high-density multi-family residential development within Transit Priority Areas (TPAs). As discussed in Chapter 4.0, the Housing Program could result in a redistribution of the densities that were evaluated in recent CPU EIRs to focus more within TPAs, but the increases in allowable density within TPAs are not anticipated to exceed overall densities that were evaluated. However, in communities within the project areas that do not have recently-updated community plans, it is possible that the Housing Program could result in densities that exceed those allowed by the respective community plans. Any shift or increase in density could increase traffic volumes along local roadways resulting in increases in ambient noise levels. Specifically, the City's significance thresholds state that if a proposed development project is currently at or exceeds the significance thresholds for traffic noise, then an increase of more than 3 decibels (dB) is considered significant.

Recent CPU EIR analyses have shown that various roadways within the Housing Program and Mobility Choices Program project areas currently generate roadway noise above the City's significance thresholds. For example, the Mission Valley CPU Final Program EIR (City of San Diego 2019) found that under the CPU's density allowances, three roadway segments within the CPU area would experience an increase in the ambient noise levels that would exceed the City's significance thresholds. Likewise, the Final Program EIR for the Uptown CPU (City of San Diego 2016) found three roadway segments within the CPU area which would also experience an increase in the ambient noise levels above the City's significance threshold standards. As both Mission Valley and Uptown communities are almost entirely located within TPAs and are characterized by dense urban development, they provide a representative example of ambient noise conditions that could occur with build-out of CPU densities. Similar to the analysis in these recent CPUs that found significant ambient noise increases with build-out of CPU densities, future development under the proposed project could increase traffic volumes and associated traffic-generated noise levels in the project areas. The increased traffic generated noise could result in an increase in ambient noise levels that exceed the City's significance thresholds beyond what was analyzed in recent CPU EIRs and in communities that have not had a recent comprehensive CPU.

Increases in ambient noise levels may affect a future project's consistency with General Plan noise level standards and could result in the exposure of sensitive receptors to ambient noise levels above General Plan standards.

Existing Noise Sensitive Land Uses

The increase in ambient noise levels associated with traffic noise from additional potential density within the Housing Program project areas could result in the exposure of existing noise-sensitive receptors to a significant increase in ambient noise levels. While additional densities under the Housing Program and development incentivized by the Mobility Choices Program could result in increased vehicle trips, the project is anticipated to encourage a mode shift from single occupancy vehicle to transit and other active transportation modes which generate less noise. Approval of the proposed project would not specifically permit the construction of an individual project, as no specific developments are currently proposed. Although it is anticipated that the proposed project would support a reduction in motor vehicle traffic, the Housing Program would allow for additional residential units which overall could increase vehicle trips. Therefore, potential ambient noise impacts to existing noise sensitive land uses would be significant.

Future Noise Sensitive Land Uses

Based on the location of the project areas within TPAs (for the Housing Program) and Mobility Zones 1, 2, and ~~3~~2 (for the Mobility Choices Program) and a review of recent CPU EIR noise analyses, existing project areas are generally exposed to high levels of ambient noise due to their location near major roads, freeways, and other activities. The Housing Program includes design requirements to attenuate outdoor usable open space areas through project design. While compliance with such regulations included as part of the Housing Program would reduce potential impacts to future noise sensitive land uses, it is anticipated that future ambient noise levels would nevertheless exceed the City's significance threshold. While transportation improvements associated with the Mobility Choices Program would not include structures containing noise-sensitive receptors, development incentivized by the Mobility Choices Program could expose noise-sensitive receptors to ambient noise levels in excess of City thresholds. Therefore, exterior noise impacts to projects located in areas that exceed the applicable land use and noise compatibility level would be significant.

Pursuant to the CBC, future projects that could result from implementation of the proposed ordinance must demonstrate compliance with the relevant interior noise standards through submission and approval of a Title 24 Compliance Report. Therefore, interior noise impacts would be less than significant.

b. Traffic-Related Noise Levels

The Mobility Choices Program would provide funding to support the completion of transportation and infrastructure amenities within the Mobility Choices Program improvement areas and would incentivize housing production in these areas.

Future development under the proposed project could result in the exposure of sensitive receptors to ambient noise from motor vehicle traffic that exceeds standards established in the City's Noise Element of the General Plan (see Table 4.10-1, above). Recent CPU EIRs found that traffic noise

generally dominates the noise environments within those CPU areas. For example, the Final Program EIR for the Uptown CPU states, "Vehicles traveling on I-5, I-8, State Route 163 (SR-163) are the dominant vehicle noise sources affecting the Uptown CPU area." (City of San Diego 2016, Section 6.6.1.2). Likewise, the Mission Valley CPU area was also determined to be dominated by freeway noise (see Section 4.9.2.3 Mission Valley Community Plan Update Final Program EIR [City of San Diego 2019]). Both CPU EIRs included analyses which revealed the distances to the 60, 65, and 70 CNEL noise contours in both the existing and build-out conditions for freeways and major roadways and which showed that new development would be concentrated within these contours.

Similarly, because future development would be concentrated within ~~TPAs and~~ Mobility Zones 1, 2, and ~~3~~2, it is anticipated that traffic noise within all project areas would dominate the noise environment and it is likely that noise levels in outdoor usable spaces may exceed the General Plan's Land Use – Noise Compatibility Guidelines. However, as the Housing Program would direct density into TPAs and support a greater active transportation mode share, ambient noise levels at build-out could be less than what was evaluated in recent CPUs. Exterior noise levels ranging between 65 and 70 CNEL are considered "conditionally compatible" for multi-family units, and the Noise Element 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 in areas affected primarily by motor vehicle traffic noise with residential uses with a requirement to include noise attenuation measures to ensure an interior noise level of 45 dB(A) CNEL where a Community Plan allows multi-family and mixed-use. Although mode share may shift to rely more on active transportation, noise levels may still exceed these compatibility guidelines. While future development under the proposed project would attenuate noise at outdoor usable open space areas through project design, to the extent feasible, even with implementation of design measures, noise levels may nevertheless exceed the exterior noise standards of the City's General Plan Land Use – Noise Compatibility Guidelines (Table NE-3). Therefore, at this programmatic level of review, exterior noise exposure due to traffic-related noise impacts would be significant.

Residential/habitable interior noise standards of 45 dB(A) CNEL, and non-residential interior noise standards of 50 dB(A) CNEL would be achieved through compliance with Title 24 requirements during the building permit review. Pursuant to Title 24, future projects allowed under the proposed ordinance must demonstrate compliance with the relevant interior noise standards through submission and approval of a Title 24 Compliance Report (State of California 2019). Adherence to Title 24 requirements for interior noise analysis prior to issuance of a building permit will ensure compatibility with the General Plan Noise Element's interior noise standards.

c. Rail Noise

Railway noise results from trolley and train travel, horns, emergency signaling devices, and stationary bells at grade crossings. The project areas are composed of land within ~~TPAs and~~ Mobility Zones 1, 2, and ~~3~~2 within proximity to trolley lines and rail corridors. The Morena Corridor Specific Plan Program EIR (City of San Diego 2019b) analyzed potential noise impacts resulting from rail noise including the Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail line and the Mid-Coast Corridor Transit Project which is currently under construction. As detailed in that Program EIR, sound levels resulting from trolley service were derived from the San Diego Association of Governments' (SANDAG) Noise and Vibration Impacts Technical Report for the Mid-Coast Corridor

Transit Project (SANDAG 2014). Freight and passenger train noise levels were based on Amtrak, Coaster, and freight train assumptions provided by the Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor Agency (LOSSAN 2012). Based on these studies, the Program EIR found that rail traffic would generate a noise level of 60 CNEL at approximately 270 feet from the railway centerline. The analysis within the Morena Corridor Specific Plan Program EIR found that while new development located adjacent to rail operations could expose residents to noise levels that exceed the City's Land Use – Noise Compatibility standards, vehicle traffic noise from nearby freeways would generate noise levels that exceed the contribution of noise from railroad operations. Noise conditions evaluated within the Morena Corridor Specific Plan Program EIR provide a representative analysis of potential rail noise impacts that could occur, with the analysis considering combined noise from both the LOSSAN rail line in addition to a planned trolley line. The Morena Corridor Specific Plan Program EIR concluded that impacts associated with rail noise would be significant and unavoidable. Similar to the Morena Corridor analysis related to potential rail noise, the proposed project could result in multi-family development in proximity to rail noise. Although Section 1207 of the CBC requires that interior noise levels attributable to exterior sources are not to exceed 45 CNEL (Community Noise Equivalent Level) in any habitable room, impacts would nevertheless be significant.

d. Noise Ordinance Compliance

The SDMC regulates noise level limits through the Noise Abatement and Control Ordinance (SDMC Section 59.5.04010 et seq.), which establishes property line noise limit standards (see Table 4.10-2). Implementation of the proposed project would incentivize the development of high-density multi-family residential development with affordable housing and community-serving amenities within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~. Development of these future projects would result in noise associated with these land uses including pedestrian traffic, parking activity, and the use of outdoor public spaces. Additionally, the project areas would contain residential and commercial interfaces. Mixed-use areas where residential uses are located in proximity to commercial sites could expose sensitive receptors to noise above the City's standards. As previously discussed, noise levels throughout the project areas are likely to be dominated by vehicle traffic on freeways and heavily traveled area roadways. Noise levels from new stationary sources could increase the hourly or daily average sound level with respect to current conditions from heating, ventilation, and air conditioning units or similar noise sources. While it is not anticipated that stationary sources associated with the proposed project would result in noise exceeding property line limits, at a programmatic level of review it cannot be ensured without site-specific development details and equipment locations which are not available at this time. However, the City's Noise Ordinance property line standards would apply to any future development under the proposed ordinance. Although enforcement mechanisms for the violation of noise regulations within the City's Noise Abatement and Control Ordinance would provide for the correction of potential noise exceedances, impacts would nevertheless be significant.

e. Temporary Construction Noise

Although no specific construction or development is proposed at this time, construction noise impacts could occur as future development within the project areas occurs. Due to the developed nature of project areas, it is anticipated that construction activities could take place adjacent to

existing structures and that sensitive receptors could 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 the use of power tools. Noise would also be generated by construction equipment, including but not limited to, earthmovers, material handlers, and portable generators, and could reach high levels for brief periods. Table 4.10-3 summarizes typical construction equipment noise levels based on data from the FHWA (2006).

Construction equipment would generate maximum noise levels between 70 and 95 dB(A) maximum sound level (L_{max}) at 50 feet from the source when in operation. During excavation, grading, and paving operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurement. Hourly average noise levels would be approximately 83 dB(A) L_{eq} at 50 feet from the center of construction activity when assessing three pieces of common construction equipment working simultaneously. While future project specific noise levels would vary depending on the nature of the construction including the duration of specific activities, nature of the equipment involved, and location of the particular receiver, a significant impact could occur if sensitive land uses are located closer than approximately 110 feet from construction activities.

The City regulates noise associated with construction equipment and activities through its Noise Abatement and Control Ordinance. Specifically, SDMC Section 59.5.0404 places limits on the days of the week and hours of operation allowed for construction. The SDMC does not specify noise abatement control; however, a permit for after hours construction activity may be granted by the Noise Abatement and Control Administrator which would include project-specific conditions including working times, types of construction equipment to be used, and permissible noise levels as required. Because noise levels due to construction in high-density areas could exceed the standards in the SDMC, impacts would be potentially significant.

Table 4.10-3 Typical Construction Equipment Noise Levels		
Equipment	Noise Level at 50 Feet [dB(A) L_{eq}]	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 kilovolt amps or less)	70	50%
Generator (more than 25 kilovolt amps)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
Impact Pile Driver (diesel or drop)	95	20%
In situ Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Roller	74	40%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%
Vibratory Pile Driver	95	20%
SOURCE: FHWA 2006.		

Issue 2 Groundborne Vibration

Would implementation of the proposed project cause the generation of excessive groundborne vibration or groundborne noise levels?

Transportation infrastructure provided under the Mobility Choices Program would not be associated with groundborne vibration or noise. Similarly, implementation of the Housing Program would not be associated with generation of groundborne vibration or noise; however, development incentivized by the proposed project within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~ where trolley and rail activity could be prominent could expose residents to groundborne vibration. Potential sources

of groundborne vibration come from current and future trolley, Amtrak, coaster, and freight trains which run on tracks throughout some of the project areas. The Federal Transit Authority (FTA) provides screening distances for land uses that may be subject to vibration impacts from a commuter rail (FTA 2018). For Category 1 uses such as vibration-sensitive equipment, the screening distance from the right-of-way is 600 feet. For Category 2 land uses such as residences and buildings, where people would normally sleep, the screening distance is 200 feet. The screening distance for Category 3 land uses, such as institutional land uses, is 120 feet. Recent analysis of potential noise and groundborne vibration from the Green Line Trolley as well as the future Blue and Purple Line Trolleys and the LOSSAN rail line was completed in the Mission Valley CPU Program EIR (City of San Diego 2019). The analysis evaluated vibration levels using FTA methodology. Vibration levels are a function of trolley speed and distance to the nearest structure, among other factors. Table 4.10-4 summarizes trolley vibration screening distances from the Mission Valley CPU Program EIR analysis. The analysis found that significant vibration impacts could occur in areas where noise- and vibration-sensitive uses are located the closest to the tracks (as close as 25 feet). However, based on the location of sensitive land uses and trolley speeds near stations, vibration impacts associated with the Blue, Green and Purple Line Trolleys in Mission Valley were found to be less than significant.

Table 4.10-4
Trolley Vibration Screening Distances

Trolley Speed (mph)	Vibration Level at 25 Feet (VdB)	Distance to (feet)		
		75 VdB (Category 3)	72 VdB (Category 2)	65 VdB (Category 1)
15	67	1	9	33
20	70	6	14	48
25	72	11	21	63
30	73	16	28	77
35	74	21	35	90
40	76	26	42	102
45	77	31	49	114
50	78	36	55	125
55	78	41	62	136
60	79	45	68	147

SOURCE: RECON Environmental, Inc., 2019.
mph = miles per hour; VdB = vibration decibels

Although it is not likely that future multi-family residential development under the Housing Program and development incentivized by the Mobility Choices Program would be impacted by vibration near existing and planned trolley lines and rail lines, the specific location of development is not known at this programmatic level of review. Therefore, groundborne vibration impacts would be significant.

Issue 3 Airport Noise

Would the proposed project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

As discussed in Section 4.7, Health and Safety, and shown in Figure 4.7-1, the project areas are located within AIAs of the following five airports: Brown Field, Montgomery Field, MCAS Miramar, NOLF Imperial Beach, and SDIA. A significant impact could occur if implementation of the proposed project would result in land uses that are not compatible with aircraft noise levels as defined by an adopted ALUCP. Each applicable ALUCP identifies noise contours within which land uses may be exposed to airport noise, as shown in Figure 4.10-1. Approximately 762 acres within the project areas are located within a 65 to 70 CNEL ALUCP noise contour, approximately 495 acres are located within a 70 to 75 CNEL ALUCP noise contour, and approximately 138 acres are located within a 75 CNEL ALUCP noise contour or higher. However, the proposed project does not propose a change to any existing land use designation and future multi-family residential development allowed under the proposed ordinance would be consistent with existing Community Plan allowed land uses and associated ALUC consistency determinations. Any future development within the project areas would be subject to applicable overflight notification policies in the respective ALUCP that would be enforced during the building permit phase. Therefore, impacts would be less than significant.

Cumulative Impacts

While the proposed project could result in a redistribution of the density that was evaluated within recent CPU EIRs to focus more within TPAs, the shift in density is not anticipated to exceed overall CPU densities that were evaluated in the respective CPU EIRs. However, in project areas within communities that do not have a recently-updated community plan, it is possible that the proposed project could result in additional new development. The potential increase in density could result in cumulative impacts associated with increases in ambient noise, increases in traffic-related noise due to higher densities and associated traffic, potential noise impacts to noise-sensitive land uses, increases in construction noise, and potential groundborne noise and vibration impacts due to development adjacent to trolley or rail lines. While the potential increase in density could increase vehicle trips and associated ambient noise levels, the proposed project is intended to support a mode shift from single occupancy vehicles to active transportation modes, which could result in reduced noise levels compared to what was disclosed in recent CPU EIRs. However, within project areas without recent CPUs where densities under the Housing Program could generate traffic noise in excess of what was anticipated for those communities, the potential cumulative increase in noise resulting from higher density development within TPAs would be significant. Cumulative impacts associated with Noise Levels (Issue 1) and Groundborne Vibration (Issue 2) would be significant. Cumulative impacts associated with Airport Noise (Issue 3) would be less than significant as the proposed ordinance would not change the allowable land uses within ALUCP noise contours, and future development within the project areas would be required to comply with the applicable overflight notification policies in the respective ALUCP that would be enforced during the building permit phase.

4.10.5 Significance of Impacts

4.10.5.1 Noise Levels

a. General Ambient Noise Levels

Ambient noise levels in the project areas would increase as a result of implementation of the proposed project. The increase in ambient noise levels associated with additional potential density within the project areas could expose existing and future noise-sensitive receptors to a significant noise impact. The proposed ordinance includes design requirements to attenuate noise levels in outdoor usable open space areas through project design. While compliance with the design requirements would reduce potential impacts to existing and future noise sensitive land uses, future ambient noise levels could nevertheless exceed the City's significance threshold. Therefore, impacts would be significant.

b. Traffic-related Noise Levels

Interior noise standards of 45 dB(A) CNEL for residential uses and 50 dB(A) for nonresidential uses will be achieved through compliance with Title 24 requirements during the building permit review. However, future development within the project areas could result in the exposure of residents to exterior noise levels which exceed the City's significance thresholds. Recent CPU EIR analysis shows noise levels in the project areas are dominated by vehicle traffic exceeding allowable levels. While design requirements associated with the Housing Program would reduce potential impacts to existing and future noise sensitive land uses, future ambient noise levels could nevertheless exceed the City's significance threshold. Therefore, impacts would be significant.

c. Rail Noise

City rail and trolley lines pass through the project areas. New development located adjacent to rail operations could expose residents to noise levels that exceed noise standards. Therefore, at this programmatic level of review, impacts associated with rail noise would be significant.

d. Noise Ordinance Compliance

The project areas would contain residential and commercial interfaces. Mixed-use areas where residential uses are located in proximity to commercial sites could expose sensitive receptors to noise above allowable levels. While it is not anticipated that stationary sources associated with multi-family residential land uses located within TPAs would result in noise exceeding property line limits, at a programmatic level of review it cannot be verified. The City's Noise Ordinance property line standards would apply to any future development processed under the proposed ordinance. Although enforcement mechanisms for the violation of noise regulations in the Noise Abatement and Control Ordinance would provide for the correction of potential noise exceedances, impacts would remain potentially significant.

e. Temporary Construction Noise Levels

Construction activities related to implementation of the proposed project 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 its Noise Abatement and Control Ordinance, impacts associated with construction noise would remain potentially significant.

4.10.5.2 Groundborne Vibration

Groundborne vibration impacts could occur as a result of trolley and train operations where development is located in proximity to a rail line. The specific location and orientation of future development is unknown at this time. Due to the anticipated proximity of future multi-family residential development near rail lines, impacts would be significant.

4.10.5.3 Airport Noise

Portions of the project areas are located within ALUCP identified noise contours. However, during the building permit process for proposed projects, overflight notification requirements would apply. Therefore, impacts would be less than significant.

4.10.6 Conclusion

New development under the Housing Program would be required to comply with interior noise levels regulated by the CBC (Title 24, Part 2 of the CCR) which would ensure that interior noise levels meet required standards. Future development would also be required to comply with City's Noise Ordinance. Additionally, the proposed Housing Program would require future development to ~~consider~~ design~~ing~~ their site and use~~ing~~ land use buffers to minimize adverse noise effects, as detailed below. No other feasible mitigation measures are available and impacts would remain significant and unavoidable.

SDMC §143.1025 Supplemental Development Regulations

(b) Buffer from Adjacent Freeways. *Development*, except for *development* within the Centre City Planned District, on a *premises* within 500 feet of a freeway shall comply with the following:

a. Land use buffers such as off-street parking and landscaping shall be provided between the residential and commercial uses and the freeway; and

b. Outdoor areas such as balconies, patios, parks, plazas, and other spaces occupied by residents, customers or members of the public shall be oriented away from the freeway.

4.11 Paleontological Resources

This section analyzes the potential impacts to paleontological resources due to implementation of Complete Communities: Housing Solutions and Mobility Choices (proposed project). Within the PEIR, Complete Communities: Housing Solutions is referred to as the "Housing Program" while Complete Communities: Mobility Choices is referred to as "Mobility Choices Program." This section provides a description of relevant state and local regulations related to paleontological resources. The following analysis is based on a review of available literature, including the City of San Diego's (City's) General Plan, geological mapping based on Kennedy and Tan (2008), and the City's California Environmental Quality Act (CEQA) Significance Determination Thresholds (2016).

4.11.1 Existing Conditions

4.11.1.1 Regional Paleontological History

Paleontological resources, also referred to as fossils, are the remains and/or traces of prehistoric plant and animal life exclusive of human remains or artifacts. Fossil remains such as bones, teeth, shells, and wood are found in the geologic deposits, or formations, in which they were originally buried. Paleontological resources represent limited, non-renewable, and sensitive scientific and educational resources.

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.

The City is underlain by numerous distinct geologic units (i.e., formations) that record portions of the past 450 million years of Earth's history. Over this period of time, the relationship between land and sea has fluctuated drastically, such that today there are ancient marine rocks preserved up to elevations about 900 feet above sea level. In general, time periods late in geologic history are better represented than periods further back in time because the younger rocks are less likely to have been eroded away or metamorphosed. This is the case in San Diego County where a general overview of the geologic setting provides a basis for reasonably predicting the location of paleontological resources. In the City, the geologic record is mostly complete for parts of the past 75 million years, represented by the Cretaceous Period, the Eocene, Oligocene, and Pliocene Epochs of the Tertiary Period, and the Pleistocene Epoch of the Quaternary Period.

4.11.1.2 Levels of Paleontological Resource Sensitivity

The City's CEQA Significance Determination Thresholds (2016) establish a Paleontological Monitoring Determination Matrix provided in Table 4.11-1, which identifies geological deposits, formations, and

rock units in the City and describes the potential fossil localities and sensitivity ratings associated with each formation. The sensitivity of the paleontological resource determines the significance of a paleontological impact, described as follows:

- **High Sensitivity.** High sensitivity is assigned to geologic formations known to contain paleontological localities with rare, well-preserved, critical fossil materials for stratigraphic or paleoenvironmental interpretation, and fossils providing important information about the paleobiology and evolutionary history (phylogeny) of animal and plant groups. Generally speaking, highly sensitive formations produce vertebrate fossil remains or are considered to have the potential to produce such remains.

- **Moderate Sensitivity.** Moderate sensitivity is assigned to geologic formations known to contain paleontological localities with poorly preserved, common elsewhere, or stratigraphically unimportant fossil material. The moderate sensitivity category is also applied to geologic formations judged to have a strong, but unproven potential for producing important fossil remains.

- **Low Sensitivity.** Low sensitivity is assigned to geologic formations that, based on their relative youthful age and/or high-energy depositional history, are judged unlikely to produce important fossil remains. Typically, low sensitivity formations produce invertebrate fossil remains in low abundance.

- **Zero Sensitivity.** Zero sensitivity is assigned to geologic formations that are entirely igneous in origin and therefore have no potential for producing fossil remains, or to artificial fill materials that lose the stratigraphic/geologic context of any contained organic remains (e.g., fossils).

Table 4.11-1
Paleontological Monitoring Determination Matrix

Geological Deposit/Formation/ Rock Unit	Potential Fossil Localities	Sensitivity Rating
Alluvium (Qsw, Qal, or Qls)	All communities where this unit occurs	Low
Ardath Shale (Ta)	All communities where this unit occurs	High
Bay Point/Marine Terrace (Qbp)[1]	All communities where this unit occurs	High
Cabrillo Formation (Kcs)	All communities where this unit occurs	Moderate
Delmar Formation (Td)	All communities where this unit occurs	High
Friars Formation (Tf)	All communities where this unit occurs	High
Granite/Plutonic (Kg)	All communities where this unit occurs	Zero
Lindavista Formation (Qln, Qlb)[2]	A. Mira Mesa/Tierrasanta B. All other areas	A. High B. Moderate
Lusardi Formation (Kl)	A. Black Mountain Ranch/Lusardi Canyon Poway/Rancho Santa Fe B. All other areas	A. High B. Moderate
Mission Valley Formation (Tmv)	All communities where this unit occurs	High
Mt. Soledad Formation (Tm, Tmss, Tmsc)	A. Rose Canyon B. All other areas	A. High B. Moderate
Otay Formation (To)	All communities where this unit occurs	High

Table 4.11-1
Paleontological Monitoring Determination Matrix

Geological Deposit/Formation/ Rock Unit	Potential Fossil Localities	Sensitivity Rating
Point Loma Formation (Kp)	All communities where this unit occurs	High
Pomerado Conglomerate (Tp)	A. Scripps Ranch/Tierrasanta B. All other areas	A. Moderate B. Zero
River/Stream Terrace Deposits (Qt)	A. South Eastern/Chollas Valley/Fairbanks Ranch/Skyline/Paradise Hills/Otay Mesa, Nestor/San Ysidro B. All other areas	A. Moderate B. Low
San Diego Formation (Qsd)	All communities where this unit occurs	High
Santiago Peak Volcanics (Jsp) A. Metasedimentary B. Metavolcanic	A. Black Mountain Ranch/La Jolla Valley, Fairbanks Ranch/Mira Mesa/Peñasquitos B. All other areas	A. Moderate B. Zero
Scripps Formation (Tsd)	All communities where this unit occurs	High
Stadium Conglomerate (Tst)	All communities where this unit occurs	High
Sweetwater Formation	All communities where this unit occurs	High
Torrey Sandstone (Tf)	A. Black Mountain Ranch/Carmel Valley B. All other areas	A. High B. Low
Sensitivity Rating High = Moderate = Zero – Low =	**Grading Thresholds for Required Monitoring** > 1,000 cubic yards and 10 feet+ deep > 2,000 cubic yards and 10 feet+ deep Monitoring not required	

NOTES:
1. Baypoint – Broadly correlative with Qop 1-8 of Kennedy and Tan (2008) new mapping nomenclature.
2. Lindavista – Broadly correlative with Qvop 1-13 of Kennedy and Tan (2008) new mapping nomenclature.

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.

Monitoring may be required for shallow grading (i.e. <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 or undocumented artificial fill.

SOURCE: City of San Diego CEQA Significance Determination Thresholds 2016.

4.11.2 Regulatory Setting

4.11.2.1 State Regulations

a. California Environmental Quality Act

Pursuant to Section 15065 of the CEQA Guidelines (California Code of Regulations [CCR] Sections 15000–15387), a lead agency shall find that a project may 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 CEQA Significance Determination Thresholds (2016) are used to make this determination.

b. California Public Resources Code

Public Resources Code Section 5097.5 states that a person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

4.11.2.2 Local Regulations

a. City of San Diego Municipal Code

The City's Land Development Code (San Diego Municipal Code [SDMC] Chapter 11 through 15) provides detailed development regulations which include regulations related to grading and paleontological monitoring. SDMC Section 142.0151 requires paleontological resources monitoring in accordance with the General Grading Guidelines for Paleontological Resources in the Land Development Manual for any of the following:

1. Grading that involves 1,000 cubic yards or greater, and 10 feet or greater in depth, in a High Resource Potential Geologic Deposit/Formation/Rock Unit; or

2. Grading that involves 2,000 cubic yards or greater, and 10 feet or greater in depth, in Moderate Resource Potential Geologic Deposit/Formation/Rock Unit; or

3. Grading on a fossil recovery site or within 100 feet of the mapped location of a fossil recovery site.

If paleontological resources, as defined in the General Grading Guidelines for Paleontological Resources, are discovered during grading, notwithstanding Section 142.0151(a), all grading in the area of discovery shall cease until a qualified paleontological monitor has observed the discovery, and the discovery has been recovered in accordance with the General Grading Guidelines for Paleontological Resources. The General Grading Guidelines for Paleontological Resources are found

in Appendix P of the Land Development Manual and do not replace the Significance Determination Thresholds set forth in Land Development Manual Appendix A for Paleontological Resources.

4.11.3 Significance Determination Thresholds

The City's CEQA Significance Determination Thresholds provides guidance for determining the potential significance of paleontological resources. Based on the City's thresholds, a significant impact to paleontological resources could occur if the proposed project would 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.

The City's CEQA Significance Determination Thresholds includes a Paleontological Monitoring Determination Matrix (see Table 4.11-1 above). Additionally, the 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.

The potential for fossil remains at a location can be predicted through previous correlations that have been established between the fossil occurrence and the geologic formations within which they are buried. For this reason, knowledge of the geology of a particular area and the paleontological resource sensitivity of particular formations make it possible to predict where fossils will or will not be encountered.

4.11.4 Impact Analysis

Issue 1 Paleontological Resources

Would the proposed 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?

Grading associated with future development resulting from the proposed project involving excavation that exceeds the criteria noted in SDMC Section 142.0151 (i.e., grading in excess of 1,000 cubic yards, extending to a depth of 10 feet or greater into high sensitivity formations, or that require grading in excess of 2,000 cubic yards, extending to a depth of 10 feet or greater into moderate sensitivity formations), could potentially expose undisturbed 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 could also result in a significant impact. Based on the location of the project areas within existing urban areas that have been subject to prior grading for development, much of the project areas are likely to be underlain by artificial fill with no potential to uncover paleontological resources. However, some project areas may have high and/or moderate resource sensitivity where fossils could be uncovered during future construction-related activities. Pursuant to SDMC Section 142.0151, paleontological monitoring would be required in accordance with the General Grading Guidelines for Paleontological Resources in the Land Development Manual for any of the following:

(1) Grading that involves 1,000 cubic yards or greater, and 10 feet or greater in depth, in a High Resource Potential Geologic Deposit/Formation/Rock Unit; or

(2) Grading that involves 2,000 cubic yards or greater, and 10 feet or greater in depth, in Moderate Resource Potential Geologic Deposit/Formation/Rock Unit; or

(3) Grading on a fossil recovery site or within 100 feet of the mapped location of a fossil recovery site.

If paleontological resources are discovered during grading, the SDMC requires that grading in the area of discovery cease until a qualified paleontological monitor has observed the discovery, and the discovery has been recovered in accordance with the General Grading Guidelines for Paleontological Resources. The General Grading Guidelines for Paleontological Resources are contained within Appendix P of the Land Development Manual. These guidelines require the placement of a standard monitoring requirement on all grading plans to ensure paleontological monitoring is implemented and defines the steps to be taken to ensure significant paleontological resources are recovered, recorded, and curated, in the event resources are encountered. Implementation of the General Grading Guidelines for Paleontological Resources, as required by the SDMC and applicable to all development, would ensure that impacts resulting from future construction-related activities would be less than significant.

Cumulative Analysis

Future development projects implemented in accordance with the proposed project combined with development within the surrounding communities and within the City could involve excavation of previously undisturbed areas, some of which may contain unique paleontological resources with fossil-bearing potential. Potential cumulative impacts to paleontological resources were evaluated in the General Plan PEIR and the analysis concluded that there is a potential for the cumulative loss of paleontological resources throughout the City as the City continues to develop in response to projected population growth. Likewise, development implemented in accordance with the proposed project may result in the loss of unique paleontological resources or geologic formations with fossil-bearing potential. Pursuant to SDMC Section 142.0151, all projects must comply with the General Grading Guidelines for Paleontological Resources included in Appendix P of the City's Land Development Manual. These guidelines also include the standard monitoring requirement, should a project meet the threshold for paleontological resource monitoring. This regulation would apply to projects within and outside of the proposed project areas, and would ensure cumulative impacts to paleontological resources would be less than significant.

4.11.5 Significance of Impacts

Implementation of the General Grading Guidelines for Paleontological Resources, as required by the SDMC and applicable to all new development, would require paleontological monitoring to ensure that potential paleontological resources impacts resulting from future grading activities would be less than significant.

4.11.6 Conclusion

Impacts would be less than significant; therefore, no mitigation is required.

4.12 Public Services and Facilities

This section provides an analysis of the potential significant impacts to public services and facilities due to the implementation of Complete Communities: Housing Solutions and Mobility Choices (proposed project). Within the PEIR, Complete Communities: Housing Solutions is referred to as the "Housing Program" while Complete Communities: Mobility Choices is referred to as the "Mobility Choices Program." Issues addressed include police services, fire-rescue services, schools, libraries, and parks and recreation facilities. This section describes the existing conditions, as well as relevant plans, policies, and regulations.

4.12.1 Existing Conditions

4.12.1.1 Police Services

Until the 1980s, the City of San Diego (City) provided police services primarily from a centralized facility. In the 1970s, the City conducted studies that evaluated the benefits of decentralizing police functions. As a result, it was determined that several area stations throughout the City would provide improved service to individual communities. To accomplish this, the City implemented a 20-year facilities plan that resulted in the construction of new area police stations. The San Diego Police Department has divided the City's neighborhoods into nine divisions.

4.12.1.2 Fire-Rescue Services

Currently, there are 52 fire stations strategically located throughout the City to provide emergency service coverage for all communities as well as nine permanent lifeguard stations (31 seasonal stations during peak period). The City's varied topography presents demands on fire-rescue services and can also affect response times. For additional support, the City relies on numerous automatic aid agreements with jurisdictions adjoining the City to ensure that the closest engine company responds to a given incident regardless of which jurisdiction they represent. Mutual aid agreements with county, state, and federal government agencies further allow the City, and any other participating agency, to request additional resources depending on the complexity and needs of a given incident.

4.12.1.3 Schools

The San Diego Unified School District (SDUSD) is a pre-kindergarten to twelfth grade school district that provides educational services to approximately 80 percent of the City. In addition to SDUSD, Poway Unified School District and 15 other districts including elementary and secondary levels service the more northern and southern areas of the City.

4.12.1.4 Libraries

The City's existing library system is comprised of the Central Library and 36 branch libraries. The Central Library, located in downtown, serves as the headquarters for the library system and supplements the limited collections which branch libraries can offer. The library system conducts regular evaluations of services to adapt to service demands, take advantage of constantly evolving technology, and to provide for facility construction and maintenance costs. Such assessments contribute to the provision of adequate collections that are responsive to community needs. Technological advances will continue to redefine what and how information and materials are provided and other library services. Some of the City's strategic library goals entail enhancing the system's information infrastructure and customers' access to digital information and the internet. While available and applied technologies continue to influence the modern evolution of the library system, the need for physical library facilities will remain an integral aspect of the City's public services.

4.12.1.5 Parks and Recreational Facilities

The City has over 36,300 acres of existing developed and undeveloped park and open space lands that offer a diverse range of recreational opportunities. The City's parks, open space, trails, and recreation facilities annually serve millions of residents and visitors and play an important role in the physical, mental, social, and environmental health of residents and visitors. The park and recreation system includes population-based, resource-based, open space, and joint use parks, as well as various urban and open space trails. The number and type of recreational facilities and population-based park acres varies between communities in the City. Neighborhood and community facilities in older urban communities generally tend to have fewer park facilities and acres.

4.12.2 Regulatory Setting

4.12.2.1 State Regulations

a. Assembly Bill 2926

Assembly Bill (AB) 2926, passed in 1986, allows school districts to collect impact fees from developers of new residential and commercial/industrial building space to assist in providing school facilities for students. Development Impact Fees (DIFs) are also referenced in the 1987 Leroy Greene Lease-Purchase Act, which requires school districts to contribute a matching share of costs for construction, modernization, and reconstruction projects.

b. Senate Bill 50 (Statutes of 1998), State School Funding, Education Code Section 17620

California Education Code 17620 establishes the authority of any school district to levy a fee, charge, dedication, or other requirements against any development within the school district for the purposes of funding the construction of school facilities, as long as the district can show justification for the fees. Senate Bill (SB) 50, adopted in 1998, limits the power of cities and counties to require

mitigation of school facilities impacts as a condition of approving new development. It also authorizes school districts to levy statutory developer fees at levels higher than previously allowed and according to new rules.

4.12.2.2 Local Regulations

a. City of San Diego Municipal Code

Fire Protection

The San Diego Fire-Rescue Department (SDFD) 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 (SDMC) and the SDFD's Canyon Fire Safety guidelines and policies related to brush management. The City thins brush on City property within 100 horizontal feet of a previously conforming structure unless a site-specific report, which indicates that a greater distance is necessary, is approved by the SDFD (per SDMC Section 142.0412(i)) or a previously recorded entitlement requires a width more or less than the standard 100 feet. Other fire prevention measures include adopting safety codes and an aggressive brush management program.

Development Impact Fees

Per SDMC Section 142.0640, the City requires payment of DIFs to collect a share of the cost of capital improvements needed to offset the impacts of new development. DIFs are based on community-specific Development Impact Fee Plans, which set community-level priorities for infrastructure improvements and ensures that new development pays a share of public facilities costs through the payment of DIFs.

b. City of San Diego General Plan

Public Facilities, Services, and Safety Element

The Public Facilities, Services, and Safety Element of the General Plan includes policies on the prioritization and provision of public facilities and services, evaluation of new growth, guidelines for implementing a financing strategy, and guidelines for the provision of specific facilities. Relevant standards and policies related to public facilities and services discussed in this section are summarized below.

Police Protection

The Public Facilities, Services, and Safety Element establishes average police response time goals. According to Policy PF-E.2, the City's goal is to maintain average police response times as development increases and the population grows. Average response time goals are as follows:

- Priority E Calls (imminent threat to life) within 7 minutes.
- Priority 1 Calls (serious crimes in progress) within 12 minutes.
- Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes.
- Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes.
- Priority 4 Calls (minor requests for police service) within 90 minutes.

Fire Protection

The Public Facilities, Services, and Safety Element of the General Plan establishes fire response goals, standards, and policies. Policy PF-D.1 establishes response time standards as follows:

- To treat medical patients and control small fires, the first-due unit should arrive within 7.5 minutes, 90 percent of the time from the receipt of the 911 call in fire dispatch. This equates to 1-minute dispatch time, 1.5-minute company turnout time, and 5-minute drive time in the most populated areas.
- To provide an effective response force for serious emergencies, a multiple-unit response of at least 17 personnel should arrive within 10.5 minutes from the time of 911 call receipt in fire dispatch, 90 percent of the time.
    - This response is designed to confine fires near the room of origin, to stop wildland fires to under 3 acres when noticed promptly, and to treat up to five medical patients at once.
    - This equates to 1-minute dispatch time, 1.5 minutes company turnout time, and 8-minute drive time spacing for multiple units in the most populated areas.

To direct fire station location timing and crew size planning as a community grows, fire unit deployment performance measures are established based on population density zones, which are provided in Table PF-D.1, Deployment Measures to Address Future Growth by Population Density per Square Mile.

Per Policy PF-D.2, the City determines fire station needs, location, timing, and crew size planning as the population of the City grows. Where more than one square mile is not populated at similar densities, and/or a contiguous area with different zoning types aggregate into a population "cluster," the standards as shown in Table PF-D.2, Deployment Measures to Address Future Growth by Population Clusters, are referenced to guide the determination of response time measures and the need for fire stations. If the SDFD is not meeting first-due unit travel times, additional facilities may be necessary.

Schools

The General Plan seeks to assist school districts and other educational authorities in resolving problems arising over the availability of schools and educational facilities in the City (Policy PF-K.1 of the Public Facilities, Services, and Safety Element). Per Policy PF-K.6, the City seeks to expand and continue the joint use of schools with adult education, civic, recreational, and community programs, and also for public facility opportunities.

Libraries

General Plan Public Facilities, Services, and Safety Element Policy PF-J.2 establishes a goal of a minimum of 15,000 square feet of dedicated library space for branch libraries, with adjustments for community-specific needs. Per Policy PF-J.3, the City should plan for larger library facilities that can serve multiple communities and accommodate sufficient space to serve the larger service area and maximize operational and capital efficiencies.

Recreation Element

The Recreation Element of the General Plan seeks to acquire, develop, operate/maintain, increase, and enhance public recreation opportunities and facilities throughout the City. The element contains population-based guidelines for parks and recreation facilities and presents alternative strategies to meet those guidelines. Per Policy RE-A.8, the City's standard for population-based parks is 2.8 usable acres per 1,000 residents, which can be achieved through a combination of population-based parks and park equivalencies, which are established in Policy RE-A.9. Per Table RE-3 of the Recreation Element, the standard for a recreation center is a minimum of 17,000 square feet per recreation center to serve a population of 25,000, and the standard for an aquatic complex is one aquatic complex per 50,000 people or within approximately six miles.

Per Policy RE-A.18, the City seeks to pursue joint use agreements for recreational facilities or other public agency-owned land to help implement the population-based park acreage requirements if they meet the criteria for equivalencies. Table RE-4 of the Recreation Element includes a list of facilities that may be considered as population-based park equivalencies.

4.12.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to public services and facilities are modified from the CEQA Guidelines, Appendix G, Section XV. Public Services and XVI. Recreation. A significant impact related to public services and facilities, including recreation, could occur if implementation of the proposed project would:

1) Promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police protection, fire-rescue, schools, libraries, or parks or other recreational facilities), the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives;

2) Result in increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or

3) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.12.4 Impact Analysis

Issue 1 Public Facilities

Would the proposed project promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police, fire-rescue, schools, libraries, or parks or other recreational facilities), the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives?

The Mobility Choices Program would result in the installation of transportation and infrastructure amenities within the Mobility Choices Program improvement areas and is intended to incentivize housing within ~~transit priority areas (TPAs) and~~ Mobility Zones 1, 2, and 3~~2~~. The Housing Program would also incentivize high-density multi-family residential development specifically within TPAs and result in the installation of associated transportation infrastructure and amenities.

The City's population is forecasted to increase from 1,453,267 persons in 2020 to 1,777,936 persons in 2050 or by approximately 22 percent (San Diego Association of Governments Regional Growth Forecast 2013). The proposed project is intended to accommodate anticipated housing needs, including affordable housing needs. The Housing Program could result in development at higher densities within the TPAs compared to what was envisioned in recently adopted community plan updates (CPUs). However, as discussed in Chapter 4.0, overall densities analyzed in recent CPUs are not anticipated to be exceeded, but rather would be redistributed to focus needed density within TPAs. Within communities without recent CPUs, densities within the proposed project areas could exceed what was anticipated in the original Community Plan EIRs.

Construction of additional housing units over time will impact various public services and facilities. Such growth, for example, would likely require additional fire-rescue and police personnel, equipment, and facilities to protect and serve the public. Depending on actual demographic shifts and the number of units constructed, additional schools, libraries, and parks and recreation facilities may also be needed to serve the increases in population.

a. Police Protection

Additional police stations may be required to serve the additional densities anticipated by buildout of the Housing Program, although actual needs and potential locations would be determined in the future as development occurs. Construction of new police facilities in the future could result in environmental impacts, including disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. At the time future police stations are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new police stations. However, as the location and need for potential future police stations cannot be determined at this time, it is unknown what specific impacts may occur. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential future police facilities would be mitigated to a less than significant level, impacts would be potentially significant.

b. Fire-Rescue Services

Additional fire stations and new fire apparatus may be required to serve the densities and building heights anticipated by buildout of the Housing Program, although actual needs and potential locations would be determined in the future as development occurs. Construction of new fire stations in the future could result in environmental impacts, including disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. At the time future fire stations are proposed, they would require a separate environmental review and regulations in existence at that time would address potential environmental impacts related to the construction and operation of new fire stations. However, as the location and need for potential future fire stations cannot be determined at this time, it is unknown what specific impacts may occur. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential future fire facilities would be mitigated to less than significant, impacts would be potentially significant.

c. Schools

Additional schools may be required to serve the buildout population associated with the Housing Program, although actual needs and potential locations would be determined in the future as development occurs. California Government Code Section 65995 and Education Code Section 53080 authorize school districts to impose facility mitigation fees on new development as a method of addressing increasing enrollment resulting from that development. State of California law currently requires a development fee of $2.04/square foot of assessable area to assist in financing facilities needed to serve growth. Pursuant to Government Code Section 65995, payment of development impact fees would provide for full and complete mitigation of school capacity impacts. While payment of fees would address the funding for school districts to address future school capacity needs, the potential increase in students from implementation of the Housing Program would likely impact district facilities to the point of reaching capacity. While the school district will be responsible for the potential expansion or development of new facilities, potential physical impacts associated with the construction of future school sites are not known at this time. Thus, impacts related to the construction and operation of future schools would be potentially significant.

d. Libraries

The proposed project could result in additional residents and associated demand for library services. In the event that implementation of the proposed project results in the need for new or expanded library facilities, existing development regulations would serve to reduce potential environmental impacts associated with construction. Additionally, future projects would be subject to a separate environmental review at the time design plans are available. Nevertheless, this impact would be potentially significant since impacts associated with the construction and operation of future library facilities are not known at this time.

e. Parks & Recreation

Future development implemented under the Housing Program would be required to either pay a Neighborhood Enhancement Fee or provide a community-serving infrastructure improvement as

described in Chapter 3.0, Project Description. Similarly, the Mobility Choices Program would require installation of transportation infrastructure and amenities or payment of a Mobility Choices Fee to fund such improvements within the Mobility Choices improvement areas. Infrastructure amenities would also provide a recreational function, and could include features such as transit, pedestrian, or bicycle transportation improvements, outdoor fitness equipment, and children's play areas. While proposed infrastructure improvements would largely occur within existing urban/developed areas, it is unknown where specific future developments would be proposed and what impacts may be associated with providing future park and recreation facilities, including pedestrian and bicycle facilities. Additionally, for projects that pay a fee to fund park and recreation improvements, it is unknown where those future parks may be located. Future park and recreation improvements could result in environmental impacts, including disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. Regulations in existence at that time would address potential environmental impacts related to the construction and operation of future parks and recreation facilities; however, as specific locations of park facilities are not known at this time, the significance of impacts cannot be determined. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential future parks and recreation facilities would be mitigated to less than significant, impacts would be potentially significant.

Issue 2 Deterioration of Existing Neighborhood Parks and Recreational Facilities

Would implementation of the proposed project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The proposed project would incentivize multi-family housing development within TPAs (for the Housing Program) and Mobility Zones 1, 2, and ~~3~~2 (for the Mobility Choices Program), and the growth associated with these future developments could result in an increase in the use of existing neighborhood and regional parks or other recreational facilities. As discussed in Chapter 3.0, Project Description, future development under the Housing Program would be required to either pay a Neighborhood Enhancement Fee or provide a community-serving infrastructure improvement. These infrastructure amenities would also provide a recreational function, and could include features such as a promenade; transit, pedestrian, or bicycle transportation improvements; outdoor fitness equipment; and children's play areas.

While the development of these amenities could offset the potential increased use of existing recreational facilities and their associated physical deterioration, it is unknown where these future improvements will be located, what impacts could result from providing these facilities, and to what extent these future facilities will be able to accommodate increases in demand for recreation facilities. Thus, as it cannot be ensured that all impacts associated with the deterioration of neighborhood parks and recreational facilities would be mitigated to a less than significant level, and impacts would be potentially significant.

Issue 3 Construction or Expansion of Recreational Facilities

Does the proposed project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

See discussion under Issue 1.e, Parks & Recreation. Future development under the Housing Program would be required to provide infrastructure amenities which would provide a recreational function, or pay a Neighborhood Enhancement Fee, as discussed in Chapter 3.0, Project Description. While regulations in existence at that time would address potential environmental impacts related to the construction and operation of future recreational facilities, it is unknown where specific future developments would be located and what environmental impacts may be associated with providing these facilities. As it cannot be ensured that all impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to less than significant, impacts would be potentially significant.

Cumulative Impacts

Existing infrastructure deficiencies exist in various areas throughout the City. As development occurs, public facility improvements will likely be required to serve additional population. Cumulative impacts to public facilities are generally addressed by communitywide DIF Plans that identify necessary facility improvements and form the basis for development of DIFs for public facilities addressed in the study. Future development within the project areas would be required to pay applicable DIFs that could support future facility needs. While future facilities would undergo a separate environmental review and would comply with existing regulations at the time to address potential environmental impacts, impacts related to the construction and operation of public facilities would remain significant and unavoidable due to the inability to ensure each future facility would be able to fully mitigate their potential environmental impacts. Incremental impacts associated with the construction of public facilities are anticipated to be cumulatively considerable. Thus, cumulative impacts related to public services and facilities and recreation would be significant and unavoidable.

4.12.5 Significance of Impacts

4.12.5.1 Public Facilities

Implementation of the proposed project could result in the need for additional police, fire-rescue, school, library, and parks and recreation facilities. Additionally, transportation infrastructure and amenities constructed under the Mobility Choices program could result in environmental impacts. As the location and need for potential future facilities cannot be determined at this time, it is unknown what specific impacts may occur associated with the future construction and operation of such facilities. Thus, as it cannot be ensured all impacts associated with the construction and operation of potential future facilities would be mitigated to less than significant, impacts would be significant and unavoidable.

4.12.5.2 Deterioration of Existing Neighborhood Parks and Recreational Facilities

Implementation of the proposed project could result in an increase in the use of existing neighborhood and regional parks or other recreational facilities. While the development of these future recreational amenities under the Housing Program could offset the potential increased use of existing recreational facilities, it is unknown where these future improvements will be located, what impacts could result from providing these facilities, and to what extent these future facilities will be able to accommodate increases in demand for recreational facilities. Thus, as it cannot be ensured that all impacts would be mitigated to a less than significant level, impacts would be significant and unavoidable.

4.12.5.3 Construction or Expansion of Recreational Facilities

While regulations in existence at that time would address potential environmental impacts related to the construction and operation of future recreational facilities, it is unknown where specific future developments would be located and what environmental impacts may be associated with providing these facilities. As it cannot be ensured that all impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to less than significant, impacts would be significant and unavoidable.

4.12.6 Conclusion

No mitigation has been identified at this program level of analysis. Impacts would remain significant and unavoidable.

4.13 Transportation

This section analyzes the potential for significant impacts related to transportation that could result from implementation of Complete Communities: Housing Solutions and Mobility Choices (proposed project). Within the analysis, Complete Communities: Housing Solutions is referred to as "Housing Program" while Complete Communities: Mobility Choices is referred to as "Mobility Choices Program." This section describes the existing transportation system within the project areas, characteristics of the project areas, as well as relevant federal, state, and local regulations and programs related to transportation.

4.13.1 Existing Conditions

4.13.1.1 Physical Setting

Housing Program project areas are comprised of land that is zoned to allow for multi-family development and that is located within a Transit Priority Area (TPA). Improvements associated with the Mobility Choices Program would occur within the development footprint of private property and within existing public rights-of-way within the Mobility Choices Program Improvement Areas. The project areas are located throughout the City of San Diego (City) and are generally within existing developed areas within close proximity to major roadways and high quality transit.

4.13.1.2 Roadway Classifications

The project areas are located in proximity to freeways and major roadways throughout the project areas. Roadway classifications throughout the project areas can be found in the respective Community Plan Mobility Elements. Roadway facilities are categorized into the following street classifications and functions.

a. Freeway

A freeway is designed to carry through traffic, and is fully access controlled by grade separations, interchanges, and ramp connections. It normally is maintained by the California Department of Transportation (Caltrans) and is constructed to state criteria, and varies in width from four to eight or more lanes.

b. Primary Arterial

A prime arterial primarily provides a network connecting vehicles and transit to other primary arterials and to the freeway system. It carries heavy vehicular movement while providing low pedestrian movement and moderate bicycle and transit movements. It generally has a raised center

median, bicycle lanes, street trees, traffic safety street lighting, sidewalks, and no access from abutting property. It may include underground utilities.

c. Major Street

A major street primarily provides a network connecting vehicles and transit to other major streets and primary arterials, and to the freeway system. Secondarily, it provides access to abutting commercial and industrial property. It generally carries moderate-to-heavy vehicular movement, low-to-high pedestrian and bicycle movements, and moderate-to-high transit movement. It generally has a raised center median, street trees, traffic safety street lighting, and sidewalks, and may include landscaping, pedestrian-scale lighting, underground utilities, on street parking, and/or bike lanes.

d. Collector Street

A collector street primarily provides movement between local/collector streets and streets of higher classification and, secondarily, provides access to abutting property. It generally carries low- to moderate-vehicular movement, low- to heavy-pedestrian movement, moderate- to heavy bicycle movement, and low- to moderate-transit movement. It generally has on-street parking, street trees, traffic safety street lighting, and sidewalks. It may also include landscaping, pedestrian-scale lighting, and underground utilities.

e. Local Street

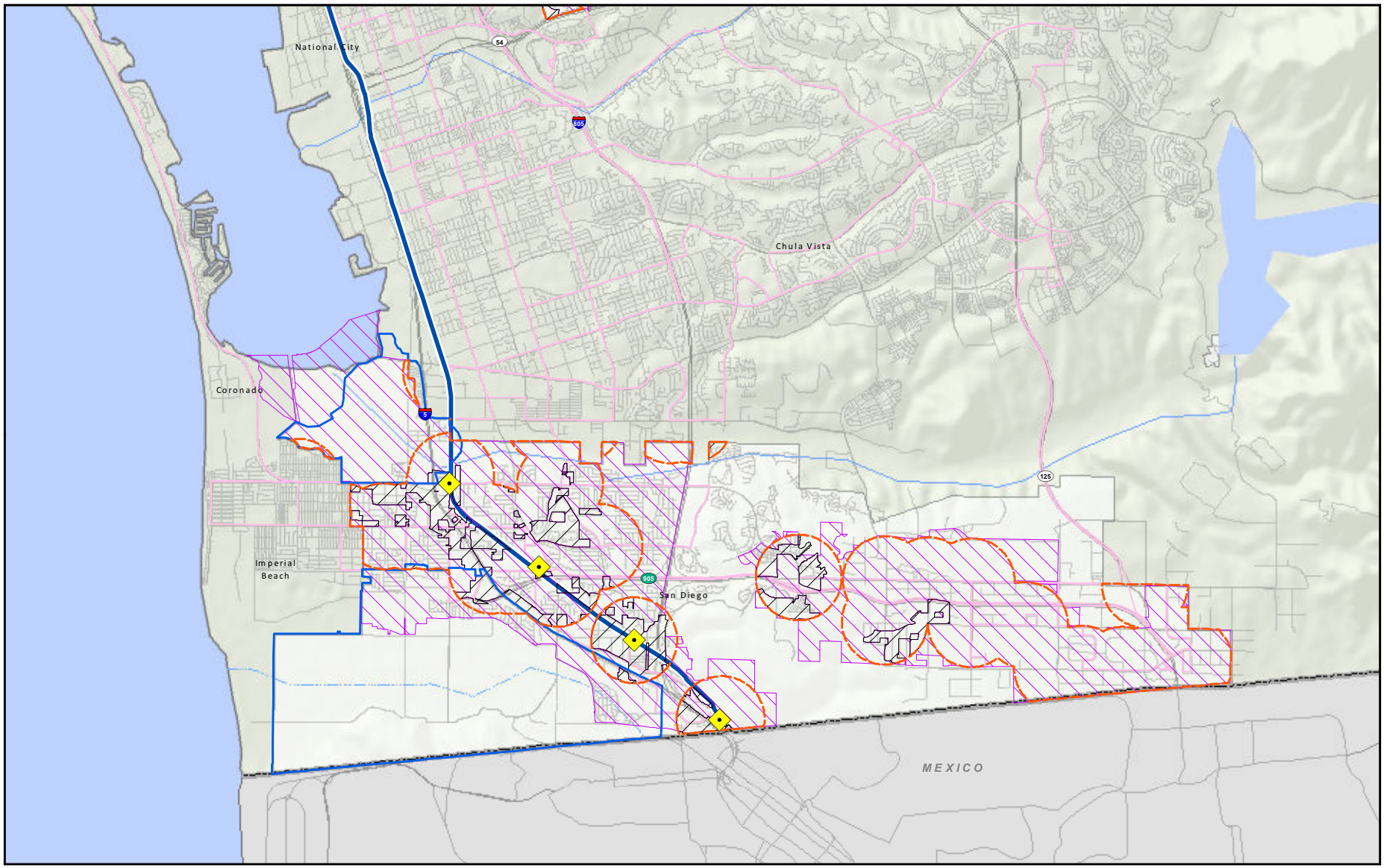
A local street provides, primarily, direct access to abutting property. It carries low vehicular movement, low- to heavy-pedestrian movement, and low- to moderate-bicycle movement. It generally has on-street parking, street trees, traffic safety street lighting, and sidewalks. It may include landscaping, pedestrian-scale lighting, and underground utilities.

4.13.1.3 Public Transit

The City works with the San Diego Metropolitan Transportation System (MTS) which provides public transportation. Transit service exists throughout the project areas including trolley, bus and commuter train (Figure 4.13-1 Areas A through D).

4.13.1.4 Bicycle and Pedestrian Facilities

Bicycle facilities and pedestrian walkways are located along roadways throughout the project areas (Figure 4.13-2 Areas A through D).



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Bus Route*

Train / Trolley Stop*

Blue Line*

0 Miles 1

*Source: SanGIS, September 2019

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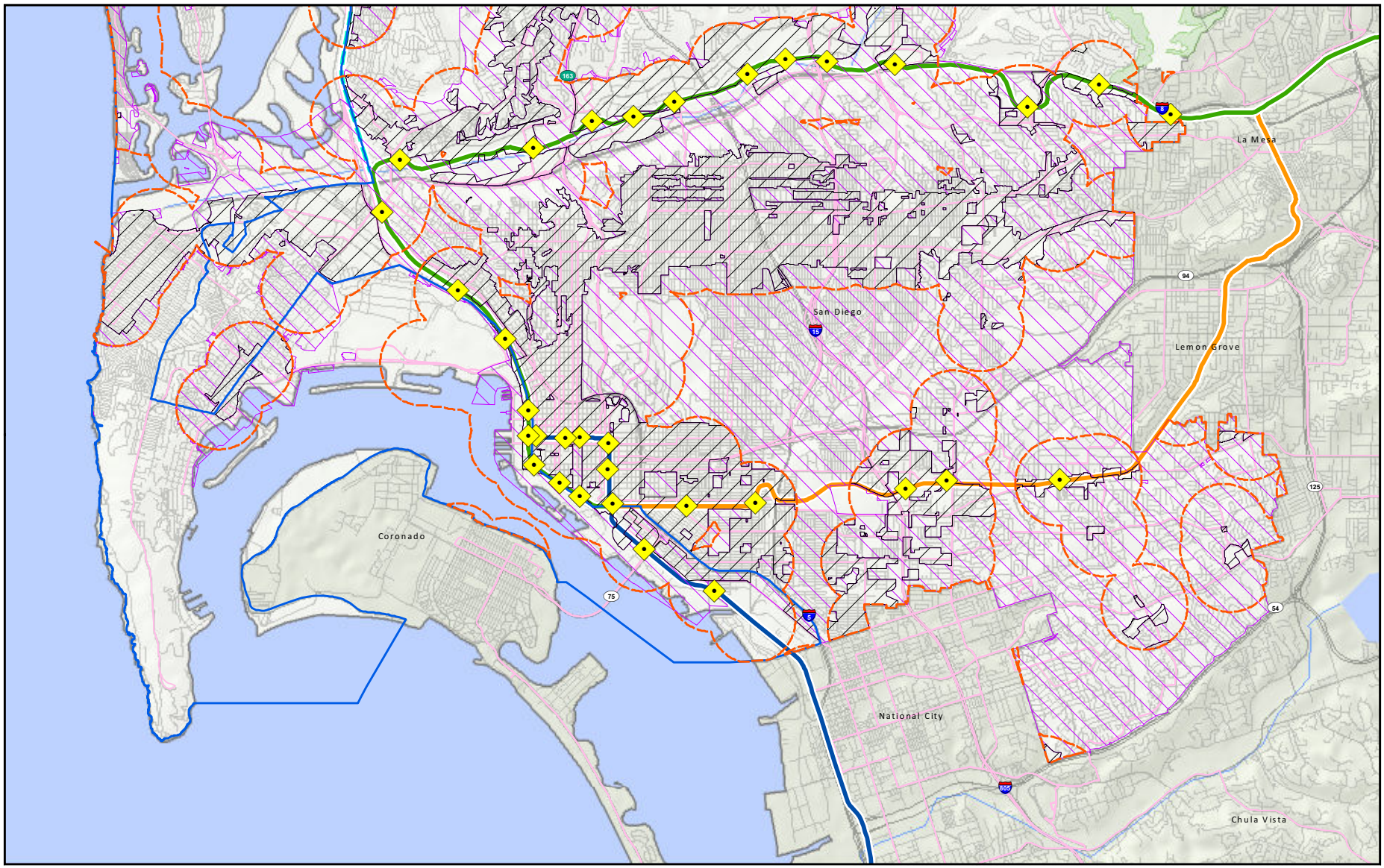
FIGURE 4.13-1 Area A
Existing (2019) Public Transit



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Bus Route*

Train / Trolley Stop*

Blue Line*

Green Line*

Orange Line*

COASTER*

0 Miles 1

*Source: SanGIS, September 2019

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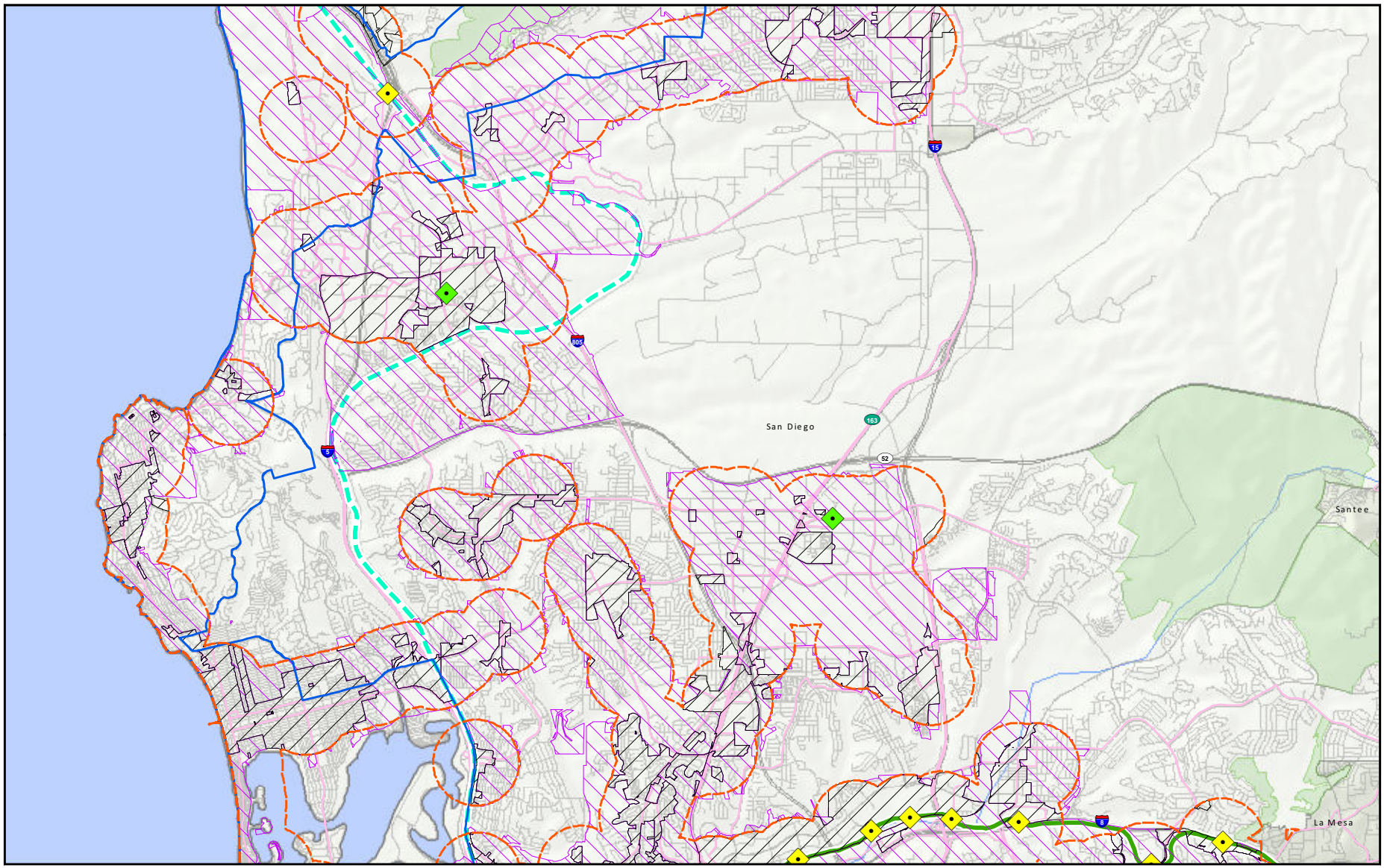
FIGURE 4.13-1 Area B

Existing (2019) Public Transit



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Bus Route*

Train / Trolley Stop*

Major Transit Center*

Green Line*

COASTER*

0 Miles 1

*Source: SanGIS, September 2019

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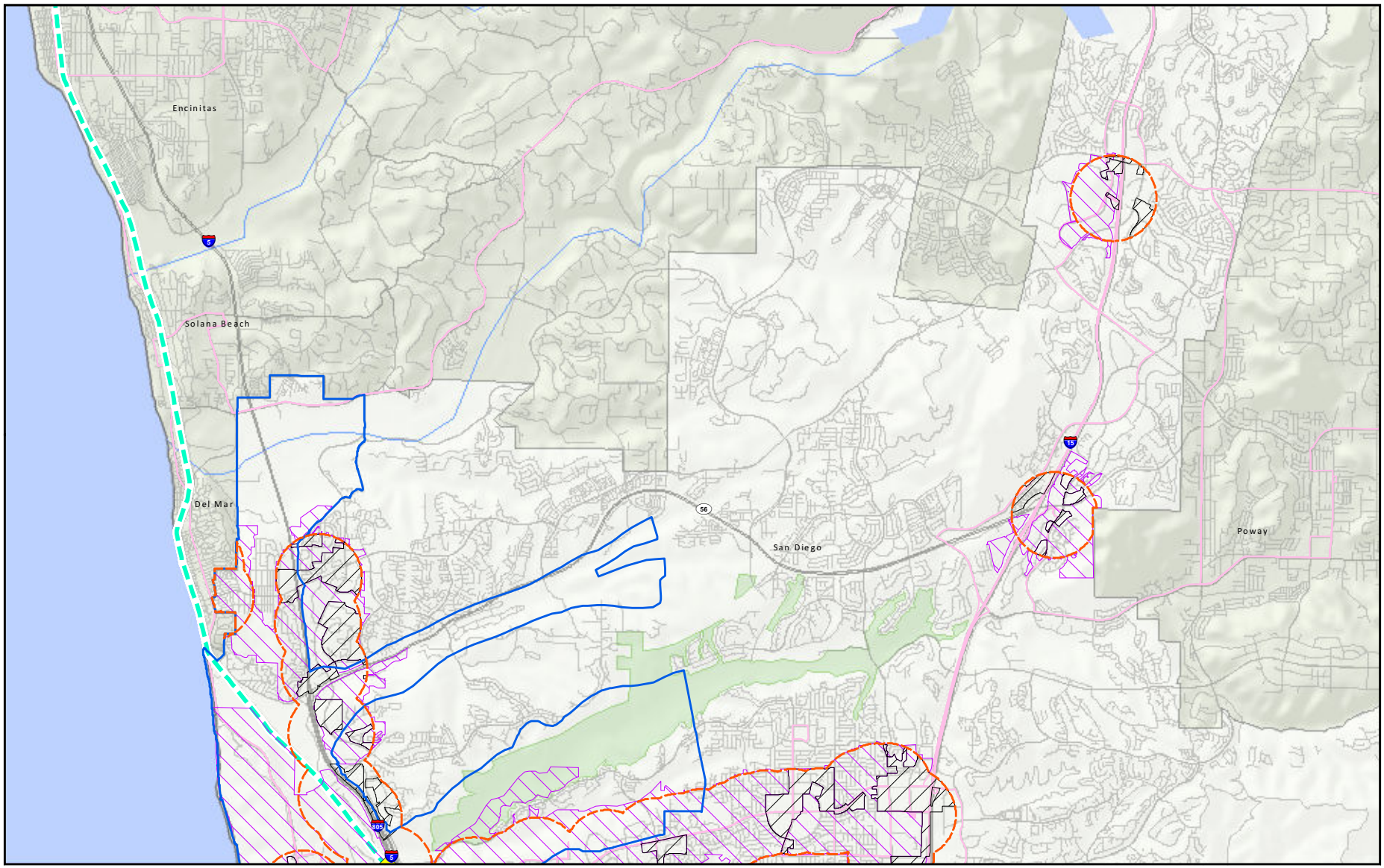
FIGURE 4.13-1 Area C
Existing (2019) Public Transit



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Bus Route*

Train / Trolley Stop*

COASTER*

0 Miles 1

*Source: SanGIS, September 2019

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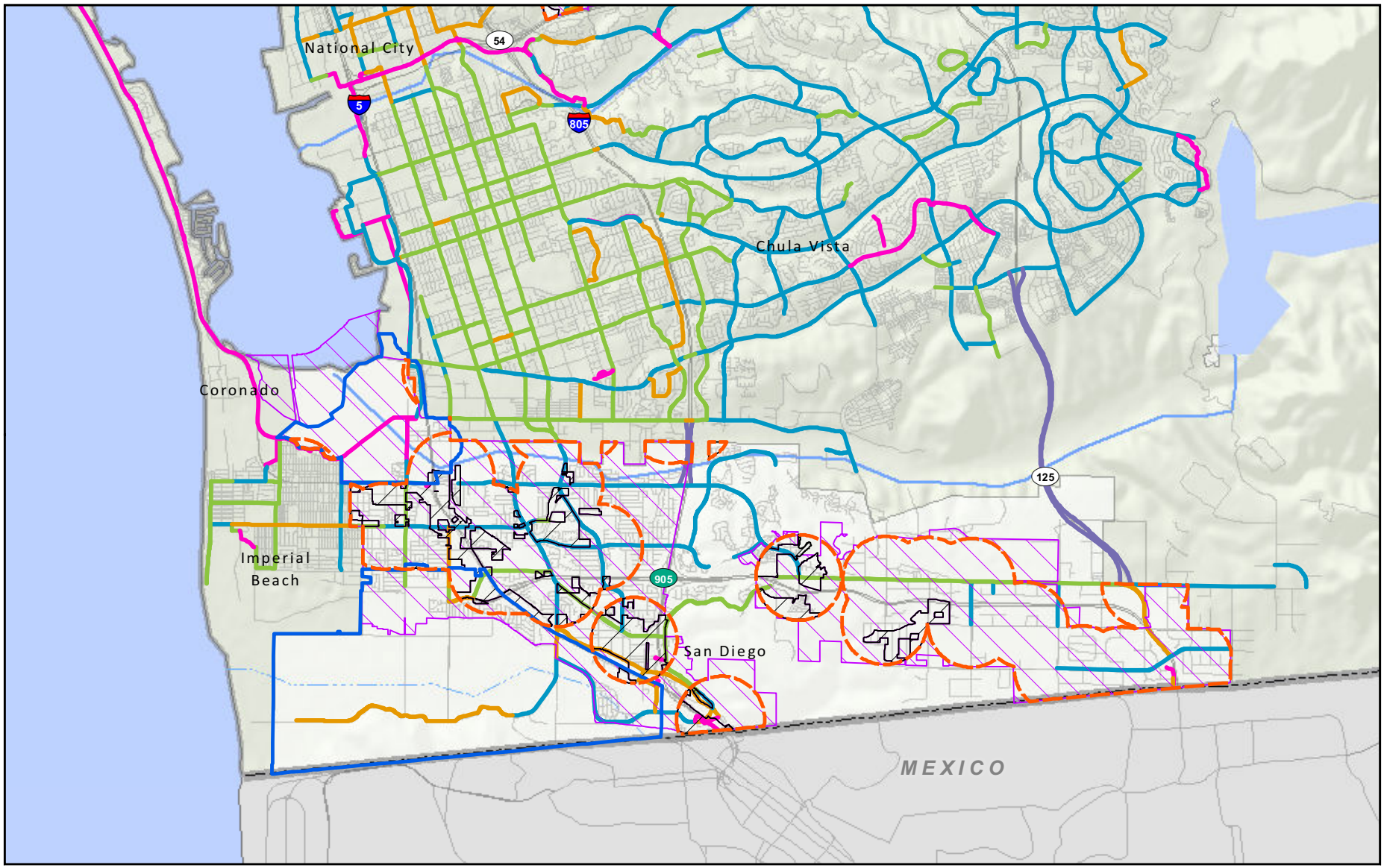
FIGURE 4.13-1 Area D
Existing (2019) Public Transit



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Multi-Use Path*

Bike Lane*

Bike Route*

Freeway Shoulder Bike Access*

Other Suggested Routes*

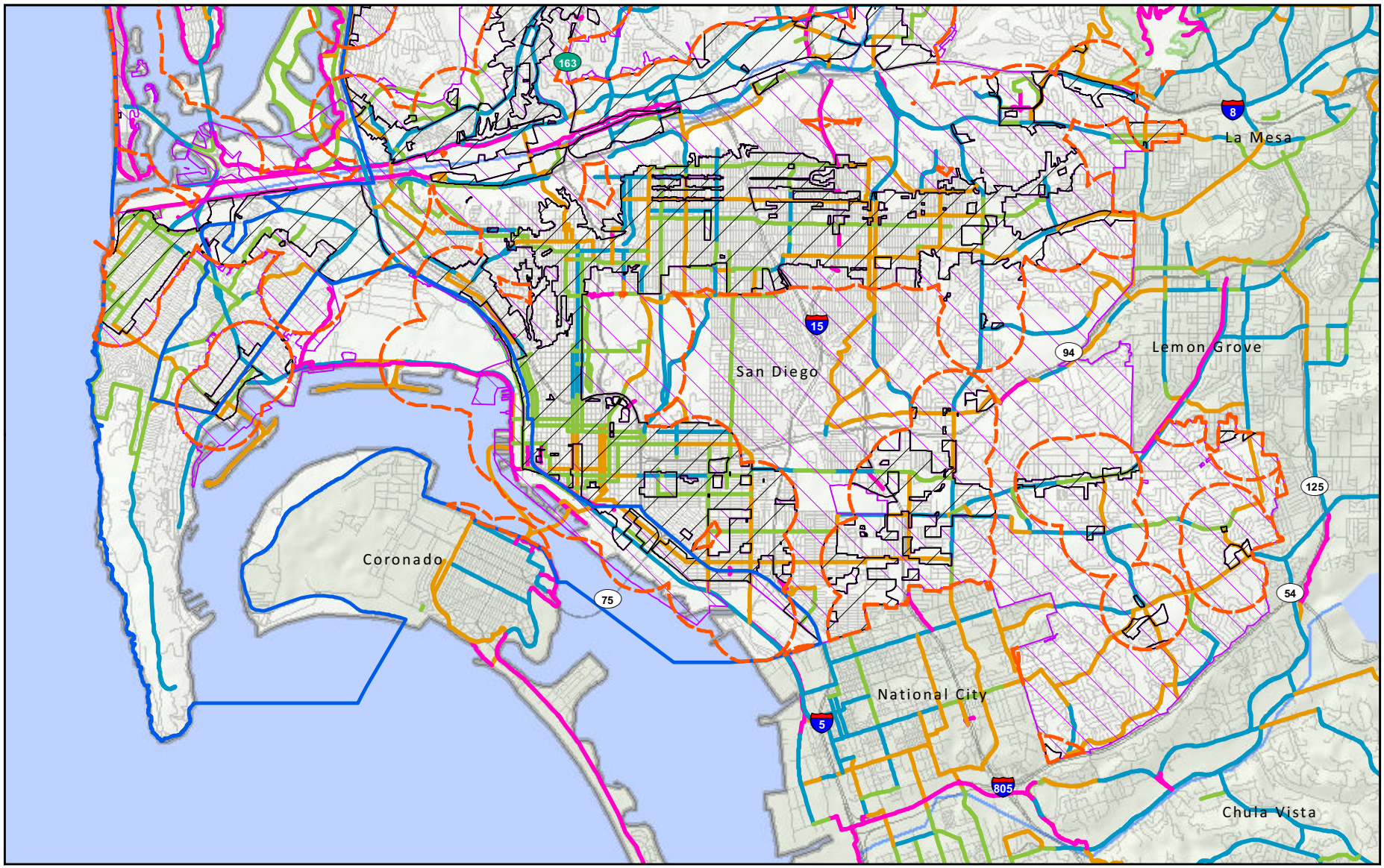
*Source: SANDAG GIS, May 2018

0 Miles 1

M:\JOBS5\9423\common_gis\fig4.13-2a-d_Bike.mxd 2/5/2020 fmm

FIGURE 4.13-2 Area A

Existing (2018) Bicycle and Pedestrian Facilities



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Multi-Use Path*

Bike Lane*

Bike Route*

Other Suggested Routes*

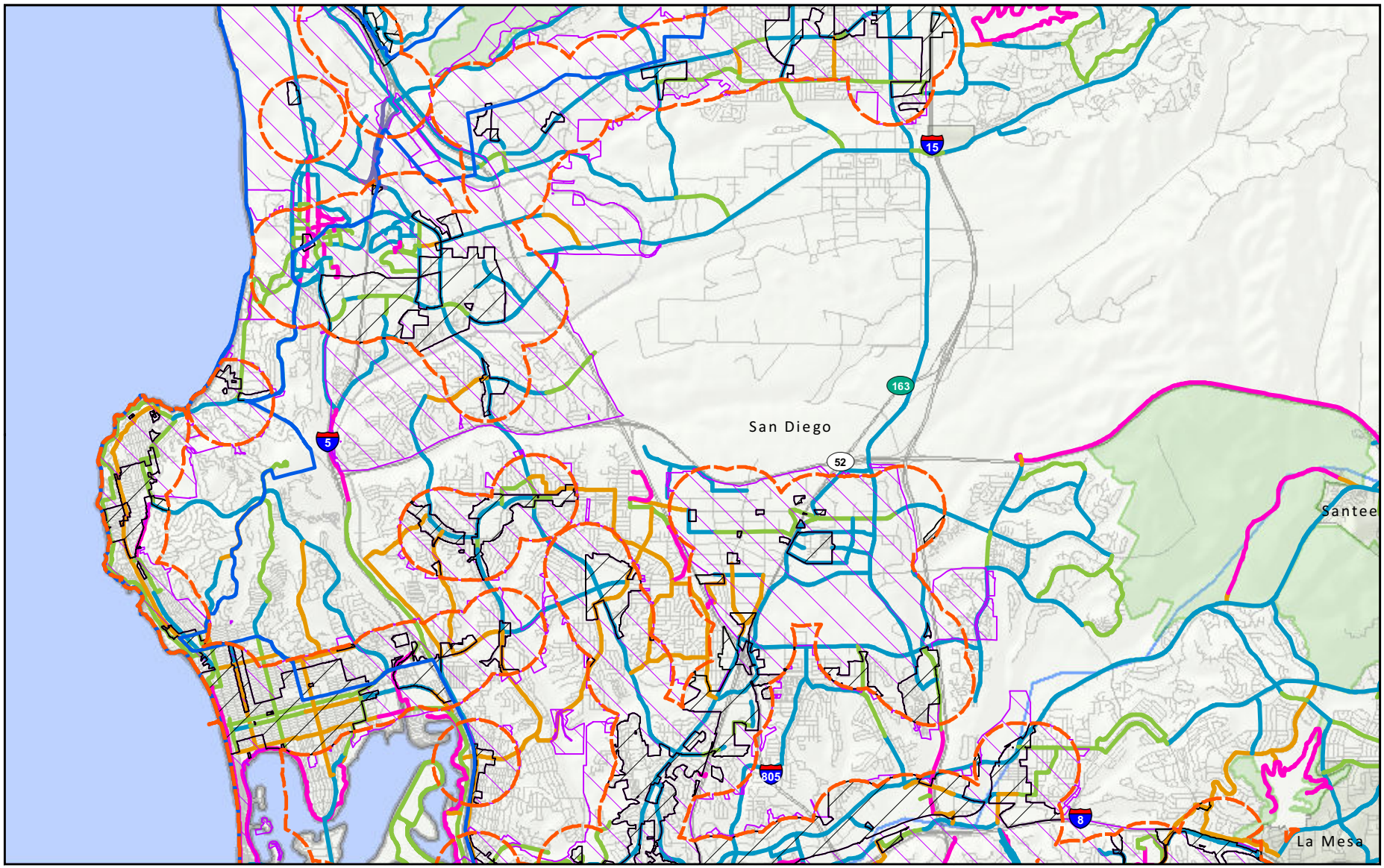
0 Miles 1

M:\JOBS5\9423\common_gis\fig4.13-2a-d_Bike.mxd 2/5/2020 fmm

*Source: SANDAG GIS, May 2018

FIGURE 4.13-2 Area B

Existing (2018) Bicycle and Pedestrian Facilities



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Multi-Use Path*

Bike Lane*

Bike Route*

Freeway Shoulder Bike Access*

Other Suggested Routes*

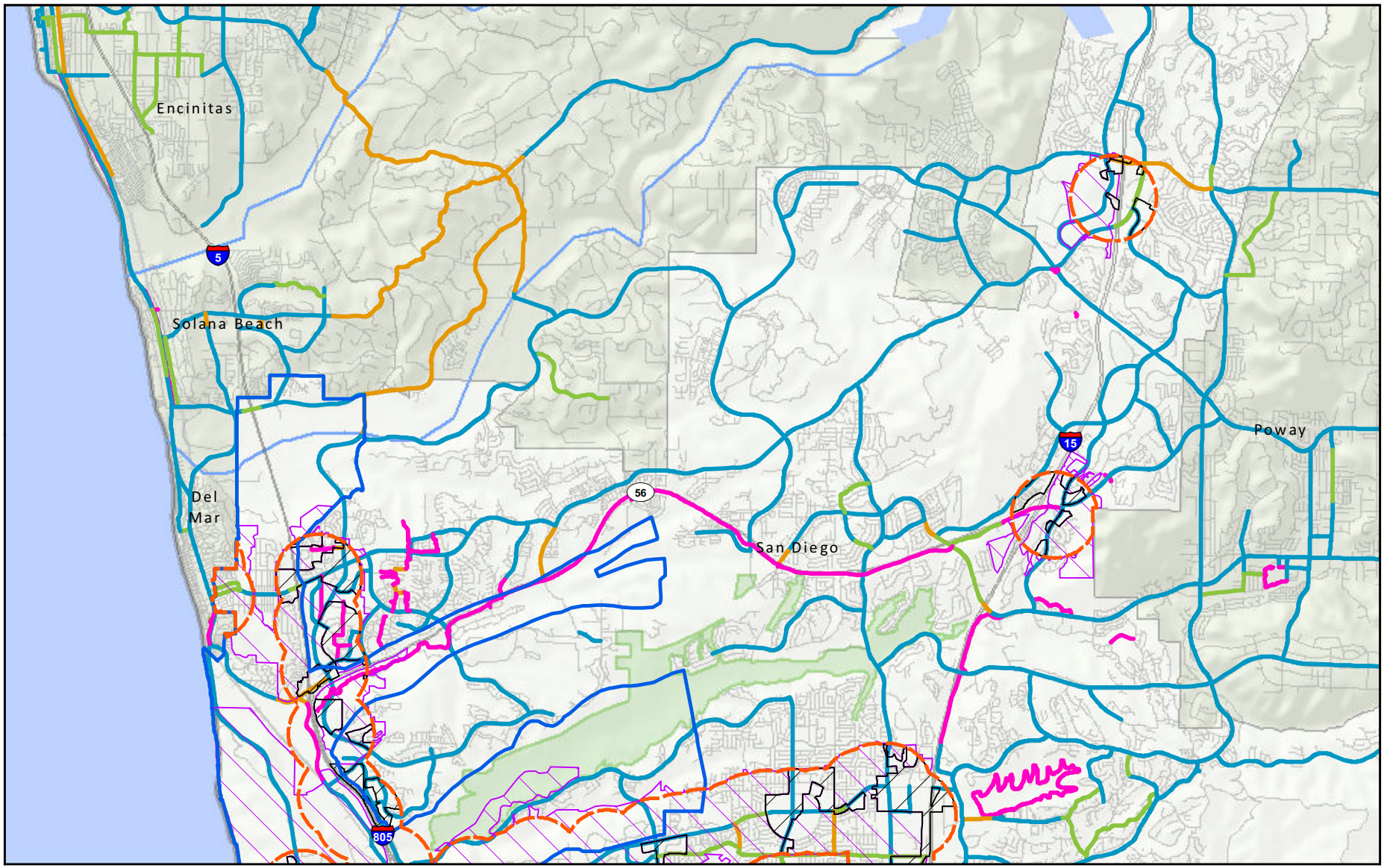
*Source: SANDAG GIS, May 2018

0 Miles 1

M:\JOBS5\9423\common_gis\fig4.13-2a-d_Bike.mxd 2/5/2020 fmm

FIGURE 4.13-2 Area C

Existing (2018) Bicycle and Pedestrian Facilities



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Multi-Use Path*

Bike Lane*

Bike Route*

Other Suggested Routes*

0 Miles 1

M:\JOBS5\9423\common_gis\fig4.13-2a-d_Bike.mxd 2/5/2020 fmm

*Source: SANDAG GIS, May 2018

FIGURE 4.13-2 Area D

Existing (2018) Bicycle and Pedestrian Facilities

4.13.2 Regulatory Setting

4.13.2.1 State Regulations

a. California Public Utilities Commission

The California Public Utilities Commission (CPUC) regulates privately-owned railroad and rail transit. CPUC staff ensures that highway-rail and pathway-rail crossings are safely designed, constructed, and maintained. The Rail Crossings and Engineering Branch engineers investigate and evaluate requests to construct new rail crossings or modify existing crossings.

b. California Department of Transportation

Caltrans is the primary state agency responsible for transportation issues. One of its duties is the construction and maintenance of the state highway system. Caltrans has established standards for street traffic flow and has developed procedures to determine if intersections require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. In addition, Caltrans must review proposals to signalize any freeway ramp interchanges through their Intersection Control Evaluation process (Caltrans Traffic Operations Policy Directive #13-01).

c. California Transportation Commission

The California Transportation Commission (CTC) consists of nine members appointed by the 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.

d. 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 automobiles in contemporary American urban planning.

4.13.2.2 Local Regulations

a. San Diego Forward: The Regional Plan (2015)

The San Diego Association of Governments (SANDAG) is the regional authority that creates region-specific documents to provide guidance to local agencies, as SANDAG does not have land use authority. SANDAG's Regional Plan combines two of the region's existing planning documents: the Regional Comprehensive Plan for the San Diego Region (RCP) and the Regional Transportation

Plan/Sustainable Communities Strategy (RTP/SCS). The RCP, first adopted in 2004, laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The plan covered eight policy areas, including urban form, transportation, housing, health environment, economic prosperity, public facilities, our borders, and social equity. These policy areas were addressed in the 2050 RTP/SCS and are now fully integrated into the Regional Plan.

b. SANDAG Regional Bike Plan

The Riding to 2050, the San Diego Regional Bike Plan adopted by SANDAG supports implementation of the Regional Plan. It provides a regional strategy to make riding a bike a useful form of transportation for everyday travel. The plan will help San Diego meet its goals to reduce greenhouse gas (GHG) emissions and improve mobility. The goals of the Regional Bike Plan include increasing levels of bicycling; improving bicycling safety; encouraging the development of Complete Streets; supporting reductions in emissions; and increasing community support. In September 2013, the SANDAG Board of Directors approved funding to implement the Regional Bike Plan Early Action Program, which focuses on the region's highest-priority projects. Priority is chosen in part based on proximity to smart growth areas, taking into account that bikeways would be used more often if they connect high-density activity hubs within a short distance of each other, and on whether a project would fill key gaps in the regional bike networks.

c. City of San Diego General Plan

The Mobility Element of the 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, transportation demand management, bicycling, parking management, airports, passenger rail, goods movement/freight, and regional transportation coordination and financing.

d. City of San Diego Bicycle Master Plan

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.

4.13.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to transportation are based on applicable criteria in the CEQA Guidelines Appendix G. Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed project and to be consistent with Senate Bill 743 and the most recent CEQA Guidelines Appendix G. A significant transportation impact could occur if implementation of the proposed project would:

1) Conflict with an adopted program, plan, ordinance, or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities;
2) Be located within an area on the SANDAG Vehicle Miles Traveled (VMT) screening maps estimated to generate resident VMT per capita that is greater than 85 percent of the base year regional average. For mixed-use projects with a commercial component, would the project be located within an area on the SANDAG VMT screening maps estimated to generate resident and/or employee VMT greater than 85 percent of the base year regional averages;
3) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
4) Result in inadequate emergency access.

The VMT threshold identified above is consistent with the intent Senate Bill 743 ~~customized for this project~~ and is based on guidance provided by the Governor's Office of Planning and Research's (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018) (OPR Technical Advisory). The OPR Technical Advisory includes technical recommendations regarding assessment of VMT, thresholds of significance, and potential mitigation measures. The OPR Technical Advisory recommends setting a threshold of 15 percent below that of existing development as a reasonable threshold based on an extensive review of the applicable research, and in light of CARB assessments of the VMT reductions that would be needed to meet the state's long-term climate goals. SANDAG has produced VMT maps that identify the 2012 residential VMT per capita and employee VMT per employee by census tract, and which areas are above and below this threshold. New development projects that incorporate similar features to existing development in a project area can be assumed to have similar level of VMT.

4.13.4 Impact Analysis

Issue 1 Transportation Policy Consistency

Would the proposed project conflict with an adopted program, plan, ordinance or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities?

The proposed project would not conflict with adopted transportation policies, plans, and programs including those supporting transit, bicycle, and pedestrian facilities. The proposed project would provide transit and active transportation supportive densities within TPAs, Mobility Zones 1, ~~and Mobility Zone~~ 2, and 3, ~~,~~ which would encourage increased transit ridership where public transportation is currently available, as well as increased bicycling and walking. The proposed

project would incentivize higher density housing within TPAs (for the Housing Program) and Mobility Zones 1, ~~and Mobility Zone~~ 2, and 3 (for the Mobility Choices Program), ~~,~~ which is consistent with and supportive of the goals of the City's General Plan, Climate Action Plan (CAP), and San Diego Forward: The Regional Plan, because it supports high densities within proximity to transit.

Additionally, both the Housing Program and the Mobility Choices Program are intended to support reductions in citywide VMT per capita through improvements to transportation infrastructure and amenities within Mobility Zones 1, 2, and ~~3~~2. The Mobility Choices Program would either require installation of such improvements associated with proposed development, or for development within Mobility Zone ~~4~~3, would require payment of a Mobility Choices Fee that would be used toward active transportation infrastructure projects within ~~TPA,~~ Mobility Zones 1, ~~and Mobility Zone~~ 2, and ~~3~~2 ~~zones~~.

As a whole, the proposed project would result in improved pedestrian, bicycle and transit amenities, and foster increased safety for all forms of transportation by incentivizing the development of high-density multi-family residential development near existing transit areas. Thus, impacts related to conflicts with adopted policies, plans, or programs supporting alternative transportation would be less than significant.

Issue 2 Vehicle Miles Traveled

Would the proposed project be located within an area on the SANDAG VMT screening maps estimated to generate resident VMT per capita greater than 85 percent of the base year regional average? For mixed-use projects with a commercial component, would the project be located within an area on SANDAG VMT screening maps estimated to generate resident VMT per capita and/or employee VMT per employee greater than 85 percent of the base year regional average?

Implementation of transportation infrastructure and amenities as part of the Mobility Choices Program would not be associated with increases in per capita VMT. Rather, implementation of the Mobility Choices Program is intended to support reductions in per capita VMT by either requiring the construction of, or funding for, transportation infrastructure and amenities within Mobility Zones 1, 2, and ~~3~~2 that will encourage non-vehicular travel. The Mobility Choices Program also includes the adoption of a new significant threshold for transportation impacts that is consistent with Senate Bill 743. Any new development that occurs in an area that generates resident VMT per capita or employee VMT per employee that is greater than 85 percent of the base year regional average, absent any mitigation, would result in significant VMT-related impacts. The Mobility Choices Program regulations are intended to serve as mitigation to ensure an overall reduction in Citywide VMT. Compliance with these regulations is intended to serve as mitigation for future development projects. Although the Mobility Choices Program is anticipated to result in the implementation of infrastructure improvements that could result in per capita VMT reductions, at a program level, potentially significant VMT impacts could nonetheless remain significant because it cannot be determined with certainty whether the improvements would be implemented at the time a future development project's VMT impacts could occur and whether those impacts would be mitigated to a less than significant level.

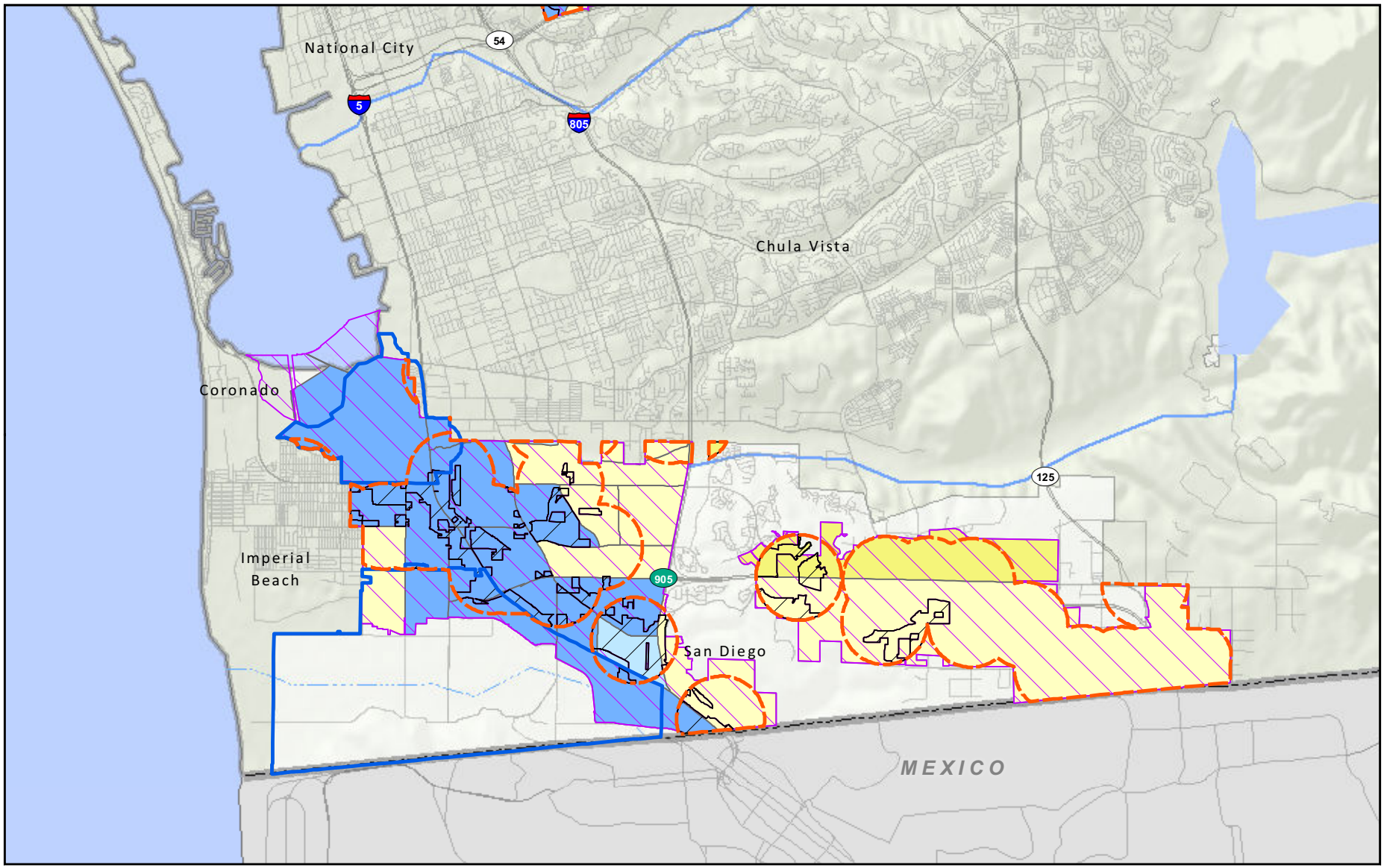
The Housing Program would incentivize the development of multi-family residential units within TPAs. The Mobility Choices program is also intended to incentivize housing within ~~TPAs~~ Mobility Zones 1, ~~and Mobility Zone~~ 2, and 3. Incentivizing higher density multi-family residential development within ~~TPAs and~~ Mobility Zones 1, ~~and Mobility Zone~~ 2, and 3~~2~~ supports the City of Villages strategy and the City's CAP and would support transit and active transportation, which both contribute to VMT reductions. Increasing non-vehicular mode share is anticipated to result in reduced per capita VMT. Additionally, implementation of the Housing Program would promote use of public transit by facilitating the development of high density multi-family residential land uses near existing high-frequency transit and increasing other active transportation modes by increasing residential units near other land uses and services.

SANDAG has identified base year (2012) resident VMT per capita and employee VMT per employee by census tract, and mapped locations based on ranges of VMT efficiency compared to the regional average. New development projects that incorporate similar features to existing development in a project area can be assumed to have similar level of VMT. The project areas' VMT efficiency in relation to the regional averages are shown on Figures 4.13-3 (Areas A through D) and 4.13-4 (Areas A through D). These SANDAG VMT maps were used to identify the potential residential and employee VMT per capita that could result from future development under the Housing Program. As shown in these figures and detailed in Table 4.13-1, a majority of the Housing Program eligible areas are located within areas with VMT at or below 85 percent of the base year average VMT per capita or VMT per employee, which is below the significance threshold.

Table 4.13-1
Housing Program Project Areas within Residential and Employee VMT Screening Categories

VMT Screening Categories	Housing Program Project Areas within Residential VMT Screening Categories		Housing Program Project Areas within Employee VMT Screening Categories		Level of Significance
	Acres	% of Project Area	Acres	% of Project Area	
≤ 85% Region average	11,911	5~~9~~8%	10,951	5~~4~~3%	Less than Significant
> 85% of Region Average	8,~~628~~413	4~~1~~2%	9,~~587~~372	4~~6~~7%	Potentially Significant
SOURCE: City of San Diego GIS Data, Draft SANDAG Screening Maps NOTE: Numbers in the table are approximate.					

Over 50 percent of the Housing Program eligible project areas would be located within VMT efficient areas that fall below the 85 percent of the base year regional average threshold of significance. Thus, for a majority of the project areas, impacts related to VMT would be less than significant. However, future multi-family residential development implemented within areas on the SANDAG maps that are estimated to generate resident VMT per capita greater than 85 percent of the base year regional average would exceed the VMT threshold and result in a potentially significant impact. Similarly, future multi-family residential developments that include a commercial component located within an area on the SANDAG VMT screening maps estimated to generate employee VMT per capita greater than 85 percent of the base year regional average would result in a potentially significant impact.



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

50% Below Region Average

50% to 85% of Region Average

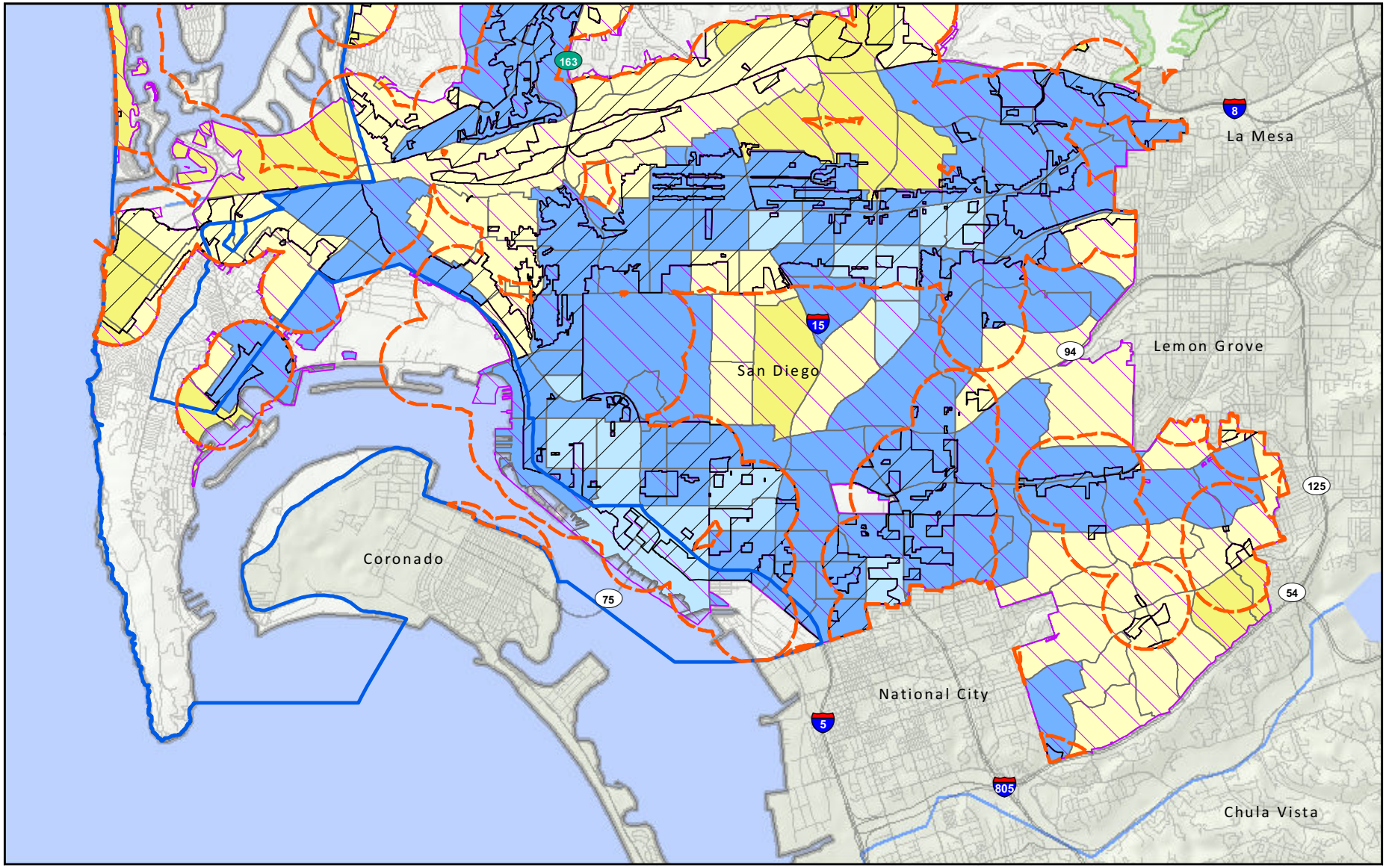
85% to 100% of Region Average

100% to 125% of Region Average

0 Miles 1

M:\JOBS5\9423\common_gis\fig4.13-3a-d_ResVMT.mxd 2/5/2020 fmm

FIGURE 4.13-3 Area A
Resident VMT Per Capita By Census Tract Compared to Region Average



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

50% Below Region Average

50% to 85% of Region Average

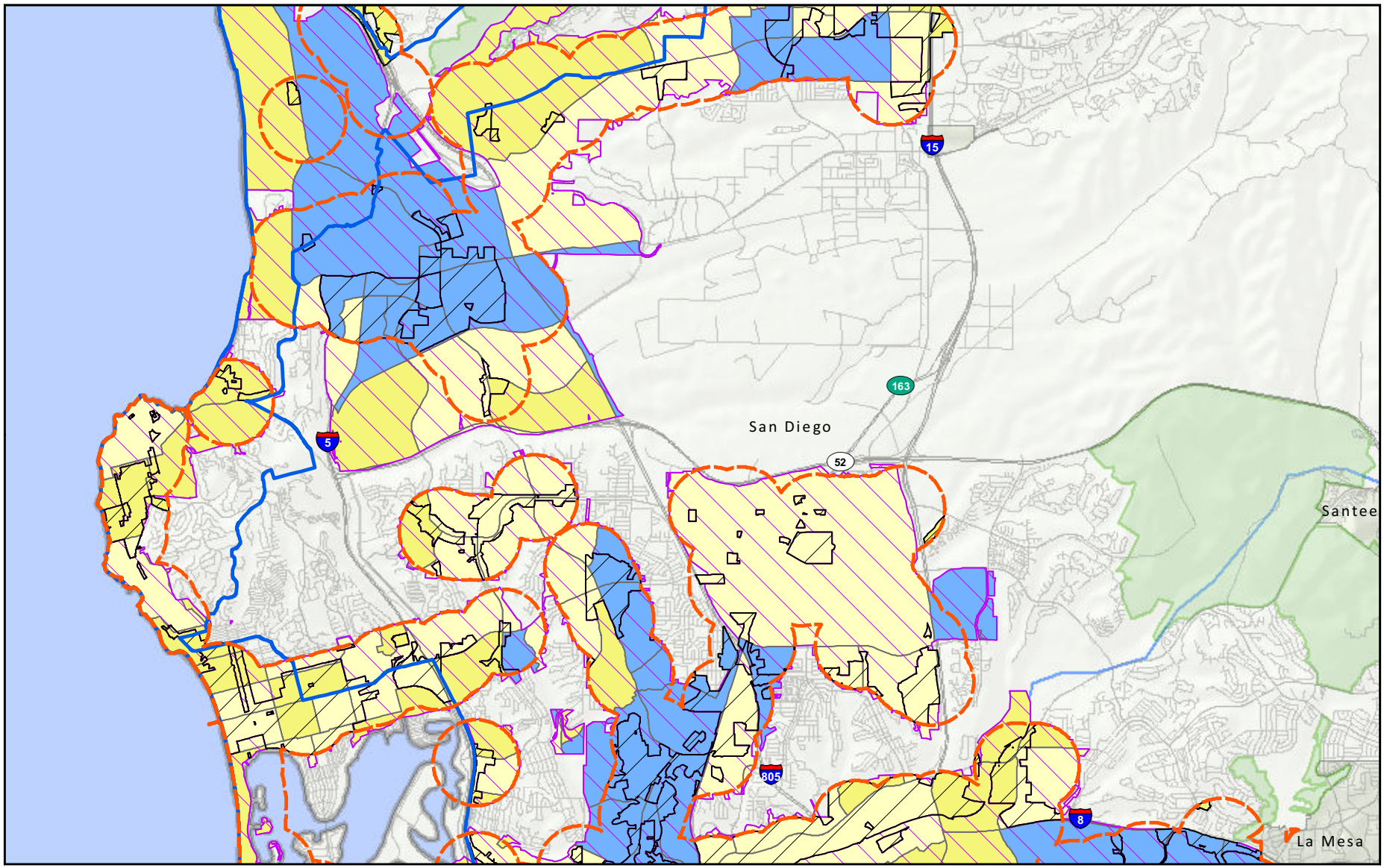
85% to 100% of Region Average

100% to 125% of Region Average

0 Miles 1

M:\JOBS5\9423\common_gis\fig4.13-3a-d_ResVMT.mxd 2/5/2020 fmm

FIGURE 4.13-3 Area B
Resident VMT Per Capita By Census Tract Compared to Region Average



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

50% to 85% of Region Average

85% to 100% of Region Average

100% to 125% of Region Average

0 Miles 1

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FIGURE 4.13-3 Area C

Resident VMT Per Capita By Census Tract Compared to Region Average

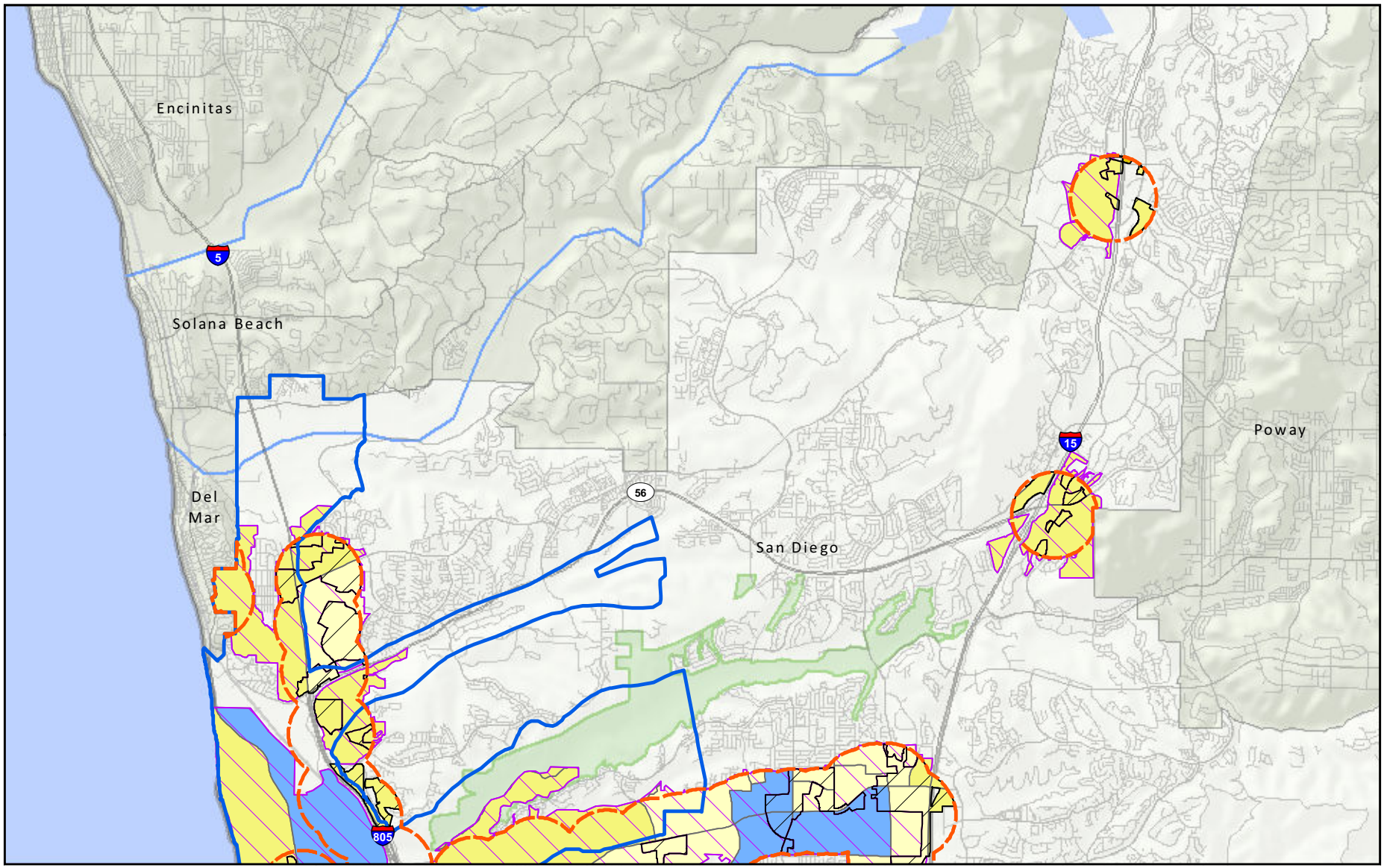
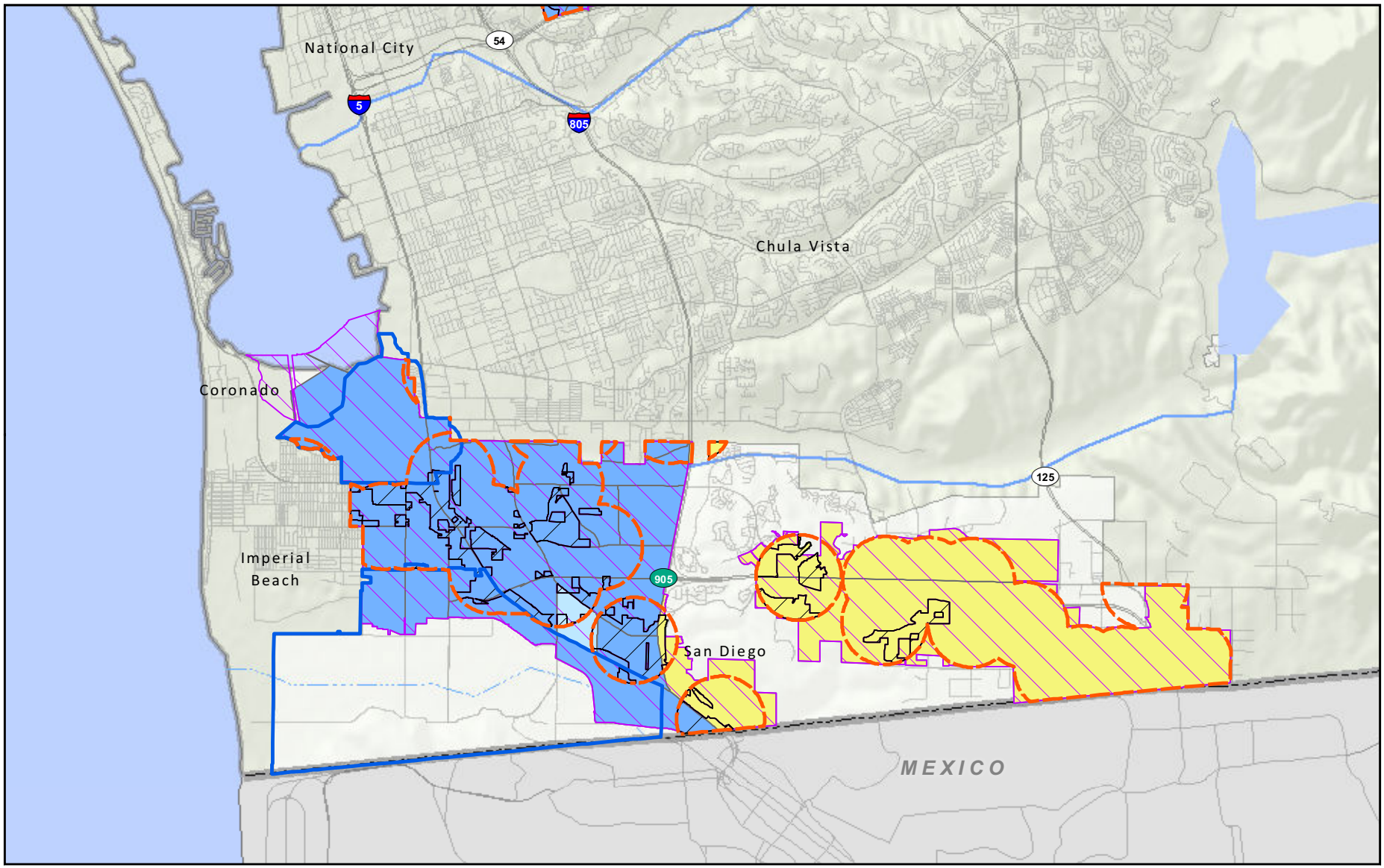


FIGURE 4.13-3 Area D
Resident VMT Per Capita By Census Tract Compared to Region Average



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

50% Below Region Average

50% to 85% of Region Average

85% to 100% of Region Average

100% to 125% of Region Average

0 Miles 1

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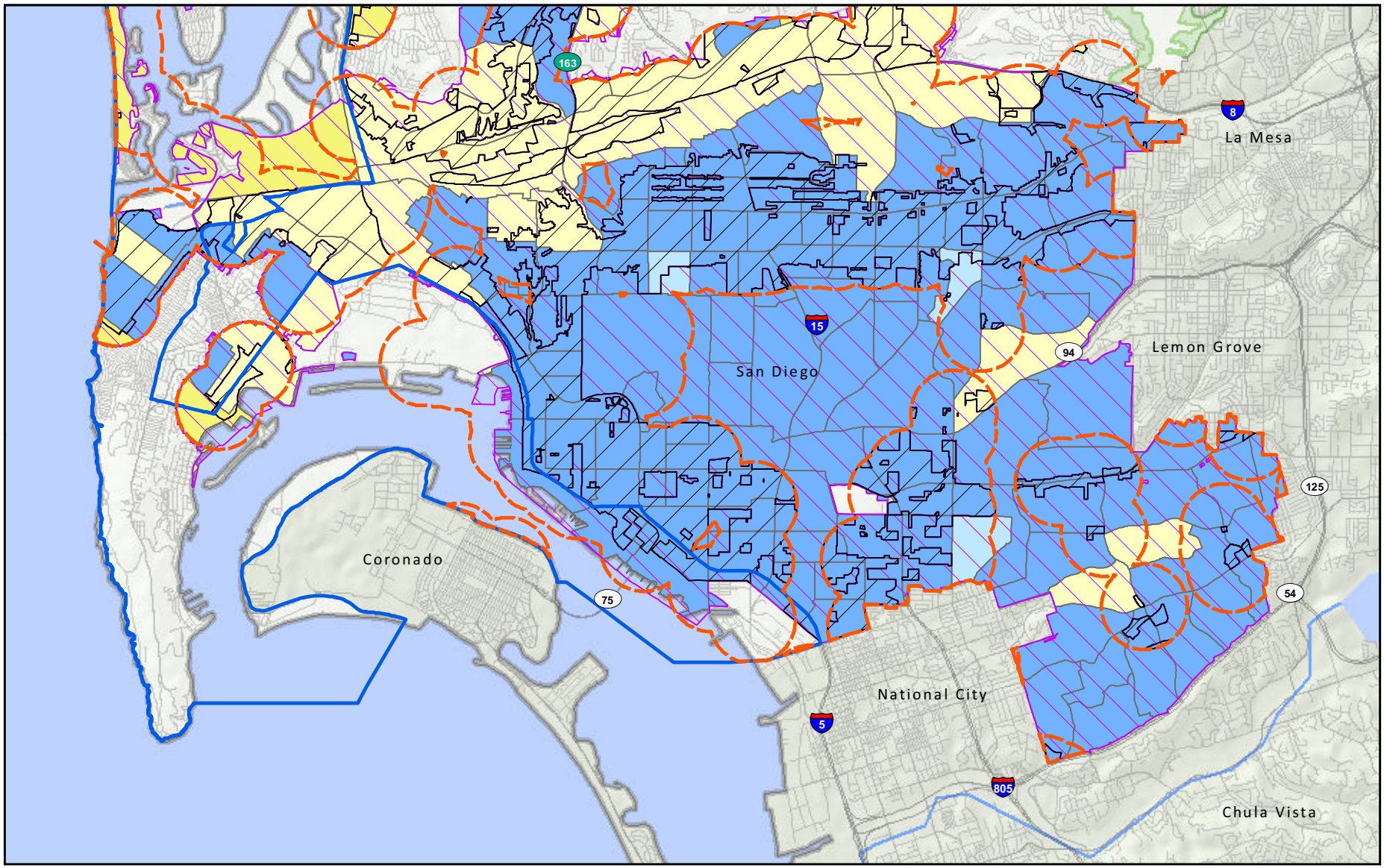
FIGURE 4.13-4 Area A
VMT per Employee by Census Tract
Compared to Region Average



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

50% Below Region Average

50% to 85% of Region Average

85% to 100% of Region Average

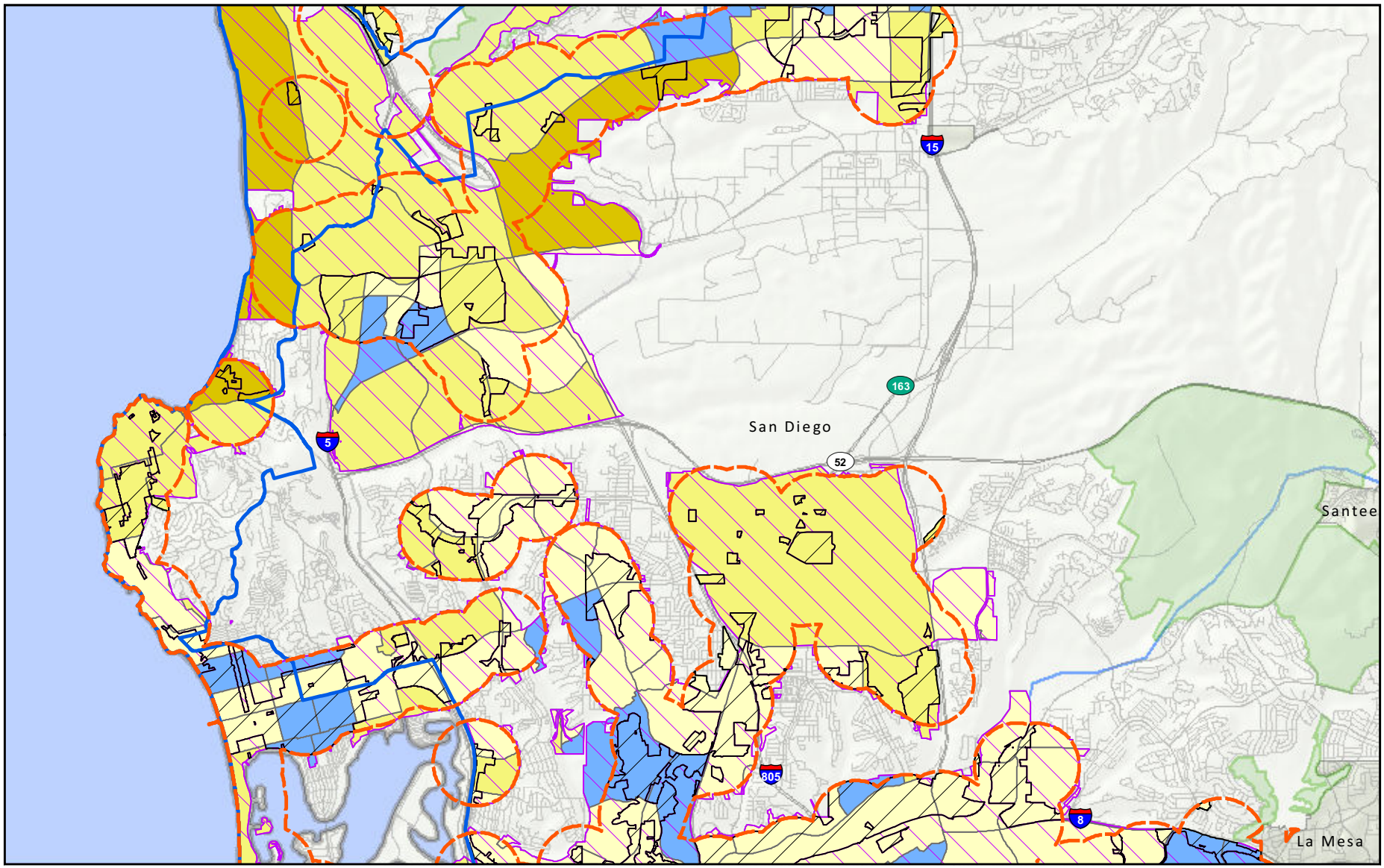
100% to 125% of Region Average

0 Miles 1

M:\JOBS5\9423\common_gis\fig4.13-4a-d_EmpVMT.mxd 2/5/2020 fmm

FIGURE 4.13-4 Area B

VMT per Employee by Census Tract Compared to Region Average



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

50% to 85% of Region Average

85% to 100% of Region Average

100% to 125% of Region Average

125% Above Region Average

0 Miles 1

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FIGURE 4.13-4 Area C

VMT per Employee by Census Tract

Compared to Region Average

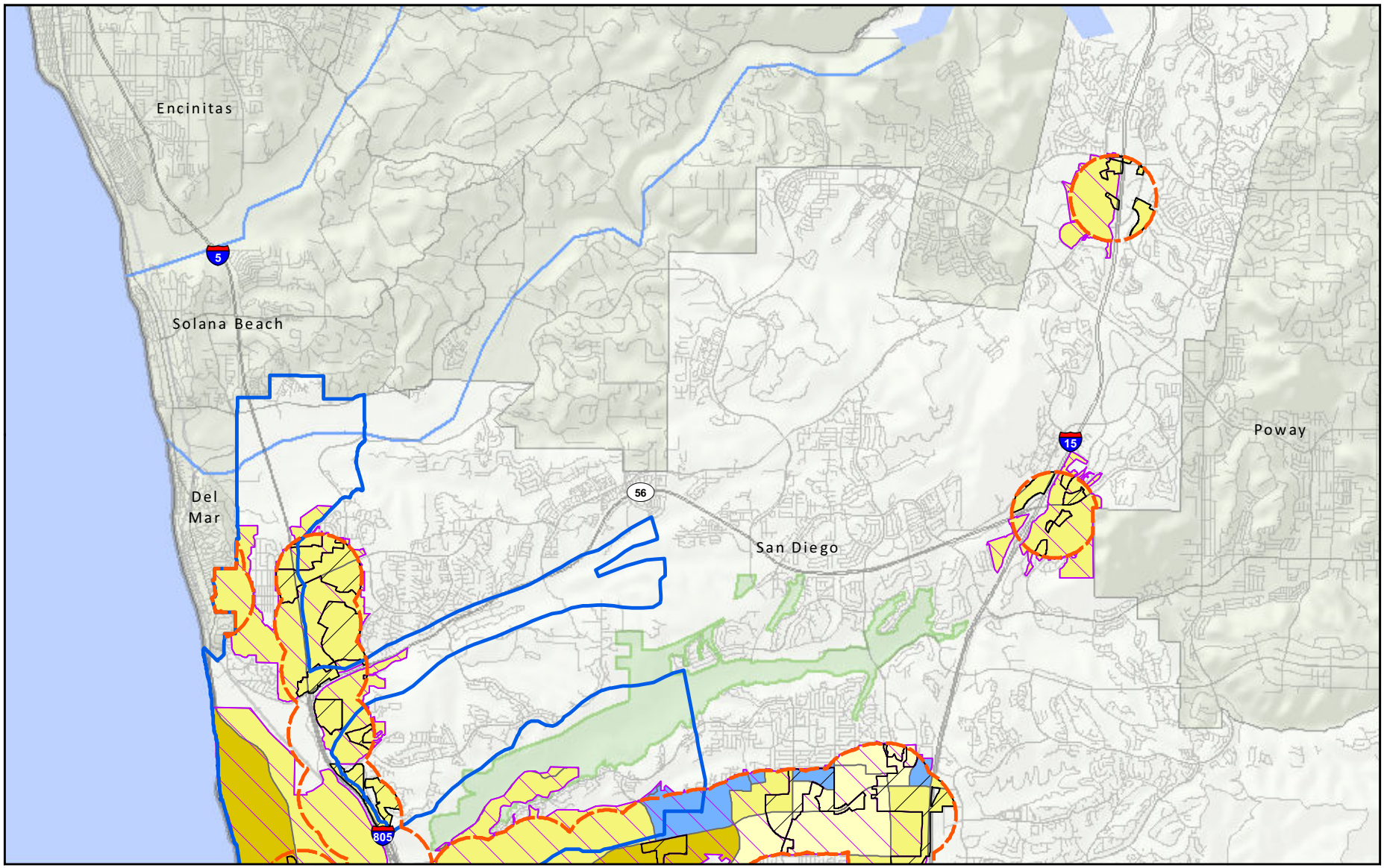


FIGURE 4.13-4 Area D
VMT per Employee by Census Tract
Compared to Region Average

In addition to providing other community benefits, requirements included in the proposed ordinances amendments are also intended to address such potentially significant impacts. The Mobility Choices Program would require the provision of or contribution toward new community infrastructure improvements, which could include the provision of transit, pedestrian, or bicycle transportation improvements. Providing such improvements is intended to enhance the experience for pedestrian and bicycle modes of travel by providing additional amenities and infrastructure to make the experience safer and more enjoyable, which can increase adoption of alternative modes by new users. Increasing non-vehicular mode share can result in greater VMT reductions.

While VMT related impacts in the majority of the Housing Program project areas would be less than significant based on the established significance threshold, the remaining portions of the Housing Program project areas would remain significant and unavoidable. Although the Housing Program is anticipated to result in the implementation of infrastructure improvements that could result in per capita VMT reductions, at a program level, potentially significant VMT impacts could nonetheless remain significant.

Impacts under the Housing Program for project areas estimated to generate resident VMT per capita or employee VMT per employee greater than 85 percent of the base year regional average would exceed the VMT threshold and result in a potentially significant impact.

Issue 3 Design Feature

Would the proposed project substantially increase hazards due to a geometric design features (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment))?

The proposed project does not propose any specific changes to roadways. However, as future projects are implemented in accordance with the Housing Program, transportation improvements may be provided as part of future development proposals. Additionally, transportation improvements would result from implementation of the Mobility Choices Program.

Any proposed improvements to roadways or amenities such as bicycle facilities would undergo review and approval by the City Engineer. Adherence to City standards, including the City's Street Design Manual, would ensure that a substantial increase in hazards or incompatible uses would not occur as a result of the proposed project. The proposed project does not include any requirements that would result in a substantial increase in hazards due to design features or incompatible uses. Impacts would be less than significant.

Issue 4 Emergency Access

Would the proposed project result in inadequate emergency access?

Future development allowed under the proposed ordinances would be required to comply with all applicable City codes and policies related to emergency access including the California Fire Code, the San Diego Municipal Code Chapter 5, Article 5, Division 87: Appendix D – Fire Apparatus Access Roads, and City Fire Policies A-14-1 Fire Access Roadways, A-14-9 Access Roadways: Modified Roadway Surface, and A-14-10 Fire Apparatus Access Road for Existing Public Streets. The proposed project does

not include any requirements that would result in inadequate emergency access. In addition, as future development occurs under the proposed project, emergency access would be ensured by the Fire Marshal. Therefore, impacts related to emergency access would be less than significant.

Cumulative Impacts

Regarding transportation policy consistency, the analysis under Issue 1 addresses consistency of the proposed project with adopted programs, plans, ordinances and policies addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities. As no policy conflicts have been identified, cumulative impacts related to transportation policy would be less than significant.

The VMT analysis provided under Issue 2 is by nature a cumulative issue. As discussed under Issue 2, the Housing Program is intended to incentivize development within areas that would reduce per capita VMT compared to other areas outside of TPAs. Thus, cumulative VMT impacts at this level of programmatic review would be significant for development occurring under the Housing Program located within areas on the SANDAG maps estimated to generate VMT per capita greater than 85 percent of the base year regional average as discussed in Issue 2 and shown in Figures 4.13-3 and 4.13-4. The Mobility Choices Program would not result in VMT related impacts.

Cumulative impacts associated with increased hazards due to design features and emergency access would be less than significant as the proposed project would support transportation infrastructure and amenities intended to increase multi-modal accessibility and safety that would not conflict with emergency access. Development associated with Housing Program would occur in existing Mobility Zones 1, 2, and 3~~2~~. Cumulative impacts associated with Issues 3 and 4 would be less than significant.

4.13.5 Significance of Impacts

4.13.5.1 Transportation Policy Consistency

Overall, the proposed project would support improved pedestrian, bicycle and transit facilities and foster increased safety for all alternative modes by facilitating the development of high density multi-family residential land uses close to existing transit areas. Additionally, the Mobility Choices Program would further support multi-modal opportunities within Mobility Zones 1, 2, ~~–~~and 3~~2~~ consistent with City policies. Thus, impacts related to conflicts with adopted policies, plans, or programs supporting transportation would be less than significant.

SB 743 requires the Governor's OPR to identify new metrics for identifying and mitigating transportation impacts within CEQA. Consistent with the intent of SB 743, the City's new CEQA significance threshold are required to be adopted by July 1, 2020.

4.13.5.2 Vehicle Miles Traveled

While VMT related impacts in the majority of the Housing Program project areas would result in less than significant impacts where development is located in VMT efficient areas (at or below 85 percent

of the regional average), impacts in less efficient VMT per capita areas (greater than 85 percent of the regional average) would remain significant and unavoidable. Although development under the Housing Program combined with improvements resulting from the Mobility Choices Program are anticipated to result in the implementation of infrastructure improvements that could result in reductions in per capita VMT, at a program level, it cannot be determined whether those improvements would sufficiently reduce potentially significant VMT impacts to below the threshold of significance. The Mobility Choices Program would provide for additional transportation infrastructure and amenities that would support reductions in per capita VMT. Implementation of such infrastructure and amenities would not be associated with significant VMT related impacts, and impacts would be less than significant. Although the Mobility Choices Program is anticipated to result in the implementation of infrastructure improvements that could result in per capita VMT reductions, at a program level, potentially significant VMT impacts could nonetheless remain significant because it cannot be determined with certainty whether the improvements would be implemented at the time a future development project's VMT impacts could occur and whether those impacts would be mitigated to a less than significant level. VMT impacts associated with development under the Housing Program located in less efficient VMT areas would be significant and unavoidable.

4.13.5.3 Design Feature

Any proposed improvements to roadways or amenities such as bicycle facilities would undergo review and approval by the City Engineer. Adherence to City standards, including the City's Street Design Manual, would ensure that a substantial increase in hazards or incompatible uses would not occur as a result of the proposed project. The proposed project does not include any requirements that would result in a substantial increase in hazards due to design features or incompatible uses. Impacts would be less than significant.

4.13.5.4 Emergency Access

Future development allowed under the proposed ordinances would be required to comply with all applicable City codes and policies related to emergency access and would be forwarded to the City Fire Marshall to ensure adequate emergency access. Therefore, impacts related to emergency access would be less than significant.

4.13.6 Conclusion

Impacts resulting from future development under the Housing Program located in less efficient VMT areas (greater than 85 percent of the regional average) (Issue 2) would be significant and unavoidable as it cannot be determined whether the mobility and infrastructure improvements would sufficiently reduce potentially significant VMT impacts to below the threshold of significance. Despite the inclusion of VMT reducing measures and requirements into the proposed project, impacts would remain significant and unavoidable.

4.14 Public Utilities and Infrastructure

This section analyzes potential significant impacts from future development under Complete Communities: Housing Solutions and Mobility Choices (proposed project). Within the PEIR, Complete Communities: Housing Solutions is referred to as the "Housing Program" while Complete Communities: Mobility Choices is referred to as "Mobility Choices Program." The analysis of impacts relates to public utilities, namely water supply, sewer, storm water, water distribution facilities, communication systems, and solid waste systems including a discussion of the existing conditions and regulations applicable to future development that could occur under the proposed project.

4.14.1 Existing Conditions

4.14.1.1 Water Supply

a. Metropolitan Water District

The Metropolitan Water District (MWD) is southern California's wholesale water provider. The MWD service area is approximately 5,200 square miles and includes the counties of Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura. There are 26 member agencies of the MWD, including 14 cities and 12 municipal water districts. MWD owns and operates the Colorado River Aqueduct, and the Colorado River is one of their two main water sources. Under the priority system that governs the distribution of Colorado River water made available to California, MWD holds the fourth priority right of 550,000 acre-feet per year (AFY) (City of San Diego 2016).

MWD's second major water source is the State Water Project (SWP), owned by the State of California and operated by the Department of Water Resources (DWR). The SWP's supply originates in northern California with water captured from the Feather River Watershed behind Lake Oroville Dam. MWD is the largest, in terms of population served, of the 29 agencies that have long-term contracts for water service from DWR. MWD's contract with DWR provides for the ultimate delivery of 1,911,400 AFY, which is 46 percent of the total SWP entitlement (City of San Diego 2016).

MWD's existing water supplies have been historically sufficient to meet demands within its service area during years of normal precipitation, and while it manages reserve supplies to account for normal drought conditions, regulatory actions have placed limitations on its ability to provide water to its member agencies. Future population growth, regulatory restrictions, increased competition for low-cost water supplies, and other factors such as climate change could impact MWD's ability to supply its member agencies even in normal years.

b. San Diego County Water Authority

The San Diego County Water Authority (SDCWA) is one of the member agencies of MWD. SDCWA is the countywide wholesaler and is made up of 24 public member agencies stretching from the United States/Mexico border to the Orange County and Riverside County borders. SDCWA owns and operates five large-diameter pipelines to deliver imported water to its member agencies. SDCWA has embarked on a multi-year Emergency Storage Plan to provide up to six months of emergency water supplies in the event of a system failure or other issue with receiving imported water from MWD (City of San Diego 2016).

In November 2012, SDCWA's Board of Directors approved a 30-year Water Purchase Agreement with Poseidon Resources, a private investor-owned company, to purchase water from the proposed Carlsbad Desalination Plant. The plant and conveyance pipeline were completed in 2015 and, as of 2018, meet approximately 10 percent of the region's water demand (SDCWA 2018).

The SDCWA has encouraged the development of local water supply projects, such as water recycling and groundwater projects, through the award of Local Water Supply Development (LWSD) incentives. The LWSD Program sets a Maximum Contribution Rate of $200 per acre-foot yielded by each local project. This rate can be revisited and adjusted periodically by the SDCWA Board of Directors (2010).

c. City of San Diego Public Utilities Department

The City of San Diego's (City's) Public Utilities Department (PUD) is one of the public member agencies of the SDCWA and serves a population of 1.33 million, which is expected to increase about one percent annually over the next 25 years. The PUD's water system extends over 404 square miles and includes both potable and recycled water facilities. The City's water system has nine reservoirs (commonly referred to as City lakes), two water reclamation plants, three water treatment plants, and 29 treated water storage facilities. The City's water system is split into three major service areas: Miramar, Alvarado, and Otay.

d. Surface Water

The PUD maintains and operates nine reservoirs that capture surface water runoff from rainfall within local watersheds. These nine reservoirs provide approximately 19 percent of the City's total water supply. In the San Diego region, approximately 13 percent of local precipitation produces surface runoff to streams that contribute to these reservoirs. Approximately half of this runoff evaporates during reservoir storage, while the other half is used for the municipal water supply. Most of the runoff to reservoirs is produced in years with much greater than average rainfall. As with the local climate, average rainfall is about the minimum required to saturate the soils sufficiently for significant surface runoff (City of San Diego 2016).

In addition to availability, the use of local surface water is affected by water resource management policies. The PUD's policy is to use local water first to reduce imported water purchases. The PUD also operates emergency and seasonal storage programs in conjunction with its policy. The purpose of emergency storage is to maintain an accessible amount of stored water that could provide an

uninterrupted supply of water to the City's water treatment facilities, should an interruption to the supply of imported water occur. The purpose of seasonal storage is to store surplus imported water in the wet winter season for use during the dry summer season. The PUD may also increase use of imported water, in lieu of local water, in the winter so local water may be saved in reservoirs or groundwater basins for summer use (City of San Diego 2016).

e. Recycled Water

While the PUD has historically imported nearly all of its water from the SDCWA, it also strives for more local surface water, recycled water, and conservation efforts to meet or offset potable demands. Recycled water is wastewater that has undergone additional treatment to make it suitable for a range of beneficial uses. Recycled water has been used in the City for almost 20 years and is produced by two water reclamation plants: the North City Water Reclamation Plant (NCWRP) and the South Bay Water Reclamation Plant (SBWRP). The total wastewater treatment capacity of the two plants is 50,406 AFY. Landscape irrigation continues to be the leading use of recycled water, but the customer base has become more varied over the years with an increase in the number of industrial and dual plumbed meter connections (City of San Diego 2016).

The City's Pure Water San Diego Program (Pure Water), approved by City Council in 2014 is intended to provide a reliable drinking water supply that is locally controlled and drought-proof. The program will use advanced water treatment processes to turn recycled water into water of equal or greater quality than the imported sources. Pure Water will be implemented in phases and is expected to be completed by 2035 and provide one-third of the City's water supply (City of San Diego 2016).

f. Conservation

Established by the City Council in 1985, the Water Conservation Program has accounted for more than 31,240 AF of potable water savings. These savings have been achieved by adopting programs, policies, and ordinances designed to promote water conservation practices, and by implementing comprehensive public information and education campaigns. The City offers a broad range of conservation tactics to help meet the needs of residential and commercial water customers. These tactics include, but are not limited to, the following:

- Rebate programs for high-efficiency toilets, washing machines, and commercial water saving devices;
- Rebates for replacing grass with sustainable landscapes and micro-irrigation systems;
- Residential interior/exterior and commercial landscape survey programs; and
- Public education and outreach.

Planning efforts to increase water conservation is an ongoing process, and these conservation programs undergo periodic reevaluation to ensure the realization of forecasted savings. Table 4.14-1 provides a forecast of the estimated savings to result from planned water conservation to the year 2040.

Table 4.14-1
Impact of Future Active Water Conservation on City's Water Demand Forecast

Use	Water Demand (AFY)					
	2015	2020	2025	2030	2035	2040
Total Baseline Water Demand[1]	198,957	209,890	248,756	271,085	279,550	279,027
Future Active Water Conservation[2]		8,906	6,718	6,245	5,802	5,619
Net Water Demand[3]		200,984	242,038	264,840	273,748	273,408

SOURCE: City of San Diego 2016.
[1]Includes retail water sales, wholesale water sales, non-revenue water, and recycled water demands.
[2]Estimated by SDCWA for its member agencies.
[3]Represents difference between total baseline water demand and future active water conservation.

g. Water Distribution

The PUD's water system consists of more than 3,300 miles of pipelines, including transmission lines up to 84 inches in diameter and distribution lines as small as 4 inches in diameter. Transmission lines are pipelines 16 inches and larger in diameter that convey raw water to the water treatment plants and convey treated water from the water treatment plants to treated water storage facilities. Distribution lines are pipelines 16 inches and smaller in diameter that directly service the retail users connected to a meter. In addition, the PUD maintains and operates 49 water pump stations that deliver treated water from the water treatment plants to more than 276,000 metered service connections in 130 different pressure zones (City of San Diego PUD 2018). The PUD also maintains several emergency connections to and from neighboring water agencies, including:

- Santa Fe Irrigation District (Miramar Water Treatment Plant);
- City of Poway (Miramar Water Treatment Plant);
- Olivenhain Municipal Water District (Miramar Water Treatment Plant);
- Cal-American Water Company (Alvarado and Otay Water Treatment Plant);
- Sweetwater Authority (Otay Water Treatment Plant); and
- Otay Water District (Otay Water Treatment Plant).

The NCWRP is located in the Miramar area, and treats an average of 18,482 AFY of wastewater, although the plant has an ultimate treatment capability of 33,604 AFY. The Northern Service Area distribution system consists of 91 miles of recycled water pipeline, two reservoirs, and two pump stations, with service to 574 meters. The SBWRP is located near the International Border with Mexico, and treats an average of 8,961 AFY of wastewater, although the plant has a treatment capability of 16,802 AFY. The Southern Service Area distribution system consists of three miles of recycled water pipeline, one storage tank, one pump station, and seven meters (City of San Diego PUD 2018). Each of the project areas contain differing degrees of recycled water facilities and/or conveyance systems.

Pure Water improvements in the North City area occurring during Phase 1 of implementation of the Pure Water Program include the Morena Pump Station and Pipelines, an expansion of the NCWRP,

the North City Pure Water Facility, the North City Pure Water Pump Station and Pipeline, and the North City Renewable Energy project.

h. Sewer

The wastewater system throughout the project areas is managed by the PUD's Wastewater Branch, which operates the two components of the City's wastewater system: the Metropolitan Sewerage Sub-System and the Municipal Wastewater Collection Sub-System. The Metropolitan Sewerage Sub-System treats wastewater for 450 square miles and 2.2 million people. The service area includes the City of San Diego and 15 other cities and districts. The system treats an average of 180 million gallons per day (MGD) of wastewater (City of San Diego PUD 2018).

The Municipal Wastewater Collection Sub-System is responsible for the collection and conveyance of wastewater from residences and businesses in the City, serving a 330-square-mile area with a population of 1.3 million people. There are nine major pump stations and 75 smaller pump stations. Wastewater is conveyed via the pump stations to NCWRP, the Point Loma Wastewater Treatment Plant (PLWTP), and the SBWRP (City of San Diego PUD 2018).

The PLWTP, located on the coast, processes approximately 175 MGD of wastewater. The plant has a treatment capacity of 240 MGD. The plant discharges to the Point Loma Ocean Outfall, a 4.5-mile long outfall that ends 320 feet below sea level (City of San Diego PUD 2018).

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 and landfill cover, but which may also be used to promote growth of agricultural crops. Scum from the PLWTP's surface water is digested and transported through the 17-mile Miramar Sludge Pipeline for treatment at the Biosolids Center along with solids from the NCWRP. Any remaining wastewater from the treatment process is returned to the PLWTP (City of San Diego PUD 2018).

The PUD anticipates that planned improvements to the wastewater system will increase capacity to serve a population of 2.9 million or 340 MGD of wastewater by the year 2050 (City of San Diego PUD 2018).

i. Storm Water Infrastructure

The City's storm water system is maintained by the City's Transportation and Storm Water Department (T&SW), Storm Water Division. It consists of drainage and conveyance facilities such as underground storm drain pipes, culverts, outfalls, pump stations, open flood risk management channels, and more. This infrastructure collects and conveys storm water and other runoff downstream. Storm drains are designed to handle normal water flow, but occasionally during heavy rain flooding will occur.

The Storm Water Division is responsible for the inspection, maintenance, and repair of the storm drain system in the public right-of-way and in drainage easements. In addition, other City departments, such as the Parks and Recreation Department or PUD, may also have the responsibility and jurisdiction to maintain the drainage systems within their own facilities.

Each of the project areas drain differently and contain differing degrees of storm water facilities and/or conveyance systems. Nearly all storm water runoff drains into the San Diego River and eventually the Pacific Ocean.

j. Communications Systems

Communications systems for telephones, computers, and cable television are serviced by utility providers such as AT&T, Cox, Spectrum (formerly 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 structures associated with communication systems in residential areas in accordance with the City's Municipal Code (SDMC). Individual development projects consisting of more than four lots are subject to SDMC Section 144.0240, which requires privately owned utility systems and service facilities to be placed underground.

k. Solid Waste

The City's Environmental Services Department (ESD) manages residential solid waste disposal for eligible residences in the project areas pursuant to SDMC Section 66.0101 et seq. Refuse not eligible for the City's collection services is collected by privately operated franchised haulers. Waste generated in the City is taken primarily to three landfills: West Miramar Sanitary Landfill, Sycamore Landfill, and Otay Landfill.

The West Miramar Landfill is located within the City and is permitted to receive a maximum of 8,000 tons of waste per day. Remaining capacity as of 2014 was 15,527,878 cubic yards. As of 2018, the estimated closure date of the facility was 2024 (CalRecycle SWIS 2018).

The Sycamore Landfill is operated by Republic Services and is located within the City. The facility is permitted to receive 5,000 tons of waste per day. As of 2016, remaining capacity at this landfill was estimated to be nearly 114 million cubic yards. As of 2018, the estimated closure date for the facility was determined to be 2042 (CalRecycle SWIS 2018).

The Otay Landfill is located within an unincorporated area within the City of Chula Vista and is also operated by Republic Services. The facility is permitted to receive 6,700 tons of waste per day. As of 2016, remaining capacity at this landfill was estimated to be approximately 21 million cubic yards. As of 2018, the landfill's estimated cease operation date was determined to be 2030 (CalRecycle SWIS 2018).

4.14.2 Regulatory Setting

4.14.2.1 Federal Regulations

a. Safe Drinking Water Act

The Safe Drinking Water Act (SDWA), passed by Congress in 1974, authorizes the federal government to set national standards for drinking water. These National Primary Drinking Water Regulations protect against both naturally occurring and man-made contaminants. The SDWA sets enforceable maximum contaminant levels (MCLs) for drinking water, and all water providers in the United States, excluding private wells serving fewer than 25 people, must treat water to remove contaminants.

The 1986 amendments to the SDWA and the 1987 amendments to the Clean Water Act (CWA) established the U.S. Environmental Protection Agency (USEPA) as the primary authority for water programs throughout the country. The USEPA is the federal agency responsible for providing clean and safe surface water, groundwater, and drinking water, and protecting and restoring aquatic ecosystems. USEPA Region 9 (Pacific Southwest) includes Arizona, California, Hawaii, Nevada, the Pacific Islands (Northern Marianas, Guam, and American Samoa), and 148 Tribal Nations located within Arizona, California, and Nevada.

b. Clean Water Act

The CWA (33 United States Code Section 1251 et seq.) (1972) is the primary federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The CWA established basic guidelines for regulating discharges of pollutants into the waters of the United States and requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the CWA.

Section 401 of the CWA requires that any applicant for a federal permit to conduct any activity, including the construction or operation of a facility that may result in the discharge of any pollutant, must obtain certification from the state. Section 402 of the CWA established the National Pollutant Discharge Elimination System (NPDES) to regulate the discharge of pollutants from point sources. The CWA was amended in 1987 to address urban runoff. One requirement of the amendment was the obligation for municipalities to obtain NPDES permits for discharges of urban runoff from their municipal separate storm sewer systems (MS4s).

4.14.2.2 State Regulations

a. California Department of Public Health Drinking Water Program

The California Department of Public Health Drinking Water Program conducts most enforcement activities related to water providers abiding by MCLs set by the SDWA. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers. The Drinking Water Program is within the Division of Drinking Water and Environmental Management, and San Diego

falls under the Southern California Field Operation Branch in Region V, District 14. The Drinking Water Program is also responsible for the following tasks:

- Regulating public water systems;
- Certifying drinking water treatment and distribution operators;
- Supporting and promoting water system security;
- Providing support for small water systems and for improving technical, managerial, and financial capacity; and
- Providing funding opportunities for water system improvements.

b. Department of Water Resources

The California DWR was established in 1956 and is responsible for the operation and maintenance of the California SWP. DWR is also responsible for:

- Overseeing the statewide process of developing and updating the California Water Plan (Bulletin 160 series);
- Protecting and restoring the Sacramento–San Joaquin Delta;
- Regulating dams, providing flood protection, and assisting in emergency management;
- Educating the public about the importance of water and its proper use; and
- Providing technical assistance to service local water needs.

c. Senate Bills 221 and 610

Senate Bill (SB) 221 requires water suppliers to prepare written verification that sufficient water supplies are available prior to approval of a large-scale subdivision of land under the State Subdivision Map Act. Large-scale projects include residential developments with 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 610 requires water suppliers to prepare a Water Supply Assessment (WSA) report for inclusion by land use agencies during the California Environmental Quality Act (CEQA) process for new developments that are subject to SB 221. SB 221 and SB 610 went into effect in January of 2002 to improve the link between information on water availability and land use decisions made by cities and counties.

d. Water Conservation Act of 2009

The Water Conservation Act of 2009 was enacted by the California legislature as SB 7 of the 7th Special Legislative Session (SB X7-7) to institute a new set of urban water conservation requirements known as "20 Percent by 2020." These requirements stipulate that urban water agencies must reduce per capita water use within their service areas by 20 percent relative to their use over the previous 10 to 15 years.

e. State Water Resources Control Board and Regional Water Quality Control Board

In California, the State Water Resources Control Board (SWRCB) and Regional Water Quality Control Boards (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 include the SWRCB Construction General Permit, Industrial General Permit, and the Regional MS4 Permit Order No. R9-2013-0001, as amended by Order No. R9-2015-0001 and R9-2015-0100, administered by the San Diego RWQCB.

f. California Integrated Waste Management Act of 1989

The California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939) was enacted to reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible primarily through source reduction, recycling and composting activities, and by requiring the participation of the residential, commercial, industrial, and public sectors to reduce solid waste from landfill disposal.

g. Assembly Bill 341

In 2011, in response to AB 939, the State of California enacted AB 341, which established a policy goal of a 75 percent reduction of solid waste by 2020 and annually thereafter through recycling, composting, or source reduction. AB 341 requires that commercial enterprises that generate four cubic yards or more of solid waste weekly and multi-family dwellings of five units or more arrange for recycling services.

4.14.2.3 Local Regulations

a. MWD 2015 Regional Urban Water Management Plan

MWD's Urban Water Management Plan (UWMP) describes and evaluates sources of water supply, efficient uses of water, demand management measures, implementation strategies and schedules, and other relevant information and programs. The UWMP is updated every five years, and information from MWD's UWMP is used by local water suppliers in the preparation of their own plans. The information included in MWD's UWMP represents the district's most current planning projections of demand and supply capability developed through a collaborative process with the member agencies. The MWD's UWMP does not explicitly discuss specific activities undertaken, which is the role of MWD's Integrated Water Resources Plan. The 2015 MWD UWMP found that within the MWD's service area, retail water demands can be met with local or imported supplies.

b. MWD 2015 Integrated Water Resources Plan

MWD's Integrated Water Resources Plan is a blueprint for long-term water supply reliability in southern California. The fundamental goal of the plan is for southern California to continue to have

a reliable water system, considering future challenges related to prolonged droughts and changing climate.

c. SDCWA 2015 Urban Water Management Plan

The SDCWA developed its 2015 UWMP in coordination with its 24 member agencies. The main components of the UWMP include: baseline demand forecasts under normal weather, dry weather and climate change scenarios; conservation savings estimates and net water demand projections; a water supply assessment; supply reliability analysis; and scenario planning. SDCWA's 2015 UWMP estimates that future water demands will be about 13 percent lower in 2020 and about 12 percent lower in 2035 compared to projections in the 2010 plan.

d. City of San Diego General Plan

Public Facilities, Services, and Safety Element

The Public Facilities, Services, and Safety Element presents goals and policies related to storm water infrastructure, water quality, and pollution prevention. Overall goals include the protection of beneficial water resources through pollution prevention and interception efforts and implementation of a storm water conveyance system that effectively reduces pollutants in urban runoff and storm water to the maximum extent practicable. Applicable policies include measures to ensure proper maintenance of infrastructure over time and financing for future Capital Improvement Program (CIP) projects and to ensure that storm water conveyance systems, structures, and maintenance practices are consistent with permit standards.

Conservation Element

The Conservation Element addresses the management, preservation, and utilization of natural resources. The Conservation Element works together with the Public Facilities, Services, and Safety Element to provide policies on facility infrastructure and management of resources such as water and energy.

e. City Council Policies

Council Policy 400-04 outlines the City's Emergency Water Storage Program. The policy mandates that the PUD store sufficient water in active, available storage to meet 7.2 months (six-tenths of the annual) of normal City water demand requirements, excluding conservation. Active, available storage is defined as the portion of water that is above the lowest usable outlet of each reservoir.

Council Policy 400-13 identifies the need to provide maintenance access to all sewers to reduce the potential for spills. This policy requires that environmental impacts from access paths in environmentally sensitive areas should be minimized through the use of sensitive design, canyon-proficient maintenance vehicles, and plans that dictate routine and preventative 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. This policy requires both a physical evaluation and a cost-benefit analysis. If redirection of flow outside the canyon is found infeasible, a Long-Term Maintenance and Emergency Access Plan specific to the canyon evaluated would be required. The plan would prescribe long-term access locations for routine maintenance and emergency repairs, along with standard operating procedures identifying cleaning methods and inspection frequency.

Council Policy 600-43 establishes a set of guidelines for the review and processing of applications for the placement and design of wireless communication facilities in accordance with the City's land use regulations. These guidelines are intended to prescribe clear, reasonable, and predictable criteria to assess applications in a consistent and expeditious manner, while reducing visual and land use impacts associated with the construction of new wireless communication facilities. For applicants seeking the placement of a wireless communication facility on City-owned land, this policy should be used in conjunction with applicable Council policies and SDMC Section 141.0420.

Council Policy 800-04 assigns maintenance of storm water conveyance facilities located on private land to those private landowners, absolving the City of responsibility.

Council Policy 800-14 establishes a prioritization process for CIP projects. Prior to inclusion in the CIP budget, the following prioritization factors are to be considered: risk to health, safety, and environment and regulatory or mandated requirements; existing conditions, potential annual cost, and longevity; benefit towards under-served communities and economic prosperity; improvement on level and quality of service; sustainability and conservation; funding availability; project readiness; and multiple category benefit. Following inclusion into the CIP budget, the CIP Review and Advisory Committee utilizes a more detailed scoring methodology in the planning and pre-design, design, and construction phases of an infrastructure project to ensure an up-to-date and accurate assessment of the feasibility, cost, and environmental impact and mitigation.

f. City of San Diego Municipal Code

The SDMC contains a number of ordinances regulating public utilities. These include permitting and requirements for public sewer connections and wastewater facilities, construction waste diversion, recycling for City-serviced properties and residential properties, controlling non-storm water discharges, and storm water runoff and drainage from development projects.

g. City of San Diego Water Facility Design Guidelines

The City's Water Facility Design Guidelines identify general planning, predesign, and design details that provide uniformity in key concepts, equipment types, and construction materials for facilities being built. These design guidelines assist in providing professionally sound, efficient, uniform, and workable facilities – whether pipelines, pressure control facilities, pumping stations, or storage facilities.

h. Long-Range Water Resources Plan

The City's 2012 Long-Range Water Resources Plan (LRWRP) is a high-level strategy document that evaluates water supply and demand objectives against multiple planning objectives. The 2012

LRWRP was a stakeholder-driven process that evaluated over 20 water supply options such as water conservation, recycled water, groundwater storage, brackish groundwater desalination, rainwater harvesting, graywater, and potable reuse. The plan takes a long-range viewpoint through the year 2035, addressing risks and the uncertainty of future water supply conditions.

i. City of San Diego Urban Water Management Plan

The City's UWMP, adopted by the City Council in June 2016, is the planning document used by water suppliers to meet the standards set forth in SB 610 and SB 221. The UWMP addresses the City's water system and includes a description of the water supply sources, magnitudes of historical and projected water use, and a comparison of water supply to water demands during normal, single-dry, and multiple-dry years. The UWMP serves as a long-range planning document for the City's water supply.

j. Regional MS4 Permit

The San Diego RWQCB is responsible for permitting, compliance, and other activities to reduce pollutants in municipal, construction, and industrial storm water runoff. The Storm Water Management Unit of the San Diego RWQCB also provides important assistance in dispersing state grant funds to worthy projects that support activities for the reduction and prevention of storm water pollution. As a co-permittee for the Regional MS4 permit under the NPDES and the CWA (see State Regulations above), the City must implement several storm water management programs, including those designed to control storm water and other discharges from new development and redevelopment.

The San Diego RWQCB regulates discharges from Phase I MS4s in the San Diego region under the Regional MS4 Permit. The Regional MS4 Permit covers 39 municipal, county government, and special district entities located in San Diego County, southern Orange County, and southwestern Riverside County who own and operate large MS4s which discharge storm water (wet weather) runoff and non-storm water (dry weather) runoff to surface waters throughout the San Diego region. The Regional MS4 Permit, Order No. R9-2013-0001, was adopted on May 8, 2013 and initially covered the San Diego County co-permittees. Order No. R9-2015-0001 was adopted on February 11, 2015, and amended the Regional MS4 Permit to extend coverage to the Orange County co-permittees. Finally, Order No. R9-2015-0100 was adopted on November 18, 2015, and amended the Regional MS4 Permit to extend coverage to the Riverside County co-permittees. The Regional MS4 Permit expired on June 27, 2018 but remains in effect under an administrative extension until it is reissued by the San Diego RWQCB. It is anticipated that the San Diego RWQCB will adopt proposed changes to the Regional MS4 Permit in late 2019.

The Regional MS4 Permit requires that all jurisdictions within the San Diego region prepare Jurisdictional Runoff Management Plans. Each of these plans must contain a component addressing construction activities and a component addressing existing development.

k. Jurisdictional Runoff Management Plan

The City's Jurisdictional Runoff Management Plan provides a total account of how the City plans to protect and improve the water quality of rivers, bays, and the ocean in the region in compliance with the Regional MS4 Permit. The document describes how the City incorporates storm water best management practices (BMPs) into land use planning, development review and permitting, City CIP project planning and design, and the execution of construction contracts. See also Section 4.9, Hydrology and Water Quality, of this PEIR.

l. Storm Water Management and Discharge Control Ordinance

As a co-permittee under the Regional MS4 Permit issued by the San Diego RWQCB, the City must implement storm water management programs, including programs designed to control storm water discharges from development projects during construction and on a permanent post-construction basis. The City's Storm Water Management and Discharge Control Ordinance addresses these requirements by requiring construction measures and permanent post-construction BMPs for development projects.

m. Watershed Asset Management Program

The City's Storm Water Division has prepared the Watershed Asset Management Plan to identify the broad investments required to maintain the City's storm water management system. The plan is consistent with the City's general asset management practices and addresses both flood risk management and storm water quality. The plan incorporates the strategies identified in the City's Comprehensive Load Reduction Plans as a foundation for meeting the requirements and compliance standards of the Regional MS4 Permit issued by the RWQCB on May 8, 2013.

n. City of San Diego Storm Water Standards Manual

The City's Storm Water Standards Manual 2018 provides information to project applicants on how to comply with the permanent and construction storm water quality requirements in the City. The Storm Water Standards Manual is contained in Appendix O of the City's Land Development Manual and is organized in three key parts:

Part 1: BMP Design Manual - For Permanent Site Design, Storm Water Treatment and Hydromodification Management

Part 2: Construction BMP Standards

Part 3: Offsite Storm Water Alternative Compliance Program for Water Quality and Hydromodification Control

Part 1 of the Storm Water Standards Manual, the BMP Design Manual, addresses and provides guidance for complying with on-site post-construction storm water requirements for Standard Projects and Priority Development Projects (PDPs), and provides procedures for planning,

preliminary design, selection, and design of permanent storm water BMPs based on the performance standards presented in the MS4 Permit.

Part 2 of the Storm Water Standards Manual addresses storm water impacts and required controls associated with construction activities in the City. The purpose of these standards is to provide guidance to prevent construction activities from adversely impacting downstream and on-site resources through appropriate planning, installation, and maintenance of BMPs. The construction BMP standards provide guidance on providing the appropriate BMPs to prevent discharges of pollutants associated with construction activity.

Part 3 of the Storm Water Standards Manual addresses the Offsite Storm Water Alternative Compliance Program (Offsite Alternative Compliance Program) developed by the City to allow mitigation of PDP storm water impacts through implementation of off-site structural BMPs. The program allows for offsite control of water quality and hydromodification impacts, provides design options and flexibility in the case of site infeasibility, and provides the potential for more effective regional storm water control solutions to improve watershed scale water quality.

o. City of San Diego Sewer Design Guide

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. The guide includes criteria for determining pump station, gravity sewer, and force main capacity and sizing; alignment of gravity sewers and force mains; estimating wastewater flow rates; designing bridge crossings; and corrosion control requirements.

p. City of San Diego Climate Action Plan

The City's Climate Action Plan (CAP) aims to reduce landfill waste by promoting a 75 percent waste diversion goal by 2020 and a Zero Waste goal by 2040.

q. Wireless Communications Facilities Guidelines

In the City of San Diego, Wireless Communication Facilities are defined as the antennas, support structures, and other equipment or apparatus necessary for providing personal wireless services and information services. SDMC Section 141.0420 regulates wireless communications facilities, as well as the City's Wireless Communications Facilities Guidelines, which provides guidelines to minimize visual impacts from the installation of wireless communications facilities in accordance with the City's General Plan.

4.14.3 Significance Determination Thresholds

Based on the City's CEQA Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed project, impacts related to water supply; storm water, sewer, water distribution, and communications systems infrastructure; and solid waste could be significant if implementation of the proposed project 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; or

3) Result in impacts related to solid waste management, including the need for construction of new solid waste infrastructure including organics management, materials recovery facilities, and/or landfills; or result in development that would not promote the achievement of a 75 percent target for waste diversion and recycling as required under AB 341 and the City's Climate Action Plan.

4.14.4 Impact Analysis

Issue 1 Water Supply

Would the proposed project use excessive amounts of water beyond projected available supplies?

The Mobility Choices Program would result in transportation infrastructure and amenities within existing road rights-of-way. While this ordinance would not be directly associated with additional water demand from development, it is intended to incentivize development within ~~Transit Priority Areas (TPAs) and~~ Mobility Zones 1, 2, and ~~2~~3. The Housing Program would also incentivize the development of high-density multi-family residential units within TPAs and allow for densities above existing allowances. The Housing Program would not change the existing zoning or the Community Plan land use designations within the project areas. Within project areas that have undergone a recent community plan update (CPU), implementation of the Housing Program would not provide for an increase in allowable densities beyond what is allowed in the existing Community Plans (as discussed in Chapter 4.0), and the Housing Program would be consistent with the water demand projections identified within recent CPU WSAs. While densities could be greater within TPAs within those project areas compared to the adopted Community Plan land uses and zoning, because the Housing Solutions program is an incentive program to help the City achieve its Regional Housing Needs Allocation, this increase in allowable density would be redistributed communitywide with some of the densities planned outside of TPAs occurring within TPAs, but it is not anticipated that planned densities overall would be exceeded. Thus, overall water assumptions for areas with recent CPU EIRs would be consistent with the assumptions of the Housing Program, and would be accounted for in the City's UWMP. Additionally, high-density multi-family housing would generally require less potable water demand due to reduced demand for water use in landscaping compared to single-family development.

WSAs were prepared for recent CPUs and community plan amendments (see Table 4-1 for a comprehensive list of applicable communities) to assess whether sufficient water supplies are, or will be, available to meet the projected water demands of the proposed land use changes. The WSAs included, among other information, identification of existing water supply entitlements, water rights, water service contracts, or agreements relevant to the identified water supply for the community plan areas; and quantities of water received in prior years pursuant to those entitlement, rights, contracts, and agreements. The WSAs 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 changes proposed in the CPUs compared to the existing land use plans.

Recent CPUs plan for anticipated growth in the region by changing land use designations to allow for increased density. The WSAs completed for these recent CPUs demonstrated that the land use changes would be consistent with the water demand assumptions included in the regional water resource planning documents of the SDCWA and MWD and there would be sufficient water planned to supply the CPUs' estimated annual average usages under all scenarios.

Existing regulations also serve to ensure water efficient fixtures are installed with new development. The California Green Building Standards Code requires 20 percent reduction in indoor water use relative to specified baseline levels. SDMC Section 67.0601, Water Submeters, was adopted in April 2010 to encourage water conservation in multi-family residential and mixed-use buildings by requiring the use of water submeters for each individual residential unit. Billing individual residential units based on the actual amount of water consumed in the unit creates a financial incentive for residents of multi-family residential units to conserve water.

Within project areas that have not undergone a recent comprehensive CPU, it is possible that densities could be permitted in excess of what would have been considered in the latest water supply planning document. As future CPUs are developed within those communities, an applicable WSA would be prepared to evaluate the water supply. Preparation of a WSA for the proposed project would not be feasible at this time because it cannot be known where and how much density will be ultimately proposed under the Housing Program and whether those densities would be greater than the current density allowance. Until those future CPUs occur, for purpose of this EIR, potential impacts related to the availability of water supplies based on existing projections would be significant.

Issue 2 Utilities

Would the proposed project promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives?

The proposed project would incentivize housing development within TPAs (for the Housing Program) and Mobility Zones 1, 2, and ~~2~~ 3 (for the Mobility Choices Program) and, therefore, would be associated with growth that could require new utilities. The project areas are located in existing urban areas and are currently served by existing storm water, sewer, potable water distribution, and communications systems infrastructure. Future development that would occur under the proposed project could be located within areas with existing infrastructure deficiencies and could require capacity improvements to serve future projects implemented under the proposed project.

a. Storm Water

As discussed in Section 4.9, Hydrology and Water Quality, future development projects throughout the project areas would have the potential to result in urban runoff and associated pollutant discharges. However, as development occurs, it is likely that the volume and rate of runoff could be

slightly decreased due to implementation of current City storm water regulations. As new development occurs, implementation of Low Impact Development (LID) practices that help retain storm water on-site for infiltration, re-use, or evaporation would be required by the City's Storm Water Standards.

Future development occurring under the proposed ordinances could result in a need for the installation of new storm water infrastructure. The need for new storm water infrastructure would depend on the condition of existing infrastructure, development patterns, and development standards. The City assesses the condition of its storm water facilities on a continuous basis. Additionally, per Council Policy 800-14, the City's CIP program has established a scoring methodology to prioritize funding for infrastructure projects, including the construction of new storm water infrastructure.

All future projects would be required to adhere to SDMC regulations, including conformance with the City's Storm Water Standards in place at the time future development is proposed. At this level of programmatic review and without project-specific development plans, potential physical impacts associated with the future construction of storm water facilities required to support future projects are unknown, since the location of specific future development cannot be determined at this time. Therefore, impacts could be significant.

b. Sewer

Sewer line upgrades are administered by the City's Public Works Department (PWD) and are handled on a project-by-project basis. No new sewer collection or wastewater treatment facilities are proposed in conjunction with the proposed project. Likewise, the location and extent of future facilities would not be established until such time that individual projects are proposed. Future development would be required to follow the City's Sewer Design Guide and to comply with SDMC Chapter 6, Article 4 regulations regarding sewer and wastewater facilities. At this programmatic level of review and without project-specific development plans, potential physical impacts associated with potential sewer facility upgrades required to support future projects are unknown, since the location of specific future development cannot be determined at this time. Therefore, impacts could be significant.

c. Water Distribution Facilities

No new water distribution or treatment facilities are proposed in conjunction with the proposed project; however, as future development occurs in the project areas, a need to increase the sizing of existing pipelines and mains may be required. The potable water distribution system is continually upgraded and repaired on an ongoing basis through the City's CIP. These improvements are determined based on continuous monitoring by the PWD Engineering Division to determine remaining levels of capacity. The PWD Engineering Division plans its CIP projects several years prior to pipelines reaching capacity. Such improvements are required of the water system regardless of implementation of the proposed project. However, at this level of programmatic review and without project specific development plans, potential physical impacts associated with future improvements to water lines required to support future projects are unknown, since the location of specific future development cannot be determined at this time. Therefore, impacts could be significant.

d. Communications Systems

New development occurring under the proposed project may result in the need for new communications systems; however, no specific systems upgrades are proposed, and the location and extent of future facilities is not known at this time. Future siting of communications infrastructure would be in accordance with SDMC Section 141.0420, which regulates wireless communications facilities, as well as the City's Wireless Communications Facilities Guidelines, which provides guidelines to minimize visual impacts from the installation of wireless communications facilities in accordance with the City's General Plan. Project level review for future communication systems would be required. However, at this level of programmatic review, potential physical impacts associated with the future construction of communication systems required to support future projects are unknown, since the location of specific future development cannot be determined at this time. Therefore, impacts to communications systems could be significant.

Issue 3 Solid Waste and Recycling

Would the proposed project result in impacts related to solid waste management, including the need for construction of new solid waste infrastructure including organics management, materials recovery facilities, and/or landfills; or result in development that would not promote the achievement of a 75 percent target for waste diversion and recycling as required under 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 specified amount of time. Waste generation rates include all materials discarded, whether or not they are later recycled or disposed of in a landfill, because 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 local solid waste infrastructure. However, it should be noted that impacts to solid waste infrastructure are not necessarily the amount of waste generated, 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.

Future projects developed under the proposed project would be required to comply with applicable SDMC regulations related to recycling for multi-family residential facilities (SDMC Sections 66.0702 through 66.0718) in addition to requirements for the recycling of construction and demolition debris specified in the City's Construction and Demolition Debris Diversion Deposit Program Ordinance (Sections 66.0601 through 66.0610 of the SDMC).

SDMC Section 66.0604 sets the following construction and demolition recycling requirements for all Building Permits or Demolition/Removal Permits issued by the City (Development Services Department Information Bulletin 710):

(a) All applicants for a Building Permit or a Demolition/Removal Permit, including the City of San Diego, shall submit a properly completed Waste Management Form Part I with the Building

Permit or Demolition/Removal Permit application, in accordance with the requirements set forth in the Land Development Manual; and

(b) All applicants, including the City of San Diego, shall pay a refundable deposit at the time the Building Permit or Demolition/Removal Permit is issued; and

(c) No Building Permit or Demolition/Removal Permit shall be issued unless the applicant has submitted a properly completed Waste Management Form Part I and paid the required deposit.

All future development proposed under the proposed project would be required to comply with Section 142.0801 et seq. of the Land Development Code (LDC), which outlines the requirements for refuse and recyclable materials storage that would ensure sufficient project-specific interior and exterior storage space for refuse and recyclable materials is included in the project design.

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. Future projects' conformance with these policies would help the City meet a 75 percent recycling target as required under AB 341. Additionally, the City has adopted a Zero Waste Plan, which aims to achieve 70 percent waste diversion by 2020, 90 percent waste diversion by 2035, and 100 percent diversion by 2040. Through mandatory compliance with the SDMC regulations related to solid waste, all new development projects would continue to reduce solid waste generation and increase recycling efforts. In addition, the proposed ordinances would require all new development to ensure that waste is diverted from the landfill in accordance with established regulations.

Through compliance with existing policies and regulations and implementation of the proposed ordinances, impacts associated with solid waste management would be less than significant.

Cumulative Impacts

a. Water Supply

Water supply planning inherently considers the cumulative supply and demand for water in the region. According to WSAs prepared for recent CPUs, water demand would not increase within project areas located in communities with a recent CPU. Within project areas that do not have a recent comprehensive CPU, it is possible that densities could be built in excess of what would have been considered in the latest water supply planning document. Thus, at a programmatic level of review, cumulative impacts related to the availability of water supplies based on existing projections could be significant.

b. Utilities

Compliance with federal, state, and local regulations would minimize impacts associated with the construction of, or improvements to, public utilities infrastructure. While mandatory compliance with City standards for the design, construction, and operation of storm water, water distribution, wastewater, and communications systems infrastructure would likely minimize significant

cumulative environmental impacts, at this level of programmatic review and without the benefit of project-specific development plans, cumulative impacts associated with storm water, water distribution, wastewater, and communication systems could be significant.

c. Solid Waste

Future development within the project areas combined with additional buildout of communities outside the project areas would generate solid waste through demolition/construction and ongoing operations, which would increase the amount of solid waste generated within the region. All future projects 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 existing regulations requiring waste diversion would help preserve solid waste capacity. Therefore, cumulative impacts associated with solid waste could be less than significant.

4.14.5 Significance of Impacts

4.14.5.1 Water Supply

According to WSAs prepared for recent CPUs, water demand would not increase within project areas located in communities with a recent CPU. Within project areas that do not have a recent comprehensive CPU, it is possible that densities could be authorized in excess of what would have been considered in the latest water supply planning document. While existing building code regulations would serve to ensure water-efficient fixtures are installed with new development and the California Green Building Standards Code requires 20 percent reduction in indoor water use relative to specified baseline levels, at this programmatic level of review, direct and cumulative impacts related to the availability of water supplies based on existing projections could be significant due to the potential for increased density not considered in water supply planning documents.

4.14.5.2 Utilities

Mandatory compliance with City standards for the design, construction, and operation of storm water, water distribution, wastewater, and communications systems infrastructure would likely minimize significant environmental impacts associated with the future construction of and/or improvements to utility infrastructure. However, at this programmatic level of review and without the benefit of project-specific development plans, both direct and cumulative impacts associated with the construction of storm water, water distribution, wastewater, and communication systems could be significant.

4.14.5.3 Solid Waste and Recycling

Future development within the project areas would generate solid waste through demolition/construction and ongoing operations, which would increase the amount of solid waste generated within the region. However, future projects would be required to comply with City regulations regarding solid waste that are intended to divert solid waste from the Miramar Landfill to preserve capacity. Compliance with existing regulations requiring waste diversion would help

preserve solid waste capacity. Therefore, impacts associated with solid waste could be less than significant.

4.14.6 Conclusion

4.14.5.1 Water Supply

Development that could occur under the proposed project would be subject to the regulations identified in this section. No additional feasible mitigation measures are available.

4.14.5.2 Utilities

Development that could occur under the proposed project would be subject to the regulations identified in this section. No additional feasible mitigation measures are available.

4.14.5.3 Solid Waste and Recycling

In addition to the existing regulations identified in this section that would be applicable to future development that could result under the proposed project, the Housing Program includes an additional requirement that would assist with solid waste reduction. Specifically, promenades developed under the Housing Program would be required to install one trash receptacle and one recycling container for every 150 feet of street frontage. This measure would help to ensure that receptacles for recycling are readily available for use by future residents and the public which would encourage diversion of recyclables from the landfill. Impacts would be less than significant; therefore, no additional mitigation measures are required.

4.15 Wildfire

This section analyzes potential impacts related to wildfire that could result from implementation of Complete Communities: Housing Solutions and Mobility Choices (proposed project). Within the PEIR, Complete Communities: Housing Solutions is referred to as the "Housing Program" while Complete Communities: Mobility Choices is referred to as "Mobility Choices Program."

4.15.1 Existing Conditions

4.15.1.1 Wildfire Hazards

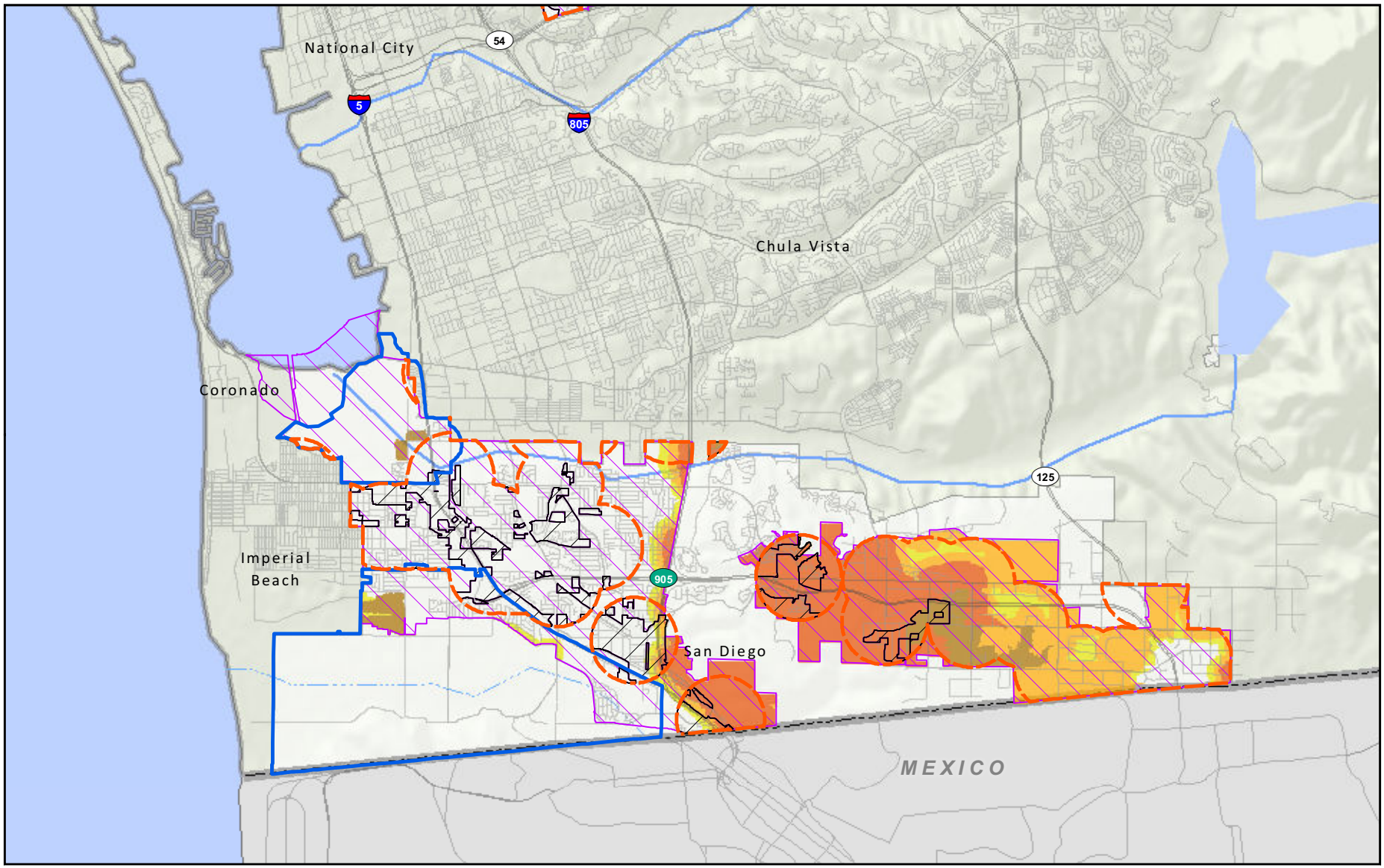
Threat from wildfire hazards is determined based on a number of factors, including fuel loading (vegetation); topography; climatic conditions, such as wind, humidity, and temperature; and the proximity of structures and urban development to fire hazards. Wildland fire hazards are most pronounced in wildland-urban interface areas, or where urban development is located close to open space areas where vegetation can serve as fuel. Generally, the periods of greatest risk for wildland fire are the late summer and early fall when vegetation is at its driest. Human activity, including residential and agricultural burning, campfires, and the use of fireworks can all trigger fires. Natural causes such as lightning strikes may also start fires.

The California Department of Forestry and Fire Protection (CAL FIRE) has identified areas based on the severity of fire hazard. These areas, or "zones," are based on factors such as fuel (e.g., flammable vegetation), slope, and fire weather. There are three zones, based on increasing fire hazard: moderate, high, and very high. As shown in Figure 4.15-1 (Areas A through D) and detailed in Table 4.15-1, the majority of the proposed project areas are located in urban areas not mapped within a fire hazard severity zone. Approximately 15,517 acres of the project areas are located in a moderate, high, or very high fire hazard severity zone.

Table 4.15-1
Fire Hazard Severity Zones

Fire Hazard Severity Zones	Project Area (acres)
Moderate	2,517
High	3,841
Very High	9,159
Non-Wildland/Non-Urban	736
Urban Unzoned	66,495
Blank (no data available)	472
Total	**83,220**

SOURCE: California Department of Forestry and Fire Protection 2015.
NOTE: Numbers in the table are approximate.



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Fire Hazard Severity Zones

Very High

High

Moderate

Non-Wildland/Non-Urban

0 Miles 1

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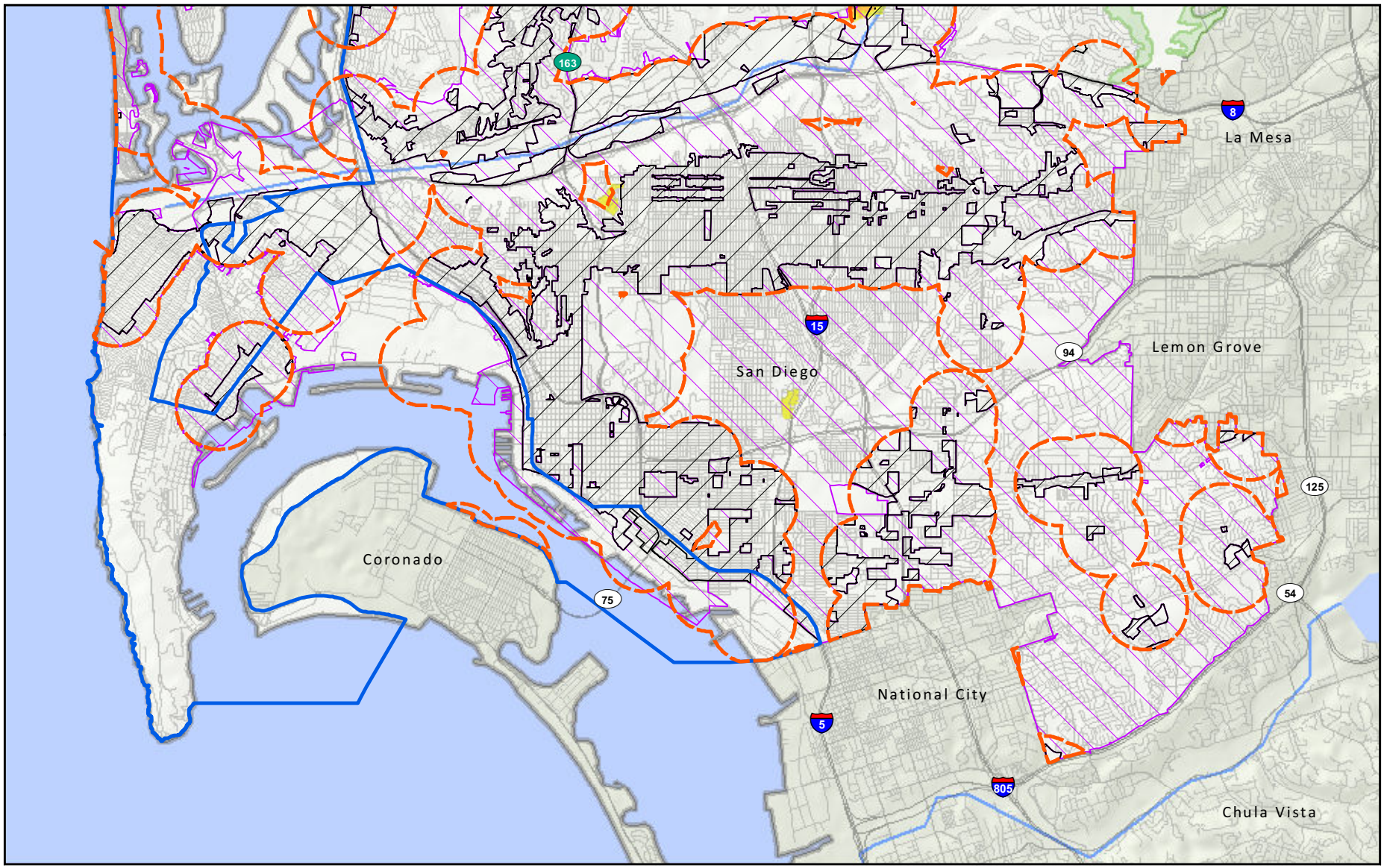
FIGURE 4.15-1 Area A
Fire Hazard Severity Zones



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Fire Hazard Severity Zones

Very High

High

Moderate

0 Miles 1

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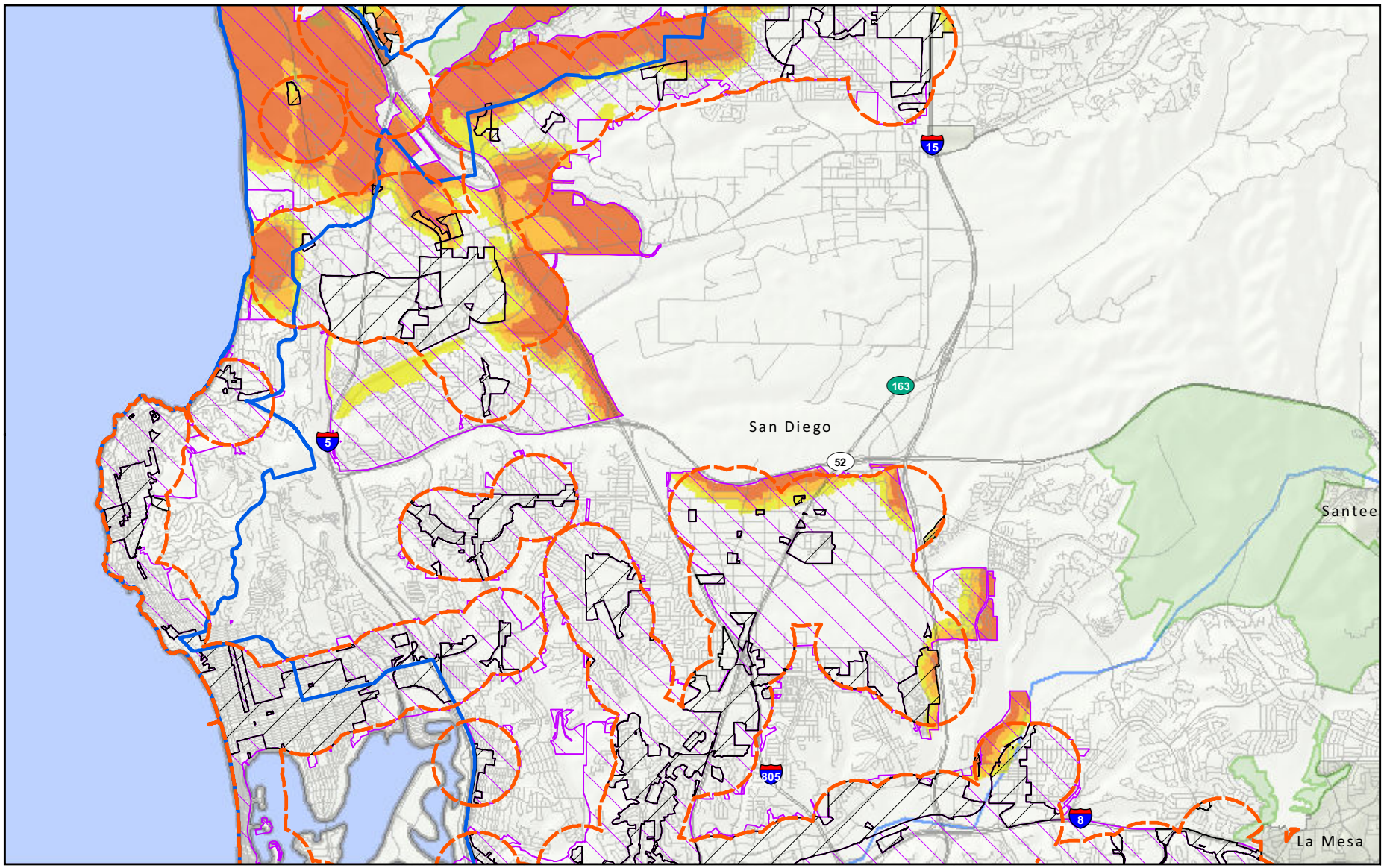
FIGURE 4.15-1 Area B

Fire Hazard Severity Zones



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Fire Hazard Severity Zones

Very High

High

Moderate

Non-Wildland/Non-Urban

0 Miles 1

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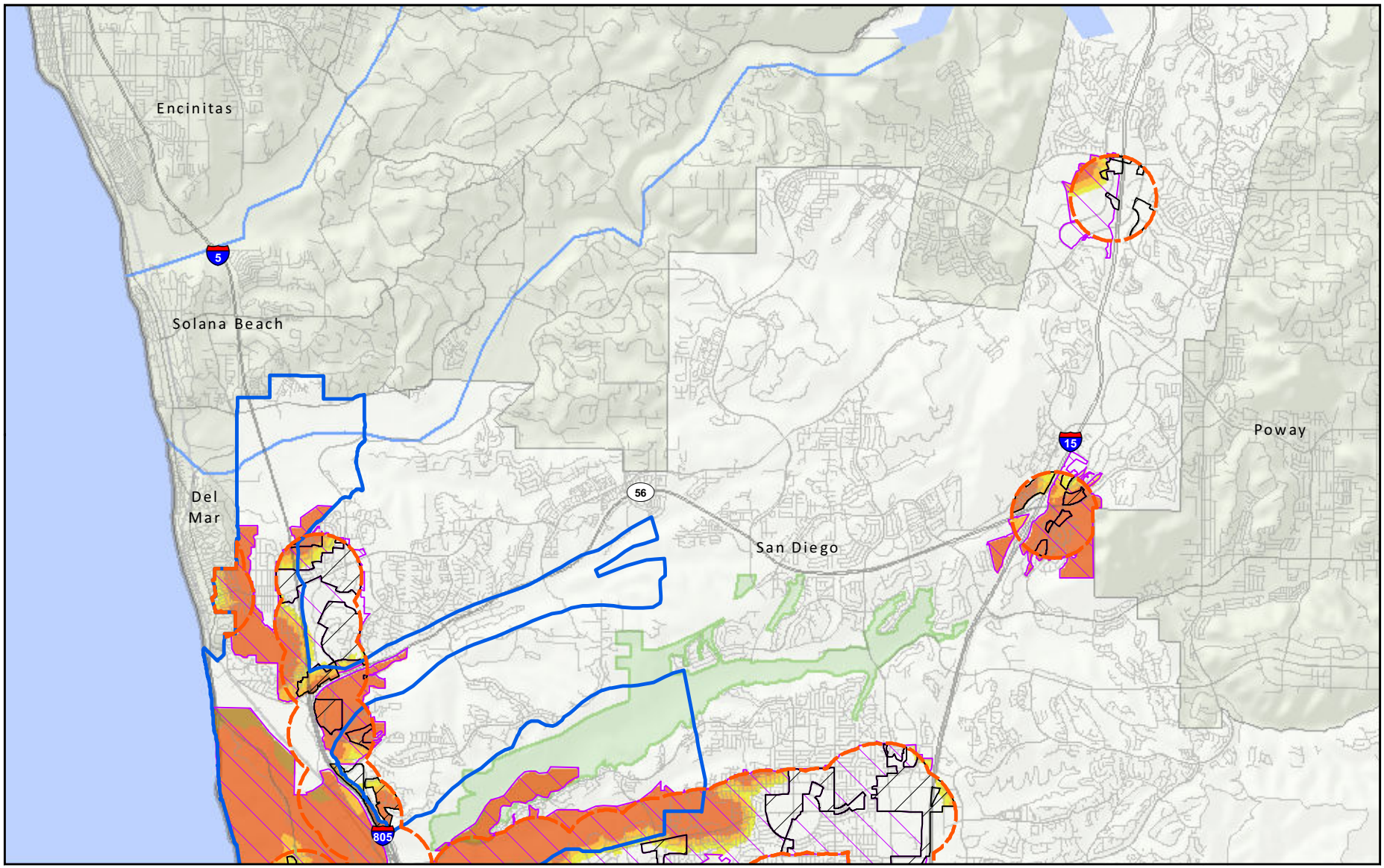
FIGURE 4.15-1 Area C
Fire Hazard Severity Zones



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Fire Hazard Severity Zones

Very High

High

Moderate

Non-Wildland/Non-Urban

0 Miles 1

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FIGURE 4.15-1 Area D
Fire Hazard Severity Zones

CAL FIRE also maps fire threat potential throughout California. CAL FIRE ranks fire threat based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The fire threat for the project areas are shown in Figure 4.15-2 (Areas A through D). As shown in Table 4.15-2, the majority of the project areas are located within a moderate threat level.

Table 4.15-2
Fire Threat

Fire Threat	Project Area (acres)
High Threat	3,550
Little to No Threat	7,299
Moderate Threat	70,611
Very High Threat	1,739
Extreme Threat	21
Total	**83,220**

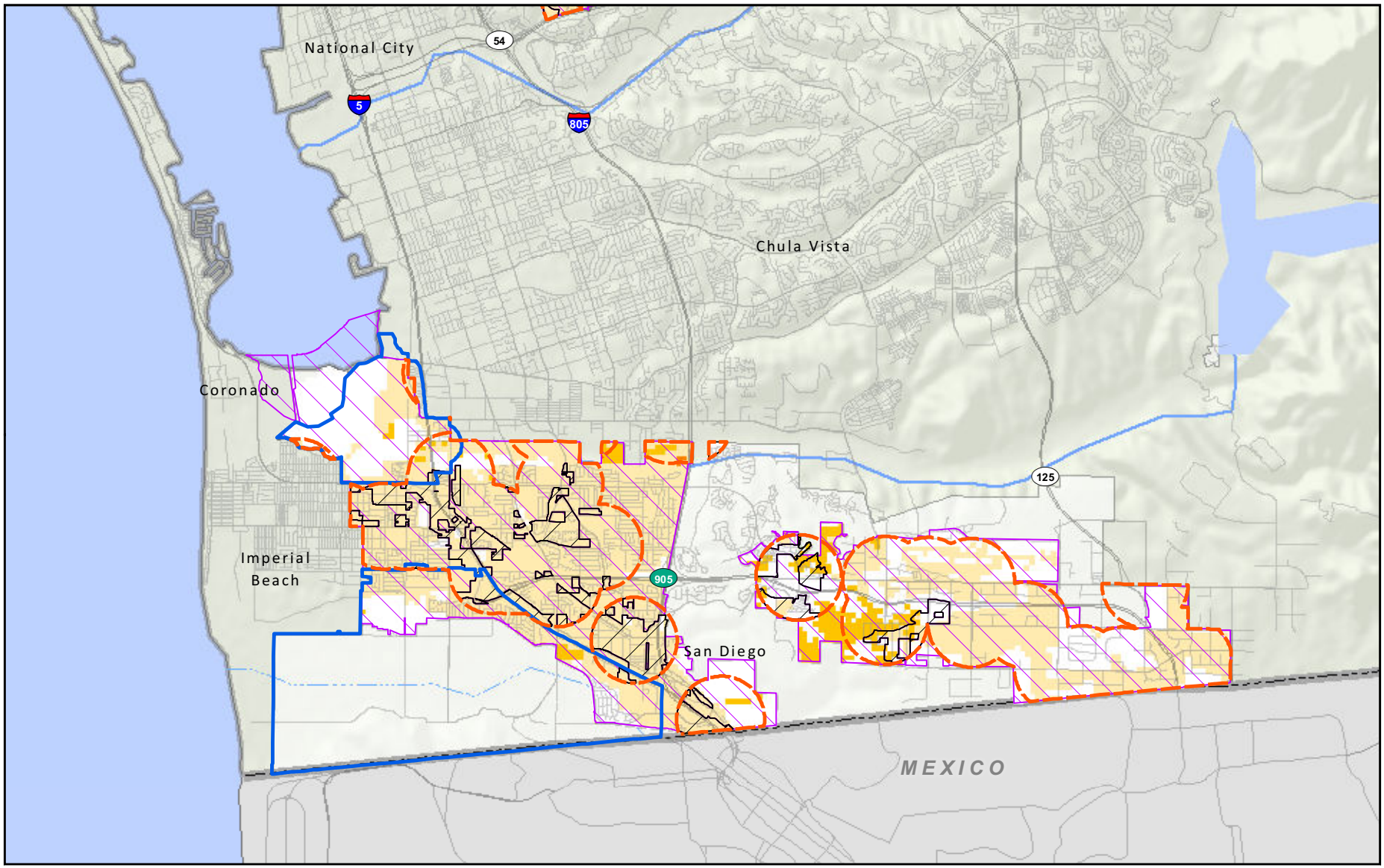
SOURCE: California Department of Forestry and Fire Protection 2015.
NOTE: Numbers in the table are approximate.

4.15.1.2 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.

The 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 the coordination of plans and programs countywide to ensure the protection of life and property.

The City of San Diego's (City's) disaster prevention and response activities are conducted in accordance with the 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 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.



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Fire Threat Level (Cal Fire)

Little to No Threat

Moderate Threat

High Threat

Very High Threat

0 Miles 1

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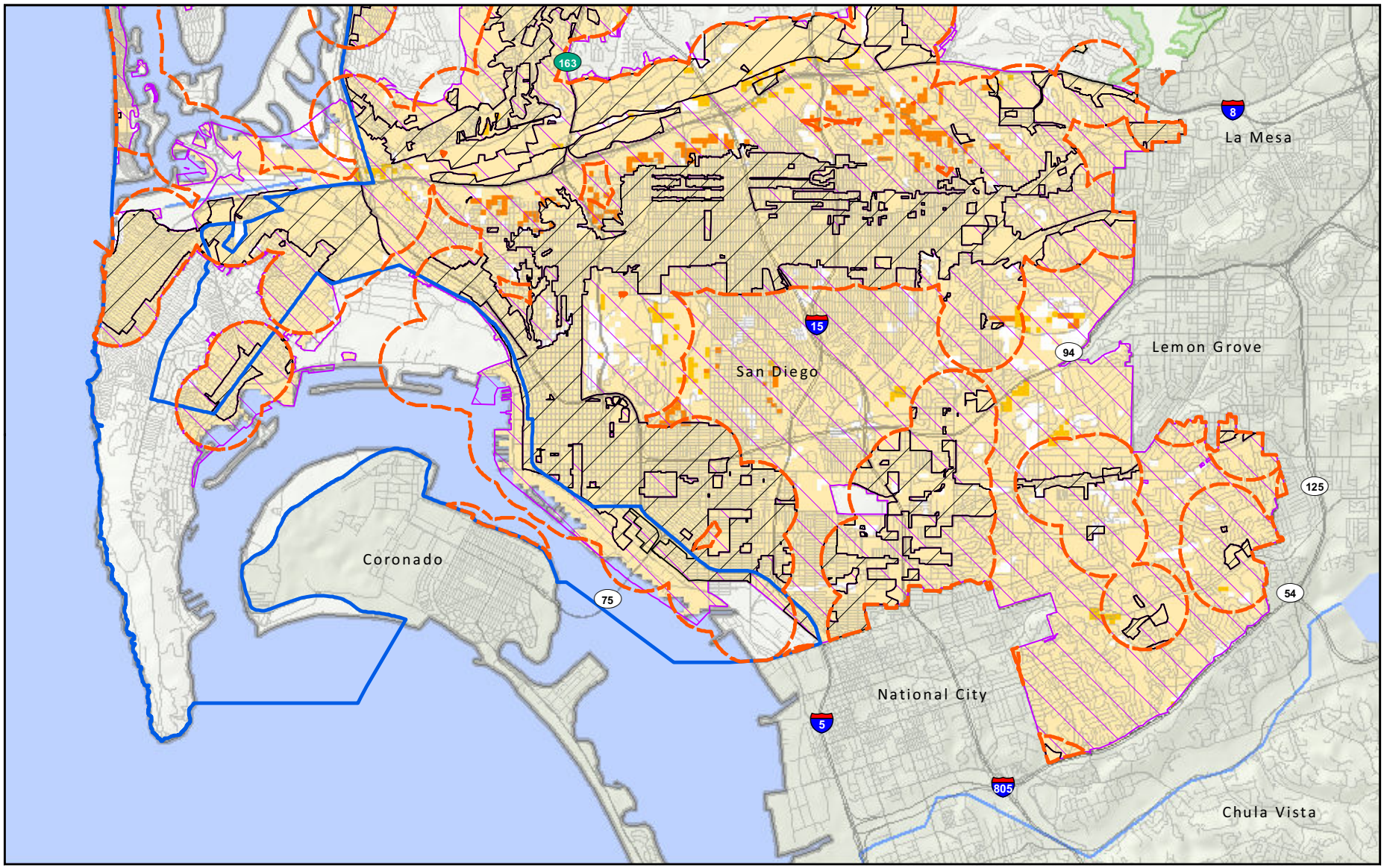
FIGURE 4.15-2 Area A
Fire Threat



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Fire Threat Level (Cal Fire)

Little to No Threat

Moderate Threat

High Threat

Very High Threat

0 Miles 1

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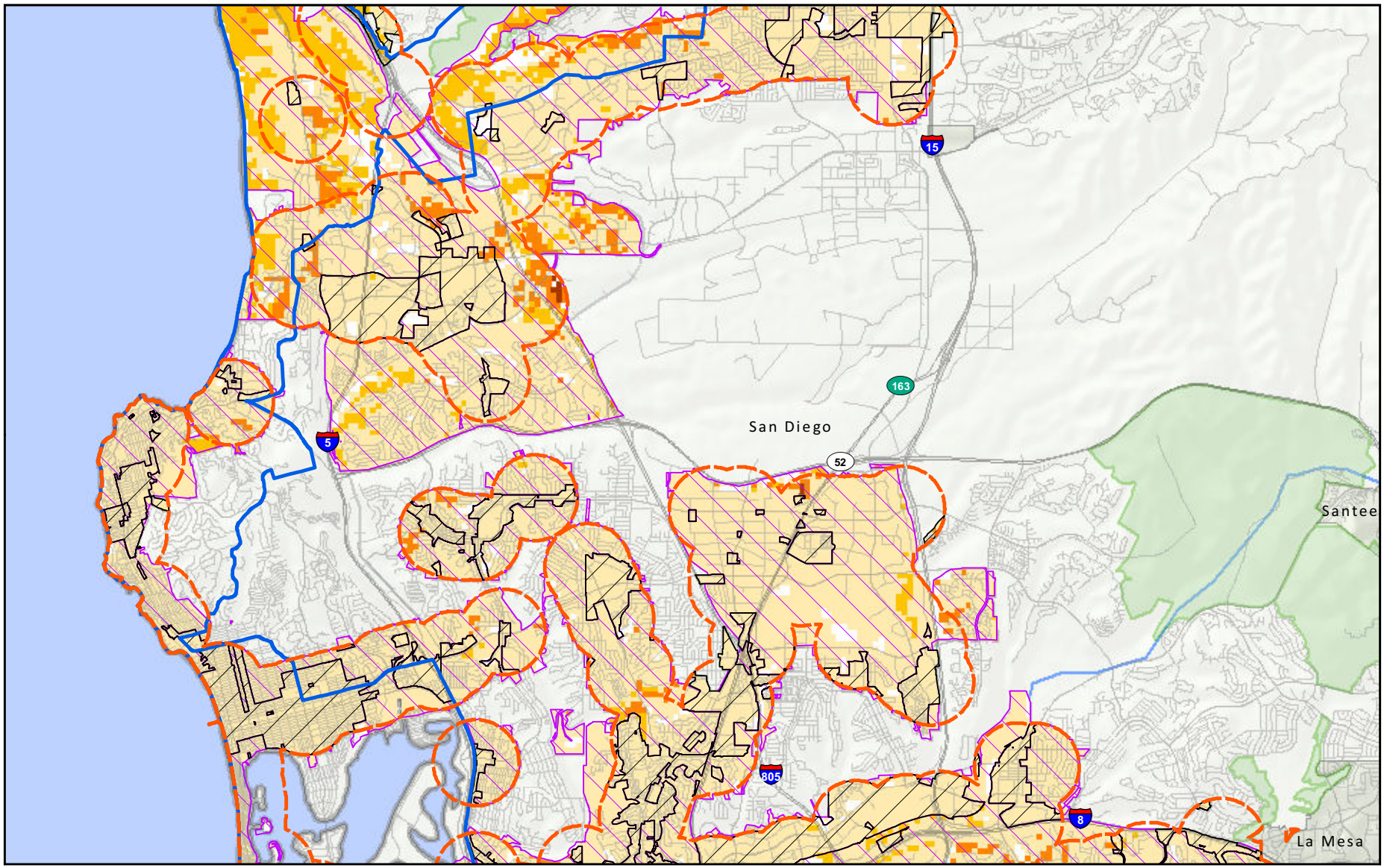
FIGURE 4.15-2 Area B
Fire Threat



Housing Program Eligible Areas & Mobility Choices Program Improvement Areas

Mobility Choices Program Improvements Areas

Coastal Zone Boundary

Transit Priority Areas

Fire Threat Level (Cal Fire)

Little to No Threat

Moderate Threat

High Threat

Very High Threat

Extreme Threat

0 Miles 1

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FIGURE 4.15-2 Area C
Fire Threat

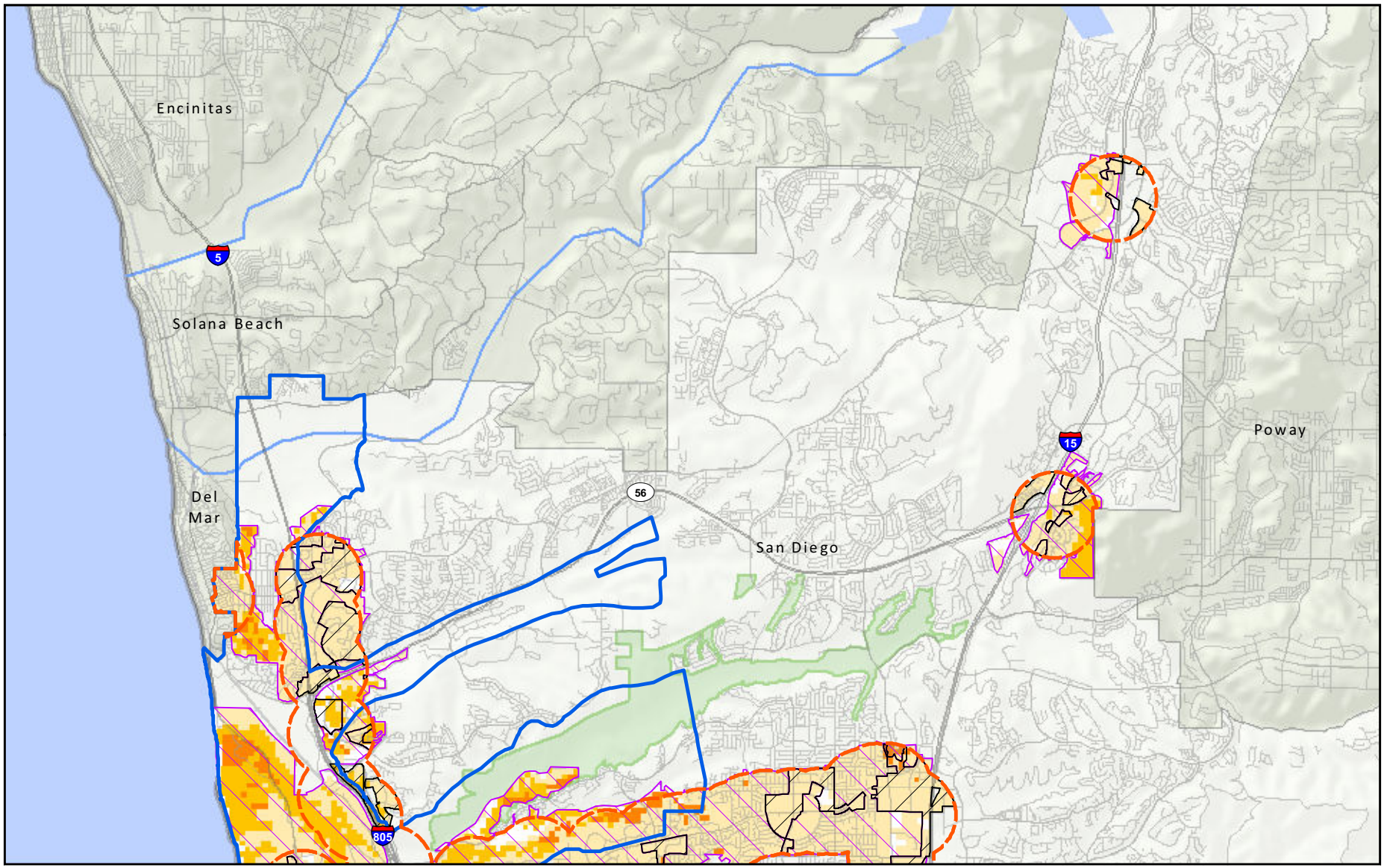

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FIGURE 4.15-2 Area D
Fire Threat

4.15.2 Regulatory Setting

4.15.2.1 Federal Regulations

a. Disaster Mitigation Act

The Disaster Mitigation Act of 2000 requires that a state mitigation plan, as a condition of disaster assistance, add incentives for increased coordination and integration of mitigation activities at the state level through the establishment of requirements for two different levels of state plans: "Standard" and "Enhanced." States that develop an approved Enhanced State Plan can increase the amount of funding available through the Hazard Mitigation Grant Program. The Disaster Mitigation Act also established a new requirement for local mitigation plans.

4.15.2.2 State Regulations

a. California Wildland-Urban Interface Code

On September 20, 2005, the California Building Standards Commission approved the Office of the State Fire Marshal's emergency regulations amending the California Building Code (CBC) (California Code of Regulations [CCR] Title 24, Part 2). Section 701A of the CBC includes regulations addressing materials and construction methods for exterior wildfire exposure and applies to new buildings located in State Responsibility Areas or Very High Fire Hazard Severity Zones in Local Response Areas.

b. California Fire Code

The 2016 California Fire Code (CCR Title 24, Part 9) establishes regulations to safeguard against the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety for and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas. The City has adopted the California Fire Code as Chapter 5, Article 5, Division 1 of the City's Municipal Code (SDMC), including appendices addressing fire-flow requirements for buildings.

4.15.2.3 Local Regulations

a. San Diego Fire Code

The San Diego Fire Code consists of SDMC Chapter 5, Article 5, Sections 55.0101 through 55.9401, which adopts the 2016 California Fire Code with some modifications, and applicable sections of the CCR. Provisions of the California Fire Code are described under State Regulations, above.

b. City of San Diego Building Regulations

The City's Building Regulations (SDMC Chapter 14, Article 5, Division 1) are intended to regulate the construction of applicable facilities and encompasses (and formally adopts) associated elements of the CBC. Specifically, this includes regulating the "construction, alteration, replacement, repair, maintenance, moving, removal, demolition, occupancy, and use of any privately owned building or structure or any appurtenances connected or attached to such buildings or structures within this jurisdiction, except work located primarily in a public way, public utility towers and poles, mechanical equipment not specifically regulated in the Building Code, and hydraulic flood control structures." The City's Building Regulations also establish acceptable construction materials for development near open space to minimize fire risk through adoption of Chapter 7, "Fire Resistance-Rated Construction," and Chapter 7A, "Materials and Construction Methods for Exterior Wildlife Exposure," of the CBC (SDMC Chapter 14, Article 5, Division 7).

c. Brush Management

The City's Brush Management Regulations (SDMC Section 142.0412) are intended to minimize wildland fire hazards through prevention activities and programs. These regulations require the provision of mandatory setbacks, irrigation systems, regulated planting areas, and plant maintenance in specific zones, and are implemented at the project level through the grading and building permit process.

Brush management is required in all base zones on publicly or privately-owned premises that are within 100 feet of a structure and contain native or naturalized vegetation. The City requires Brush Management Plans for all new development, which are intended to reduce the risk of significant loss, injury, or death involving wildland fires. Unless otherwise approved by the City Fire Marshal, the brush management plans for all future development would consist of two separate and distinct zones as follows:

1. **Zone One** consists of the area adjacent to structures where flammable materials would be minimized through the use of pavement and/or permanently irrigated ornamental landscape plantings. This zone is not allowed on slopes with a gradient greater than 4:1.

2. **Zone Two** consists of the area between Zone One and any area of native or non-irrigated vegetation and consists of thinned native or naturalized vegetation.

4.15.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to wildfire are based on the California Environmental Quality Act (CEQA) Guidelines, Appendix G. Impacts related to wildfire could be significant if implementation of the proposed project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones, and if the project would:

1) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires;

2) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;

3) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment;

4) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes; or

5) Substantially impair an adopted emergency response plan or emergency evacuation plan.

Potential impacts related to emergency response planning (Issue 5) are addressed in Section 4.7, Health and Safety, of this Program Environmental Impact Report (PEIR).

4.15.4 Impact Analysis

Issue 1 Wildfire

Would the proposed project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

As shown in Table 4.15-1 and Figure 4.15-1, the majority of the project areas are within Mobility Zones 1, 2, and 3~~2~~ without associated wildfire risk. The Mobility Choices Program would result in transportation infrastructure improvements within Mobility Zones 1, 2, and ~~2~~ 3 and would also incentivize housing development within Mobility Zones 1, 2, and ~~2~~3. Similarly, the Housing Program would incentivize development within Transit Priority Area (TPAs). Some of the project areas are located within or adjacent to High and Very High Fire Hazard Severity Zones as they are in proximity to vegetated areas including urban canyons with native vegetation that can pose a wildfire risk. These areas combined with the limited precipitation within the region results in the potential for wildland fires. Although some of the project areas are located within or near areas with a potential wildfire risk, the Housing Program would not change the allowable land uses within the project areas. However, due to the allowance for additional height and floor area ratio (FAR), development under the Housing Program could result in additional multi-family residential densities in certain locations compared to what would be allowed without participation in the program. By increasing

the number of potential residents within areas subject to fire hazards, this could increase the exposure of people and structures to wildfire. While the project generally incentivizes housing development within urban areas that are generally less prone to wildfire risk than surrounding suburban areas, there would still be wildfire risk and potential increases in exposure to wildfire resulting from the project.

Future development that would occur under the proposed project would be required to comply with the City's Fire Code, Building Regulations, and Brush Management Regulations aimed at ensuring the protection of people or structures from potential wildland fire hazards. While implementation of and adherence to this regulatory framework would reduce potential wildfire impacts, the increase in the number of residents located within areas at risk of wildland fires could increase the exposure of people and structures to wildfires and impacts would be significant.

Issue 2 Pollutants from Wildfire

Due to slope, prevailing winds, and other factors, would the proposed project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Some of the project areas are located within or adjacent to High and Very High Fire Hazard Severity Zones. The potential for wildland fires represents a hazard, particularly within areas adjacent to open space or within close proximity to wildland fuels. Future development under the proposed project would be required to comply with the City's Fire Code, Building Regulations, and Brush Management Regulations to ensure that wildfire risks are not exacerbated. Transportation infrastructure and amenities associated with the Mobility Choices Program would not exacerbate wildfire hazards due to the location of such improvements within existing urban road right-of-ways. However, the Mobility Choices Program would also incentivize housing development within Mobility Zones ~~1~~ 1, 2, and ~~3~~2 that could be exposed to wildfire risk. Implementation of the existing regulatory framework would help reduce the availability of fuels that could contribute to the spread of potential wildfires. Future development under the proposed project would be required to address site-specific factors to minimize the risk of fires in accordance with the applicable regulations. Additionally, the proposed project would not change the allowable land uses within the project areas and it would not expand the potential locations of future multi-family development. However, the proposed project could increase the number of persons that would be located in areas subject to potential wildfire hazards. While it is not anticipated the proposed project would exacerbate wildfire risk, residents may be exposed to pollutant concentrations associated with wildfire. Therefore, impacts related to pollutant concentrations from a wildfire would be significant.

Issue 3 Infrastructure

Would the proposed project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The project areas are located within existing built environments that are served by storm water, sewer, electricity, potable water distribution, and communications systems infrastructure. The

project areas are served by major roadways within Mobility Zones 1, 2, and 3~~2~~ that would not require fuel breaks or other measures to reduce wildfire risk. There are some areas within the project areas that may have existing infrastructure deficiencies and may require capacity improvements to serve future projects implemented under the proposed ordinances (see Issue 2, Section 4.14 Public Utilities and Infrastructure). As detailed in Section 4.14 of this PEIR, mandatory compliance with City standards would likely preclude significant environmental impacts associated with future construction and/or improvements to the existing utility infrastructure. However, given that future specific development projects are unknown at this time, the analysis concludes that the physical impacts associated with installation of and/or improvements to utilities infrastructure would be significant and unavoidable. Future utility and infrastructure improvements would be focused within existing Mobility Zones 1, 2, and 3~~2~~ and would be required to comply with all applicable City standards; thus, these improvements are not likely to exacerbate fire risk. However, at this programmatic level of review, potential temporary or ongoing impacts to the environment due to the installation or maintenance of infrastructure would be significant.

Issue 4 Flooding or Landslides

Would the proposed project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

As detailed in Section 4.9.1 under Issue 1 of this PEIR, impacts related to flooding were found to be significant and unavoidable primarily due to the fact that the proposed ordinances could facilitate and increase development potential within areas protected by a provisionally accredited levy within Mission Valley.

Potential impacts associated with landslides are discussed in Section 4.5.4, under Issue 4 of this PEIR. As discussed in that section, approximately 798 acres of the project areas are located on a geologic unit or soil that is at risk of landslides. However, as discussed in Section 4.5.4, implementation of site-specific recommendations provided within a required geotechnical investigation would reduce impacts associated with landslides, slope instability, and mudflows to less than significant.

The proposed project would not change existing allowable land uses within the project areas and it would not expand the locations where potential multi-family residential housing could be built. While the proposed project areas could be subject to risks associated with downstream flooding or landslides, the existing regulatory framework related to flooding and geologic hazards would minimize potential risks. However, based on the potentially significant flooding risk identified in Section 4.9.1, potential flooding risks would also be significant.

Cumulative Impacts

The Mobility Choices Program would result in transportation infrastructure improvements within Mobility Zones 1, 2, and 3~~2~~ and would also incentivize housing development within Mobility Zones 1, 2, and 3~~2~~. Similarly, the Housing Program would incentivize development within TPAs; however, it would not change the allowable land uses within the project areas and it would not expand the locations where multi-family residential developments could occur. Future development projects

would be required to comply with the City's Building Regulations, Fire Code, and Brush Management Regulations to ensure that buildings and their occupants are not exposed to a significant wildfire risk. However, development under the Housing Program could result in additional multi-family residential densities in certain locations compared to what would be allowed without participation in the program. By increasing the number of potential residents within areas subject to fire hazards, this could contribute to a significant cumulative increase in the exposure of people and structures to wildfire and pollutant concentrations resulting from wildfire (Issues 1 and 2).

Although the project areas are served by major roadways, storm water, sewer, electricity, potable water distribution, and communications systems infrastructure, there are some areas within the project areas that may have existing infrastructure deficiencies and may require capacity improvements to serve future projects implemented under the proposed ordinances (see Issue 2, Section 4.14 Public Utilities and Infrastructure). While mandatory compliance with City standards for the design, construction, and operation of storm water, water distribution, wastewater, and communications systems infrastructure would very likely minimize significant cumulative environmental impacts, at this level of programmatic review and without the benefit of project-specific development plans, cumulative impacts associated with storm water, water distribution, wastewater, and communication systems is considered to be significant (Issue 3).

Flooding impacts associated with the provisionally accredited levy in Mission Valley is a localized concern that would not contribute to a cumulative impact. Implementation of and adherence to the existing regulatory framework would ensure that future projects under the proposed project would not contribute to cumulative wildfire impacts or to flooding or landslide risks that could be exacerbated by wildfire. Cumulative impacts related to flooding or landslides would be less than significant (Issue 4).

4.15.5 Significance of Impacts

4.15.5.1 Wildfire

The proposed project would incentivize the development of multi-family residential units within TPAs (for the Housing Program) and Mobility Zones 1, 2, and 3~~2~~ (for the Mobility Choices Program); however, it would not change the allowable land uses within the project areas. The Housing Program would not expand the locations where multi-family residential development could occur, and thus would not result in new residential areas being exposed to potential wildfire risk. However, due to the allowance for additional height and FAR, development under the Housing Program could result in additional residents in certain locations compared to what would be allowed without the Housing Program. Future development under the Housing Program would be required to comply with the City's Fire Code, Building Regulations, and Brush Management Regulations which would ensure that people and structures are protected from potential wildland fire hazards. While implementation of and adherence to this regulatory framework would reduce potential wildfire impacts, the increase in the number of residents located within areas at risk of wildland fires could increase the exposure of people and structures to wildfires and impacts would be significant and unavoidable.

4.15.5.2 Pollutants from Wildfire

At a programmatic level of environmental review, site-specific factors such as slope and prevailing winds cannot be determined; however, due to the allowance for additional height and FAR, development under the Housing Program could result in additional residents in certain locations compared to what would be allowed without the Housing Program. Additionally, the Mobility Choices Program is intended to incentivize development. Additional residents could be exposed to pollutants associated with wildfire. Therefore, impacts related to pollutant concentrations from a wildfire would be significant and unavoidable.

4.15.5.3 Infrastructure

Future utility and infrastructure improvements would be focused within existing Mobility Zones 1, 2, and 3~~2~~ and would be required to comply with all applicable City standards; thus, associated utility and infrastructure improvements are not likely to exacerbate fire risk. However, at this programmatic level of review, potential temporary or ongoing impacts to the environment due to the installation or maintenance of infrastructure would be significant and unavoidable.

4.15.5.4 Flooding or Landslides

While the proposed project areas could be subject to risks associated with downstream flooding or landslides, the existing regulatory framework related to flooding and geologic hazards would minimize potential risks. However, based on the potentially significant flooding risk identified in Section 4.9.1 of this PEIR related to development downstream of a provisionally accredited levy in Mission Valley, potential risks related to flooding would also be significant and unavoidable.

4.15.6 Conclusion

While future projects would be required to comply with the regulations discussed in this section, compliance with regulations would not reduce potentially significant impacts related to wildfire to less than significant. Thus, impacts would be significant and unavoidable.

4.16 Visual Effects and Neighborhood Character

This section addresses the potential visual impacts that could result from implementation of Complete Communities: Housing Solutions and Mobility Choices (proposed project). Within the analysis, Complete Communities: Housing Solutions is referred to as "Housing Program" while Complete Communities: Mobility Choices is referred to as "Mobility Choices Program." This section analyzes potential visual effects and neighborhood character impacts as well as the proposed project's consistency with relevant design regulations, including the City of San Diego's (City's) General Plan and Land Development Code (LDC).

4.16.1 Existing Conditions

4.16.1.1 Physical Setting

The City is in a region with unique and varied landscapes – the Pacific Ocean, bays, beaches, estuaries and river valleys, canyons and mesas, hills and mountains, and desert. Much of the City is situated in the coastal plain portion of southwestern San Diego County. This coastal plain slopes gently upwards to the eastern foothills and has been eroded into separate mesas. Numerous side canyons have incised the coastal plain and created major drainages which generally flow westward towards the coast. These major drainages are the San Dieguito River, Los Peñasquitos Canyon, Carroll Canyon, Rose Canyon, San Diego River, Los Chollas Creek, Sweetwater River, Otay River, and the westernmost mouth of the Tijuana River.

4.16.1.2 Structure and Built Form

The Housing Program project areas are located throughout the City within Transit Priority Areas (TPAs). The Mobility Choices Program improvement areas are located within existing public right-of-ways within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~. Neighborhood and community borders are often defined by San Diego's interstate and highway system. Communities are connected through a system of transportation networks which include major arterial freeways, highways, surface streets, and public transportation routes. Available modes of public transportation include buses and regional light rail trains that link San Diego with other municipalities in the county. The City is also connected to the larger statewide and national transportation networks through established train lines and interstate freeways. Close proximity to Mexico and the presence of the federal ports of entry connect the City to the international arena as well.

4.16.1.3 Scenic Resources

Nearly 28 percent of all existing land use in the City consists of parks, open space, and recreation areas. These areas are reserved for environmental protection and/or public recreation, and they protect San Diego's unique natural landscape and scenic beauty. Natural scenic vistas can be seen from the 36,000 acres of recreational and open space parks in the City, such as Mission Trails Regional Park, Marian Bear Memorial Park, Rose Canyon Open Space Park, Tecolote Canyon Natural Park and Nature Center, San Diego River Park, Los Peñasquitos Canyon Preserve, Black Mountain Open Space Park, and San Pasqual/Clevenger Canyon Open Space Park.

4.16.2 Regulatory Setting

4.16.2.1 State Regulations

a. 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 only state-designated scenic highway in close proximity to the project areas is State Route (SR-) 163.

4.16.2.2 Local Regulations

a. City of San Diego General Plan

Urban Design Element

The Urban Design Element of the General Plan provides guidance on respecting and elevating the City's "core values" related to urban form, including the natural environment; unique habitat and topography; compact and environmentally sensitive development patterns; and physical, social, and cultural diversity. The Urban Design Element includes general policies, as well as policies relating to distinctive neighborhoods and residential design, mixed-use villages and commercial areas, office and business park development, public spaces and civic architecture, and public art and cultural amenities. Specifically, policies in the Urban Design Element require that open space and landscape be used to define and link communities, and that development is designed to highlight and complement adjacent natural features. In terms of building design, the Urban Design Element calls for street frontages with architectural and landscape interests that provide visual appeal to the streetscape and enhance the pedestrian experience. Underground and above-ground parking structures are encouraged to reduce the amount and visual impact of surface parking; similarly, the visual impact of utilities and wireless facilities is to be minimized through their concealment and design. Policies relating specifically to residential design call for design continuity and compatibility with the larger neighborhood community and for subdivision design to maintain community character. Per the Urban Design Element, neighborhood streets are to improve walkability,

strengthen connectivity, and enhance community identity. Similarly, mixed-use villages and commercial areas are to exhibit distinctive architectural features to differentiate residential, commercial, and mixed-use buildings and promote a sense of identity to village centers, while the public streetscape is to be designed for greater walkability and neighborhood aesthetics. Policies related to office and business park development require high quality design of buildings, structures, and parking areas, and public and cultural amenities are to be integrated into development to improve the quality of new development and reinforce community identity.

Conservation Element

The Conservation Element of the General Plan guides the sustainable management of the City's natural resources, with sections on open space and landform preservation, wetlands, and the urban forest. Policies call for the conservation of landforms, canyon lands, and open spaces that define the City's urban form, serve as core biological areas and wildlife linkages, or are wetland habitats. Policies related to urban forestry call for the planting of large canopy shade trees where appropriate and with consideration of habitat and water conservation goals, as well as the retention of significant and mature trees.

b. San Diego Municipal Code

Zoning

San Diego Municipal Code (SDMC) Chapter 13 includes land development and design standards for the City's base and overlay zones. Citywide base zones specify permitted land uses, residential density, floor area ratio (FAR), and other development requirements for given zoning classifications.

Coastal Height Limit Overlay Zone

SDMC Chapter 13, Article 2, Division 5 provides a supplemental height limit for specific coastal areas. It states that no building or addition to a building shall be constructed with a height in excess of 30 feet within the Coastal Zone of the City.

Grading Regulations

SDMC Chapter 14, Article 2, Division 1 addresses slope stability, protection of property, erosion control, water quality, landform preservation, and paleontological resources preservation. Included in this section are development standards for grading and maximum slope gradients.

Landscape Regulations

SDMC Chapter 14, Article 2, Division 4 addresses planting and irrigation requirements, yard planting area and point requirements, street tree requirements, revegetation and erosion control, brush management, and water conservation.

Off-Site Development Impact Regulations

SDMC Chapter 14, Article 2, Division 7 provides standards for air contaminants, noise, electrical/radioactivity disturbance, glare, and lighting. SDMC Section 142.0730, Glare Regulations, limits the percentage of a building's exterior that may be comprised of reflective material and limits the use of reflective material where it could contribute to traffic hazards, diminish quality of riparian habitat, or reduce enjoyment of public open space. SDMC Section 142.0740, Outdoor Lighting Regulations, addresses lighting design and installation to minimize negative impacts from light pollution to preserve enjoyment of the night sky and reduce conflict caused by unnecessary illumination.

Environmentally Sensitive Lands Regulations

The City's Environmentally Sensitive Lands Regulations (SDMC Chapter 14, Article 3, Division 1) address steep hillsides and Special Flood Hazard Areas (SFHA). Steep hillsides are defined as hillsides at least 50 feet deep with a slope of 25 percent or greater. SFHAs are areas located within the 100-year floodplain.

Green Building Regulations

The City's Green Building Regulations (SDMC Chapter 14, Article 10) detail the use of building concepts to reduce negative environmental impacts or create positive environmental impacts, and encourage sustainable construction practices in planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. Pursuant to the regulations, new outdoor lighting fixtures shall minimize light trespass 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 require that most outdoor lighting be turned off between 11:00 p.m. and 6:00 a.m. with some exceptions (such as lighting provided for commercial and industrial uses that continue to be fully operational after 11:00 p.m. for public safety).

4.16.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to visual effects and neighborhood character are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2016). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed project. A significant visual effect and neighborhood character impact could occur if implementation of the proposed project would:

1) Result in a substantial obstruction of a vista or scenic view from a public viewing area;
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;
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.

4.16.4 Impact Analysis

Issue 1 Scenic Vistas or Views

Would the proposed project result in a substantial obstruction of a vista or scenic view from a public viewing area?

The Mobility Choices Program would result in the construction of transportation infrastructure within Mobility Zones 1, 2, and 3~~2~~. Examples of public infrastructure improvements that could result from the Mobility Choices Program are described in Chapter 3.0 of this EIR. These improvements would not result in an ~~substantial~~ obstruction of a vista or scenic view, as improvements would be installed on-site for new development or within existing public right-of-ways within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~. Improvements within public right-of-way would generally be smaller scale than surrounding development and would not ~~substantially~~ block views or vistas along roadway corridors.

The Housing Program would apply citywide within TPAs in zones that allow multi-family housing. In exchange for new development that provides affordable housing units and neighborhood-serving infrastructure improvements, the Housing Program would allow additional building square footage and height beyond what is otherwise allowed in the base zone, Planned District Ordinance (PDO), or applicable Community Plan. Height incentives would only apply outside of the City's Coastal Zone. Within the Coastal Zone, the existing 30-foot height limit would continue to apply, which would limit the maximum height and densities that could be accommodated in coastal areas.

Development associated with the Housing Program is not anticipated to affect scenic views or vistas from designated scenic highways in the City. The only state-designated scenic highway in close proximity to the project areas is SR-163. However, the designated scenic portion of SR-163 is located within a canyon and due to topography, surrounding future development would not be visible from this scenic road. Thus, the proposed project would not adversely affect scenic views or vistas from a state-designated scenic highway.

The Housing Program's height incentives would not apply within the Coastal Zone; therefore, impacts to scenic vistas or scenic views from a public viewing area within the Coastal Zone would be minimized as future development would be required to adhere to the 30-foot height limit. However, views toward the coast could be affected by development within TPAs that are located near coastal areas, but outside of the Coastal Zone. For example, development within TPAs along Morena Boulevard could block views toward the coast for residents in Clairemont Mesa. While residential views are not protected views, views toward the coast from public parks within Clairemont Mesa could be affected. Similarly, there are numerous scenic parks and public viewing locations throughout the City. Development under the Housing Program could change scenic views and vistas from public viewing locations where TPAs are visible throughout the City.

While the Housing Program would waive height limit requirements for qualifying development, there are a variety of factors that would limit the ultimate heights that could be achieved by development under the program. As discussed, the 30-foot height limitation would continue to apply within the Coastal Zone. Additionally, airport height restrictions within proximity to public airports (i.e., Brown Field, Montgomery-Gibbs Executive Airport, Marine Corps Air Station Miramar, Naval Outlying Landing Field Imperial Beach, and San Diego International Airport) would continue to apply to future development (refer to Section 4.7 of this EIR). In addition, market and construction factors can contribute to height limitations. Notwithstanding these factors, future development under the Housing Program is anticipated to result in areas of increased density and building height that could obstruct scenic views and vistas from public viewing locations. At this programmatic level of review, impacts associated with scenic views and vistas would be significant.

Issue 2 Neighborhood Character

Would the proposed project result in a substantial adverse alteration (e.g., bulk, scale, materials, or style) to the existing or planned (adopted) character of the area?

Implementation of the Mobility Choices Program would result in the construction of transportation infrastructure within existing public rights-of-way or within the development footprint of future projects. Infrastructure would support and enhance pedestrian, bicycle, and transit use and accessibility. Development under the Mobility Choices Program would not result in an adverse effect to neighborhood character since it would result in more amenities that would enhance the character of the community.

The Housing Program would allow for additional building square footage and height beyond the allowance in the applicable base zone, PDO, or applicable Community Plan. Height incentives would only apply outside of the City's Coastal Zone. Within the Coastal Zone, the existing 30-foot height limit would continue to apply, which would limit the maximum densities that could be accommodated in coastal areas and reduce the potential for adverse impacts to neighborhood character that could result from structure heights that are greater than what currently exists. Within the Coastal Zone, FAR incentives would still apply; however, the ability to achieve the highest FAR would be limited by the 30-foot height limit. While the 30-foot height limit would restrict building square footage, the FAR incentives within the Coastal Zone could result in development that is inconsistent with the existing neighborhood character. Outside of the Coastal Zone, height restrictions related to development in proximity to airports would continue to apply which could limit the height and intensity of development that could occur within areas proximate to airports. Furthermore, market and construction factors could contribute to height limitations.

Under the Housing Program, development of a certain size would be required to provide public amenities as discussed in Section 3.5.1.3 of this PEIR. Future development would also be required to incorporate design features that enhance neighborhood character and minimize adverse impacts associated with increased bulk, scale, and height. Building materials, style, and architectural features would be reviewed to ensure the character of development meets required development standards. Development would also be required to adhere to the City's landscape regulations which would support neighborhood compatibility. Nevertheless, implementation of the Housing Program could result in development at densities and heights that could substantially alter the existing

neighborhood character. While the Housing Program is intended to create a more vibrant, pedestrian-oriented community with transit supportive development, implementation of the proposed ordinance could result in a substantial change to the existing character within the project areas. Thus, at this programmatic level of review, impacts associated with neighborhood character would be significant.

Issue 3 Distinctive or Landmark Trees

Would the proposed project result in the loss of any distinctive or landmark tree(s), or stand of mature trees?

While the City has policies related to tree preservation in place that are intended to preserve distinctive, landmark, and mature trees to the extent practicable, it is possible that future development could nonetheless adversely impact such trees. At this programmatic level of review, and without project-specific development plans, impacts associated with the loss of any distinctive or landmark trees or any stand of mature trees would be significant.

Issue 4 Landform Alteration

Would the proposed project result in a substantial change in the existing landform?

Transportation infrastructure resulting from implementation of the Mobility Choices Program is not anticipated to result in changes to the existing landform because improvements are anticipated to occur within public rights-of-way, and/or along existing developed streets. Due to the developed nature of such areas, landform alteration is not anticipated. Development associated with the Housing Program could result in changes to existing landforms depending on the constraints and slope associated with a particular project site. While existing canyons and slopes throughout the project areas are largely protected from development due to their status as Multi-Habitat Planning Areas (MHPA), the project areas could contain steep slopes or other topographical features that could be impacted by development. The City's Environmentally Sensitive Lands (ESL) regulations would protect steep hillsides (defined as hillsides at least 50 feet deep with a slope of 25 percent or greater). Should a proposed project include impacts to ESL-defined steep hillsides, the project would require a site development permit, including subsequent environmental review, in order to address potential impacts to ESL protected slopes. While existing protections are in place to preserve the City's canyons and steep slopes, specific development proposals and grading quantities are not known at this time. It is possible that future development under the Housing Program could result in substantial landform alteration. Even with future discretionary review for projects that impact ESL-defined steep slopes, impacts would be significant.

Issue 5 Light and Glare

Would the proposed project create substantial light or glare which would adversely affect daytime or nighttime views in the area?

Sources of light within the project areas include those typical of an urban community, such as building lighting for residential and commercial land uses, roadway infrastructure lighting, and signage. Future development associated with the Housing Program would introduce new residential interior and exterior lighting, parking lot lighting, commercial signage lighting, and lamps for streetscape and public recreational areas. Transportation infrastructure associated with the Mobility Choices Program could also include additional roadway lighting within or along public rights-of-way.

Future development would be required to comply with the applicable outdoor lighting regulations of the SDMC (§142.0740 et seq.) which would require development to minimize negative impacts from light pollution including light trespass, glare, and urban sky glow. Compliance with these regulations would preserve enjoyment of the night sky and minimize conflict caused by unnecessary illumination. New outdoor lighting fixtures must minimize light trespass in accordance with the California Green Building Standards Code, where applicable, or otherwise shall direct, shield, and control light to keep it from falling onto surrounding properties.

Future development associated with the Housing Program would also be required to comply with SDMC Section 142.0730 to limit the amount of reflective material on the exterior of a building that has a light reflectivity factor greater than 30 percent to a maximum of 50 percent. Additionally, per SDMC Section 142.0730(b), reflective building materials are not permitted where it is determined that their use would contribute to potential traffic hazards, diminish the quality of riparian habitat, or reduce enjoyment of public open space. Therefore, through regulatory compliance, the proposed project would not create substantial light or glare that would adversely affect daytime or nighttime views in the area, and impacts would be less than significant.

Cumulative Impacts

Future development associated with the Housing Program would contribute to a significant cumulative impact to scenic views and vistas as future residential structure height could exceed what is permitted in the existing base zone, PDO, or applicable Community Plan and could potentially impact scenic views and vistas from public viewing locations throughout the City. Transportation infrastructure associated with the Mobility Choices Program is not anticipated to contribute to a cumulative impact to a scenic vista, as these improvements would be located within or along existing developed public rights-of-way and land and would be smaller scale than surrounding development.

Development associated with the Housing Program has the potential to cumulatively impact the visual environment through the design, height, and location of future buildings. As future projects are developed under the Housing Program, development intensities and building heights could potentially contrast with the existing neighborhood character within the projects and would result in a significant cumulative impact related to neighborhood character.

While distinctive, landmark and mature trees are protected by City Council Policy 900-19, at a program level of review it is not possible to ensure all possible distinctive, landmark, and mature trees would be protected. Thus, cumulative impacts would be significant.

As potential impacts related to landform alteration would be localized to a specific project site and its immediate viewshed, cumulative impacts related to landform alteration are not anticipated. Furthermore, landform alteration impacts would be minimized through compliance with the City's ESL Regulations. Cumulative landform alteration impacts would be less than significant. Future development would be required to comply with the City's Off-Site Development Impact Regulations addressing light and glare, and cumulative light and glare impacts would be less than significant.

4.16.5 Significance of Impacts

4.16.5.1 Scenic Vistas or Views

Transportation infrastructure improvements associated with the Mobility Choices Program would have a less than significant impact related to scenic vistas or views. Development associated with the Housing Program located outside of the Coastal Zone could adversely impact public scenic vistas or views due to height incentives that would allow for structure height in excess of existing base zone, PDO, or applicable Community Plan. Thus, at this programmatic level of review, and without project-specific development plans, impacts associated with scenic vistas and viewsheds would be significant and unavoidable.

4.16.5.2 Neighborhood Character

Development under the Mobility Choices Program would not result in an adverse effect to neighborhood character since it would result in more amenities that would enhance the character of the community. The Housing Program would allow for additional building square footage and height beyond the allowance in the applicable base zone, PDO, or applicable Community Plan. Under the Housing Program, new development would be required to incorporate design features that enhance neighborhood character and minimize adverse impacts associated with increased bulk, scale and height. Building materials, style, and architectural features would be reviewed to ensure the character of development meets required development standards. Nevertheless, at this programmatic level of review, and without project-specific development plans, impacts associated with neighborhood character would be significant and unavoidable.

4.16.5.3 Distinctive or Landmark Trees

At this programmatic level of review, and without project-specific development plans, impacts associated with the loss of any distinctive or landmark trees or any stand of mature trees would be significant and unavoidable.

4.16.5.4 Landform Alteration

Transportation infrastructure resulting from implementation of the Mobility Choices Program is not anticipated to result in changes to the existing landform because improvements are anticipated to occur within public right-of-ways, and/or along existing developed streets. While existing protections are in place to preserve the City's canyons and steep slopes, specific development proposals and grading quantities are not known at this time. It is possible that future development under the Housing Program could result in substantial landform alteration. Even with future discretionary review for projects that impact ESL-defined steep slopes, impacts would be significant and unavoidable.

4.16.5.5 Light and Glare

Required compliance with the SDMC would ensure impacts relative to lighting and glare would be less than significant.

4.16.6 Conclusion

Adherence to existing City regulations described in Section 4.16.2.2 would reduce significant aesthetic impacts to the existing or planned character of an area. The proposed project also includes regulations that would reduce significant impacts related to visual effects and neighborhood character to the greatest extent feasible, as detailed below.

§143.1025 Supplemental Development Regulations

Development utilizing these regulations must comply with the following Supplemental Development Regulations, and may not utilize incentives or waivers provided in Section 143.1010(h~~f~~) ~~(~~g) to deviate from them:

(a) Bulk Standards for Buildings Over 90 Feet on *Premises* Over 20,000 Square Feet in Area. For purposes of this Section, bulk and scale are divided into the two main areas of the building base and the tower. Buildings over 90 feet in height located on *premises* over 20,000 square feet in area shall adhere to the following requirements:

(1) For the purposes of this Section, building base means the *structural envelope* located immediately above *existing grade*, *proposed grade,* or a *basement*. The maximum height of the building base shall be 90 feet.

(2) The minimum height of the *street wall* shall be 30 feet, except as required under the Centre City Planned District.

(3) A *street wall* shall be provided for 70 percent of the building frontage along the *public right-of-way*, with the following exceptions, which may be subtracted from the length of the frontage:

(A) Publicly or privately-owned plazas or promenades;

(B) Courtyard entrances up to 30 feet wide for residential uses;

(C) Recessed entrances up to a maximum of 25 feet in width and a maximum of 15 feet in depth;

(D) Entries into interior or auto courts, or auto drop-offs may be allowed behind the required *street wall*; and

(E) Areas where the *existing grade* of the *public right-of-way* differs from the building pad by more than two feet.

(4) For the purposes of this Section, tower means the *structural envelope* located immediately above the building base to the top of the building.

(A) The maximum *lot coverage* of the tower shall be 75 percent of the *lot coverage* of the building base.

(B) Within a single *development*, towers shall be separated by a minimum of 50 feet.

(5) *Development* must comply with the private open space and common open space requirements of the applicable base zone or Planned District ~~Ordinance~~.

These supplemental development regulations would serve to regulate the design of future development under the Housing Program by minimizing impacts relating to bulk and scale, providing supplemental lot coverage requirements for tower structures, and providing requirements related to open space and common area requirements. While the supplemental development regulations would minimize adverse impacts related to aesthetics, in particular neighborhood character, impacts would remain significant and unavoidable.

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Chapter 5.0
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 were not discussed in detail in the EIR. Environmental issues not expected to have a significant impact as a result of Complete Communities: Housing Solutions and Mobility Choices (proposed project) are agriculture and forestry resources, mineral resources, and population and housing. A brief discussion of the reasons for this finding is provided below. Within the analysis, Complete Communities: Housing Solutions is referred to as "Housing Program," while Complete Communities: Mobility Choices is referred to as "Mobility Choices Program."

5.1 Agriculture and Forestry Resources

The project areas are generally located within urbanized settings where the potential for loss of agricultural and forestry resources is low. Based on the farmland maps prepared by the California Department of Conservation (2016), the proposed project areas are not identified as containing Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The proposed project areas are entirely urbanized and there are no existing agricultural lands or agricultural uses. Therefore, no impacts to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would occur. Additionally, the project areas are not zoned for agricultural use and there are no lands under a Williamson Act contract. Therefore, there would be no conflict with agricultural zoning or a Williamson Act contract.

5.2 Mineral Resources

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

(City). 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 project areas are located within urbanized settings where the potential for loss of mineral deposits due to future development is considered low. The potential for loss of mineral resources is low because there is a lack of known mineral resources in the area, the feasibility of a mining operation within a highly developed urban environment is low due to land use conflicts, and there is little undeveloped land available for mining. There are no existing mineral extraction operations within or surrounding the project areas. Therefore, no impact to mineral resources would occur.

5.3 Population and Housing

No adverse impacts to population or housing are anticipated from implementation of the proposed project. As detailed in Section 3.2.3, the proposed project is intended to accommodate projected population and housing needs within the City for all income levels and would not induce unplanned population growth as there is a need for housing to serve projected population levels. As detailed in Chapter 4.0, the Housing Program could exceed planned development assumptions within Community Plan areas that have not undergone a recent comprehensive update. While this conservative assumption is made for purposes of the PEIR, the housing densities would be focused within Transit Priority Areas, consistent with the City of Villages strategy, and would incentivize housing consistent with the City's Housing Element goals. Additionally, while the Mobility Choices Program would not directly result in new housing, it is intended to incentivize housing within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~ consistent with planned growth. Thus, development under the proposed project would not support unplanned population growth. See Chapter 3.0, Project Description, for additional information. While the project could temporarily displace housing as lands are redeveloped, the Housing Program includes requirements to ensure affordable units are not lost, and ultimately, proposed development would replace and increase the supply of housing.

Future construction associated with the proposed project would be associated with a demand for construction trade skills and labor. It is anticipated that this demand would be met by the local labor force within San Diego County or surrounding areas and would not require the importation of a substantial number of workers that could cause an increased demand for temporary or permanent housing.

It is anticipated that most of the new housing units would be absorbed by existing residents of the San Diego area and would assist in accommodating projected population growth that would occur without the proposed ordinances. The number of additional housing units and the corresponding forecasted number of new residents is not substantial and would contribute to the housing provision goals of the City's Housing Element by helping to accommodate regional growth projected for the project areas, the City, and the region as a whole. Therefore, the proposed project is not anticipated to result in overall regional population growth, and there would be no population and housing related impacts.

6

Chapter 6.0
Growth Inducement

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15126.2(e), the following growth inducement analysis is required:

> 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 of San Diego's (City's) CEQA 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 City's General Plan PEIR (2008) notes that "population in San Diego will grow whether or not the Draft General Plan is adopted…" The General Plan incorporates the City of Villages strategy, which notes that a "village" is a place where residential, commercial, employment, and civic uses are present and integrated, and are characterized by compact mixed-use areas that are pedestrian-friendly and linked to the regional transit system (City of San Diego 2008). 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.

Recent community plan updates have been adopted that follow the General Plan's vision and City of Villages strategy by planning for higher density residential and mixed-use development in areas near transit. The policies specified within these community plan updates are intended to create mixed-use urban environments that support transit and pedestrian activity.

Increases in density resulting from existing community plans could result in the need for the expansion of utilities and public services, as future development occurs. As each community plan is updated, the City prepares updated Impact Fee Studies that identifies existing public facilities, future needs, facility costs, and provides an impact fee calculation that would apply to new development. Implementation of these plans will allow for growth to proportionally fund the cost of providing necessary public facilities. With the proposed project, services will need to expand to keep ratios of personnel to population consistent with General Plan goals; however, this expansion will occur incrementally, allowing the City to adjust over time to the increased demand.

The City's General Plan Housing Element provides the policy framework for future planning decisions, and identifies a series of implementation steps to meet the Housing Element's goals, objectives, and policies. Goal 1 is to ensure "the provision of sufficient housing for all income groups to accommodate San Diego's anticipated share of regional growth…that will help meet regional GHG targets by improving transportation and land use coordination and jobs/housing balance, creating more transit oriented, compact and walkable communities, providing more housing capacity for all income levels, and protecting resource areas."

The Housing Element establishes the City's plan to meet the demand of the projected share of the region's housing needs for all income levels over the course of the Housing Element cycle (Current Cycle - 2010 through 2020). The Regional Housing Needs Assessment (RHNA) is determined based on forecasted housing needs to plan for projected regional growth and is updated every eight years. A fair share goal is identified for every city within the region, and each city prepares a Housing Element that demonstrates the availability of suitable sites and public facilities to meet the regional share goals.

The current 5th RHNA cycle target for the City is 88,096 new units by 2020. With only two years remaining in the current RHNA cycle, less than 50 percent (37,054 units) of the 2020 production target has been met. Because the RHNA targets are set to meet the forecasted housing need, and production is falling well below this need, the proposed Complete Communities: Housing Solutions (Housing Program) will further encourage development to help accommodate planned residential growth.

The proposed Complete Communities: Mobility Choices (Mobility Choices Program) is intended to support reductions in citywide vehicle miles traveled (VMT) by requiring the provision of on-site VMT reducing measures within ~~the City's Transit Priority Areas (TPAs) and~~ Mobility Zones~~,~~ 2~~,~~ and 3 and by requiring a contribution from development within~~outside of the TPAs and~~ Mobility Zone 4~~s 1 and 2~~ toward active transportation infrastructure projects that would reduce VMT within ~~the TPAs and~~ Mobility Zones 1, 2, and 3~~2~~. The Mobility Choices Program is intended to incentivize housing;

however, as the Mobility Choices Program is intended as an implementation strategy for the City to reduce citywide VMT, and because it would be consistent with the City's strategy for growth by encouraging the development of active transportation infrastructure projects, the Mobility Choices Program would not be growth inducing.

The proposed Housing Program would incentivize and is reasonably anticipated to result in development of multi-family residential units within areas already suitable for growth because they are within Transit Priority Areas (TPAs). As the Housing Program is intended as an implementation strategy for the City to realize its existing housing goals, and because it would be consistent with the City's strategy for growth by focusing development within areas accessible to transit, the Housing Program would not be growth inducing. The Housing Program would instead redirect planned growth into TPAs where the needed infrastructure exists, to help achieve the existing RHNA targets in an environmentally sensitive manner.

7

Chapter 7.0
Significant Unavoidable Impacts/Significant Irreversible Environmental Changes

7.1 Significant and Unavoidable Impacts

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15126.2(c), 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). Complete Communities: Housing Solutions and Mobility Choices (proposed project), would result in significant and unavoidable impacts related to air quality; biological resources; historical, archaeological, and tribal cultural resources; hydrology/water quality; noise; public services and facilities; transportation; public utilities and infrastructure; wildfire; and visual effects and neighborhood character.

The significance of impacts and availability of any feasible mitigation measures is summarized in the Executive Summary Table ES-1. Where feasible, the proposed ordinance has incorporated language that would reduce potentially significant impacts; however, the following issue areas would remain significant and unavoidable:

Air Quality

Issue 1 Conflicts with Air Quality Plans (Direct and Cumulative)
Issue 2 Air Quality Standards (Direct and Cumulative)
Issue 3 Sensitive Receptors – Localized Carbon Monoxide Hot Spots (Direct) and Mobile Source Emissions (Direct)

Biological Resources

Issue 1 Sensitive Species (Direct and Cumulative)
Issue 2 Sensitive Habitats (Direct and Cumulative)
Issue 3 Wetlands (Direct and Cumulative)

Historical, Archaeological, and Tribal Cultural Resources

Issue 1 Historic Buildings, Structures, Objects or Sites (Direct and Cumulative)
Issue 2 Prehistoric and Historic Archaeological Resources, Sacred Sites and Human Remains (Direct and Cumulative)
Issue 3 Tribal Cultural Resources (Direct and Cumulative)

Hydrology/Water Quality

Issue 1 Flooding and Drainage Patterns – Riverine Flooding (Direct), Mudflow (Direct), and Tsunamis, Downstream flooding (Direct) Tsunami inundation (Direct and Cumulative)

Noise

Issue 1 Noise Levels - Ambient Noise, Traffic Related Noise, Rail Noise, Noise Ordinance Compliance, Temporary Construction Noise (Direct and Cumulative)
Issue 2 Groundborne Vibration (Direct and Cumulative)

Public Services and Facilities

Issue 1 Public Facilities - Police Protection, Fire-Rescue Services, Schools, Libraries, Parks and Recreation (Direct and Cumulative)
Issue 2 Deterioration of Existing Neighborhood parks and Recreational Facilities (Direct and Cumulative)
Issue 3 Construction or Expansion of Recreational Facilities (Direct and Cumulative)

Transportation

Issue 2 Vehicle Miles Traveled (Direct and Cumulative)

Public Utilities and Infrastructure

Issue 1 Water Supply (Direct and Cumulative)
Issue 2 Utilities (Direct and Cumulative)

Wildfire

Issue 1 Wildfire (Direct and Cumulative)
Issue 2 Pollutants from Wildfire (Direct and Cumulative)
Issue 3 Infrastructure (Direct and Cumulative)
Issue 4 Flooding or Landslides (Direct)

Visual Effects and Neighborhood Character

Issue 1 Scenic Vistas or Views (Direct and Cumulative)
Issue 2 Neighborhood Character (Direct and Cumulative)
Issue 3 Distinctive or Landmark Trees (Direct and Cumulative)
Issue 4 Landform Alteration (Direct and Cumulative)

7.2 Significant Irreversible Environmental Impacts

Section 15126.2(d) of the CEQA Guidelines requires an evaluation of the significant irreversible environmental changes which would occur should the proposed project 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 project.

Section 15126.2(d) of the CEQA Guidelines states that irretrievable commitments of resources should be evaluated to assure that current consumption of such resources is justified.

Implementation of the proposed project would not result in significant irreversible impacts to agricultural land, biological resources, energy, mineral resources, or water bodies. For a discussion of energy consumption, refer to Section 4.4 Energy.

Regarding agricultural resources, the proposed project areas are not identified as containing Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. With respect to biological resources, the proposed project would primarily affect developed areas and if sensitive biological resources are present, would be required to undergo a discretionary permit process in accordance with Environmentally Sensitive Lands (ESL) Regulations, the City of San Diego's (City's) Biology Guidelines, and the provisions of the Multiple Species Conservation Program (MSCP) as necessary. Similarly, projects that have the potential to impact wetlands would follow the applicable discretionary permit process in accordance with City and wildlife agency regulatory requirements. Project areas located within Multi-Habitat Preservation Area (MHPA) and Vernal Pool Habitat Conservation Plan (VPHCP) preserve would be subject to ESL Regulations that would ensure no conflicts would occur in relation to the MSCP Subarea Plan or VPHCP. Additionally, development adjacent to MHPA or VPHCP lands would be subject to the Land Use Adjacency Guidelines in MSCP Subarea Plan Section 1.4.3 and VPHCP Section 5.2.1. Thus, no significant irreversible changes to biological resources would occur. As for mineral resources, the project areas are located within urbanized settings where the potential for loss of mineral deposits due to further development is considered low due to a lack of known mineral resources in the area, and low feasibility of a mining operation within a highly developed urban due to land use conflicts. Thus, no significant irreversible changes would occur.

Buildout of the project areas would have significant and unavoidable impacts on historical, archaeological, and tribal cultural resources, as detailed in Section 4.8, Historical and Tribal Cultural Resources. At a program level of analysis, it is assumed that at least some of those impacts would be irreversible.

With respect to environmental accidents potentially associated with the proposed project, and as further discussed in Section 4.7 of this PEIR, potential impacts related to hazardous materials and

associated health hazards from implementation of the proposed project would be avoided or reduced to below a level of significance through mandatory conformance with applicable regulatory/industry standards and codes. Regarding wildfire, existing building codes and brush management regulations would be applied for all future development within the project areas and the entire City to ensure buildings and their occupants are not exposed to a significant wildfire risk. Furthermore, the project areas are located within a highly urbanized environment with minimal wildland urban interface areas. Thus, the potential for an increase in environmental accidents due to the proposed project is low.

8

Chapter 8.0 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 feasibly 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 feasible 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 4.0, implementation of Complete Communities: Housing Solutions and Complete Communities: Mobility Choices (proposed project) would result in significant and/or cumulative environmental impacts related to air quality; biological resources; historical, archaeological, and tribal cultural resources; hydrology and water quality; noise; public services and facilities; transportation and circulation; public utilities and infrastructure; wildfire; and visual effects and neighborhood character. In developing the alternatives to be addressed in this chapter, consideration was given regarding their ability to meet the basic objectives of the proposed project and the potential to eliminate or substantially reduce significant environmental impacts as identified in Chapter 4.0 of this Program EIR (PEIR).

The following objectives for the proposed project support the underlying purpose of the project, assist the City of San Diego (City) as lead agency in developing a reasonable range of alternatives to evaluate in this PEIR, and will ultimately aid the lead agency in preparing findings and overriding considerations, if necessary. The primary goals, recommendations, and objectives of the proposed project are to:

- Identify and make available for development adequate sites to meet the City's diverse housing needs;

- Incentivize new construction of all types of multi-family housing, with an emphasis on affordable housing units;

- Implement the City's General Plan to achieve planned housing densities and meet the City's Regional Housing Needs Allocation (RHNA) targets;

- Implement the City's Climate Action Plan (CAP) to achieve greenhouse gas reductions through a reduction in vehicle miles traveled (VMT), and increased active transportation mode shares within Transit Priority Areas (TPAs) (for the Housing Program) and urban areas (Mobility Zones 1, 2, and 3~~2~~);

- Incentivize the production of multi-family residential development within TPAs (for the Housing Program) and urban areas (Mobility Zones 1, 2, and 3~~2~~) to reduce the amount of vehicular miles driven in the City;

- Plan for infrastructure that reduces trips and trip length instead of planning for infrastructure that accommodates additional vehicular traffic, in accordance with Senate Bill 743; and

- Provide public infrastructure that supports a pedestrian-, bike-, and transit-friendly environment to achieve vibrant, active, healthy, and livable communities within TPAs (for the Housing Program) and urban areas (Mobility Zones 1, 2, and 3~~2~~).

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 project;

- The extent to which the alternative would avoid or substantially lessen any of the identified significant environmental effects of the proposed project.

- 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 Alternative 1: No Project Alternative, Alternative 2: Limited Transit Priority Area Alternative, and Alternative 3: Incentives Available Citywide Except Height Incentive Alternative. A side-by-side comparison of the potential impacts of the alternatives to the impacts identified for the proposed project is provided in Table 8-1.

Table 8-1
Alternatives Comparison to the Proposed Project

Environmental Issue Area	Proposed Project	1. No Project Alternative	2. Limited Transit Priority Area Alternative[1]	3. Incentives Available Citywide Except Height Incentive Alternative
Land Use	LS	LS (>)	LS (>)	SU (>)
Air Quality	SU	SU (<)	SU (<)	SU (<)
Biological Resources	SU	SU (=)	SU (=)	SU (>)
Energy	LS	LS (>)	LS (=)	LS (>)
Geology, Soils, and Seismicity	LS	LS (=)	LS (=)	LS (=)
Greenhouse Gas Emissions	LS	SU (>)	LS (=)	LS (>)
Health and Safety	LS	LS (=)	LS (=)	LS (=)
Historical, Archaeological, and Tribal Cultural Resources	SU	SU (=)	SU (<)	SU (>)
Hydrology/Water Quality	SU	SU (<)	SU (<)	SU (=)
Noise	SU	SU (<)	SU (=)	SU (<)
Paleontological Resources	LS	LS (=)	LS (=)	LS (=)
Public Services and Facilities	SU	SU (=)	SU (=)	SU (=)
Transportation and Circulation	SU	SU (>)	SU (>)	SU (>)
Public Utilities and Infrastructure	SU	SU (=)	SU (=)	SU (=)
Wildfire	SU	SU (<)	SU (<)	SU (>)
Visual Effects and Neighborhood Character	SU	SU (<)	SU (<)	SU (<)

NOTES: SU = Significant and Unavoidable; LS = Less than Significant;
(=) Impacts the same/similar to the proposed project; (<) Impacts less than the proposed project; (>) Impacts greater than the proposed project.
[1]Alternative 2 includes an option 2a and 2b; both options have the same significance conclusions as compared to the proposed project.

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 project are provided in the following subsections. Within the discussions below, Complete Communities: Housing Solutions is referred to as "Housing Program" while Complete Communities: Mobility Choices is referred to as "Mobility Choices Program."

8.1 No Project Alternative

8.1.1 Description

Under the No Project Alternative, the proposed ordinances would not be adopted and growth would continue to occur in accordance with the adopted General Plan and applicable community plans without the proposed project incentives for development within TPAs (for the Housing Program) and Mobility Zones 1, 2, and 3~~2~~ (for the Mobility Choices Program). Development would continue to occur through site-specific rezoning and community plan amendment actions, rather than through a comprehensively planned approach that incentivizes development within TPAs and Mobility Zones 1, 2, and 3~~2~~ and ensures multi-modal transportation improvements are constructed within appropriate areas. Affordable housing development and development within TPAs and Mobility Zones 1, 2, and 3~~2~~ would not be incentivized by the proposed project. Without the proposed project, it is anticipated that new multi-family housing would continue to occur throughout the City, rather than being focused within TPAs and Mobility Zones 1, 2, and 3~~2~~, since there would be fewer incentives to develop multi-family housing inside TPAs and Mobility Zones 1, 2, and 3~~2~~. It is also anticipated that the planned densities needed to accommodate the region's housing and provide the required levels of affordability would not occur. Planning for mobility infrastructure would continue as it currently exists, without a comprehensive mechanism to direct VMT reducing infrastructure in areas with the greatest potential to achieve citywide VMT reductions.

8.1.2 Analysis of No Project Alternative

a. Land Use

The No Project Alternative would not implement the proposed ordinances and accordingly would not incentivize housing construction, affordability, and supply to achieve planned densities in the City's General Plan or community plans to meet the City's RHNA goals. Without the proposed ordinances, citywide per capita VMT would not be reduced to the same extent as the proposed project; and funding would not be provided to support the completion of active transportation infrastructure within ~~the City's TPAs and~~ Mobility Zones 1, 2, and 3~~2~~ to support planned densities. Unlike the proposed project, the No Project Alternative would not provide additional incentives for development near existing transit corridors, which would be necessary to implement the City of Villages strategy and the CAP. Therefore, while the No Project Alternative would not conflict with existing City plans or policies, it would not take the steps needed to fully achieve the goals of existing City plans or policies including the CAP and City of Villages strategy to the same degree as the proposed project. Impacts related to conversion of open space or farmland would be the same under the No Project Alternative as the proposed project as the location of potential development areas would not change. Conflicts with an adopted Airport Land Use Compatibility Plan (ALUCP) under the No Project Alternative would be similar to the proposed project as future development would be required to comply with applicable Airport Influence Areas and regulations of the Airport Land Use Compatibility Overlay Zone.

b. Air Quality

Air quality impacts under this alternative would be less than those anticipated under the proposed project. Regarding existing air quality plans, the No Project Alternative would not conflict with the adopted Regional Air Quality Strategy (RAQS) or the State Implementation Plan (SIP), because development intensity under the No Project Alternative would be consistent with projections used by San Diego Association of Governments (SANDAG) in developing the RAQS and SIP. Therefore, impacts associated with consistency with air quality plans would be less than significant and less than the proposed project.

Regarding operational emissions, impacts under the No Project Alternative would be less than those anticipated under the proposed project, because buildout without the proposed ordinances could result in lower densities within TPAs and Mobility Zones 1, 2, and 3~~2~~ compared to development incentivized by the Housing Program. Development under the No Project Alternative would be consistent with those emission estimates used to develop the RAQS and SIP. In addition, construction emissions under the No Project Alternative would be less than those anticipated under the proposed project because of reduced development intensities that would be allowed within TPAs and reduced incentives to develop. While impacts to sensitive receptors under the No Project Alternative would be less than the proposed project due to the reduced development potential within TPAs, there could still be potential impacts from construction and operation emissions. Air quality impacts under the No Project Alternative would be significant and unavoidable, but to a lesser degree than the proposed project.

c. Biological Resources

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 are managed through the adopted Multiple Species Conservation Program (MSCP) Subarea Plan and Vernal Pool Habitat Conservation Plan (VPHCP), which is incorporated by reference in the City's adopted General Plan. The No Project Alternative would not conflict with these adopted conservation plans; therefore, impacts would be less than significant, the same as the proposed project.

Impacts to biological resources – specifically sensitive species, sensitive habitats, and wetlands – under the proposed project would be significant. While Environmentally Sensitive Lands (ESL) regulations would largely avoid significant impacts under both the No Project Alternative and the proposed project, it cannot be determined at this program level of review whether all biological resources impacts can be avoided. Thus, impacts to sensitive species and habitats and wetlands would be significant under the No Project Alternative, the same as the proposed project. Under both the No Project Alternative and the proposed project, impacts to wildlife corridors and nursery sites would be avoided through compliance with the MSCP and compliance with protections afforded to Multi-Habitat Planning Area (MHPA) and MHPA-adjacent lands. Therefore, like the proposed project, impacts to sensitive species, sensitive habitats, and wetlands under the No Project Alternative would be significant, and impacts to wildlife corridors and nurseries and conflicts with the MSCP Subarea Plan and the VPHCP would be less than significant.

d. Energy

As with the proposed project, future projects under the No Project Alternative would be subject to existing building and energy code regulations in place at the time in which they were implemented. However, this alternative would not incentivize the provision of high density multi-family housing in TPAs and could result in less dense housing developments, and accordingly less energy efficient housing. Additionally, the No Project Alternative would not include the proposed Mobility Choices Program which would result in mobility improvements that would support increased bicycle, pedestrian, and transit infrastructure and amenities. Thus, buildout under the No Project Alternative would result in higher energy consumption associated with transportation as this alternative would not support alternative modes of travel to the same degree as the proposed project. The No Project Alternative would not achieve the planned densities and transportation infrastructure in the City's General Plan and community plans, and would contain fewer opportunities to reduce wasteful, inefficient, and unnecessary use of energy. The No Project Alternative would result in less than a significant impact related to conflicts with plans and policies that aim to incentivize energy efficiency; however, this alternative would be less energy efficient than the proposed project.

e. Geology, Soils, and Seismicity

All future development requiring grading within the City must prepare a site-specific geotechnical investigation and implement site-specific measures to avoid geologic hazards. These regulations and requirements would apply equally to the No Project Alternative and to the proposed project. Geologic hazards include seismic hazards, erosion or loss of topsoil, geologic instability, and expansive soils. Adherence to the San Diego Municipal Code (SDMC) grading regulations and construction requirements and implementation of the City's geotechnical study requirements would preclude significant impacts related to seismic hazards. Conformance to mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Construction in accordance with existing regulations and implementation of recommendations in the required site-specific geotechnical report would prevent impacts related to geologic instability. Finally, compliance with existing regulations would ensure that impacts associated with expansive soils are reduced to less than significant.

With implementation of recommendations included in site-specific geotechnical investigations required under the California Building Code (CBC) and SDMC, impacts related to geologic hazards would be less than significant under the No Project Alternative and the proposed project.

f. Greenhouse Gas Emissions

The No Project Alternative would result in fewer emissions of greenhouse gases (GHGs) than the proposed project due to the reduced development potential and associated reduction in vehicle and other emissions. However, this alternative would also not include the proposed Mobility Choices Program that would support increased bicycle, pedestrian, and transit infrastructure and amenities within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~, which would conflict with CAP goals and the General Plan's City of Villages strategy. Additionally, incentives that would increase density near transit centers would not occur under the No Project Alternative. The absence of the proposed ordinances supporting land use and mobility improvements within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~ would

not implement the City's vision to increase density near transit to support alternative modes of transportation that can ultimately reduce GHG emissions, which would represent a significant impact related to conflicts with applicable GHG plans and policies.

Although this alternative would result in fewer vehicle trips than the proposed project, which would translate into reduced GHG emissions, the No Project Alternative would not focus density in TPAs which is anticipated to result in an overall reduction in GHG emissions when considering planned population growth in the City. Locating the most intense development in proximity to transit centers enables a greater proportion of the population to benefit from alternative transportation options and ultimately reduce overall VMT and GHG emissions. Whereas the No Project Alternative GHG emissions would not be significant, the alternative would not support the City in obtaining citywide GHG emissions reduction targets under the CAP, resulting in greater impacts than the proposed project, due to its inconsistency with the City's CAP and the General Plan's City of Villages strategy.

g. Health and Safety

Compliance with federal, state, regional, and local health and safety laws and regulations would address potential health and safety impacts under the No Project Alternative, the same as the proposed project. Hazardous materials and waste would be managed and used in accordance with all applicable federal, state, and local laws and regulations, and neither the No Project Alternative nor the proposed project would create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. In accordance with City, state, and federal requirements, any new development that involves contaminated property would necessitate the clean-up and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted to occur at a contaminated site until a "no further action" clearance letter from the County of San Diego's Department of Environmental Health (DEH), or similar determination is issued by the San Diego Fire-Rescue Department (SDFD), California Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), or other responsible agency. Therefore, impacts to schools would also be less than significant. Regarding aircraft-related impacts, implementation of the No Project Alternative would be consistent with adopted ALUCP as future development would be required to show compatibility with the requirements of the ALUCPs, the SDMC, and associated Federal Aviation Administration (FAA) requirements. Regarding emergency evacuation and response plans, the City and the Office of Emergency Services (OES) of San Diego County continue to coordinate to update the Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) as hazards, threats, population, and land use, or other factors change to ensure that impacts to emergency response plans are less than significant.

Impacts relating to this alternative would be less than significant, the same as the proposed project.

h. Historical, Archaeological, and Tribal Cultural Resources

As with the proposed project, future development under the No Project Alternative has the potential to result in significant direct and/or indirect impacts to historical resources. The extent of impacts to historical resources resulting from implementation of the No Project Alternative would be similar to those identified for the proposed project, as the extent and areas of disturbance by development

would be generally the same and only the type and/or intensity of allowed development would change under the proposed project. As with the proposed project, implementation of the No Project Alternative would result in potentially significant impacts related to historical resources at the program level that would be significant and unavoidable.

Regarding prehistoric, archaeological, and tribal cultural resources, future development under the No Project Alternative, as with the proposed project, has the potential to result in significant direct and/or indirect impacts to prehistoric and tribal cultural resources. The extent of impacts to prehistoric and tribal cultural resources resulting from implementation of the No Project Alternative would be similar to those identified for the proposed project, as the extent and areas of disturbance by development would be generally the same and only the type and/or intensity of allowed development would change under the proposed project.

As with the proposed project, implementation of the No Project Alternative would result in potentially significant impacts related to historical, archaeological, and tribal cultural resources at the program level that would be significant and unavoidable.

i. Hydrology/Water Quality

Potential impacts related to hydrology and water quality of the No Project Alternative include downstream flooding, water quality impacts, erosion, and sedimentation. However, all future development must comply with all National Pollutant Discharge Elimination System (NPDES) permit requirements, including the development of a storm water pollution prevention plan (SWPPP) if the disturbed area covers one acre or more. Future projects would also be required to follow the City's Storm Water Standards Manual for drainage design and best management practices (BMPs) for treatment.

Concerning water quality, new development under the No Project Alternative would be required to implement LID and storm water BMPs into the design of future projects to address the potential for the transport of pollutants of concern through either retention or filtration, consistent with the requirements of the Municipal Separate Storm Sewer System (MS4) Permit for the San Diego region and the City's Storm Water Standards Manual. Implementation of LID design and storm water BMPs would reduce the amount of pollutants transported from the project areas to receiving waters. Thus, with compliance with the existing regulatory framework addressing protection of water quality, impacts would be less than significant for both the No Project Alternative and proposed project.

Concerning groundwater, storm water regulations that encourage infiltration of storm water runoff and protection of water quality would protect the quality of groundwater resources and support infiltration where appropriate. Impacts would be less than significant for both the No Project Alternative and proposed project.

Concerning downstream flooding, all development occurring within the project areas would be subject to drainage and floodplain regulations in the SDMC, and would be required to adhere to the City's Drainage Design Manual, ESL Regulations protecting floodplains, Federal Emergency Management Agency (FEMA) standards, and the City's Storm Water Standards Manual. Under the No Project Alternative, significant impacts associated with mudflow could occur due to development

areas near steep slopes and associated mudflow risk that could occur. Additionally, potential riverine flooding impacts would largely be avoided through compliance with the ESL Regulations; however, for project areas protected by the Provisionally Accredited Levy (PAL) in Mission Valley, impacts would be significant. These significant impacts of the No Project Alternative related to mudflows and flooding in Mission Valley downstream of the PAL would be the same for the proposed project.

Impacts related to tsunami risk under the No Project Alternative would be less than significant with adherence to current regulations and emergency management plans that would ensure that potential impacts on people and structures would not be substantial. Impacts of the No Project Alternative related to tsunami risks would be less than the proposed project due to the reduced intensity of development that could be located in tsunami inundation zones.

j. Noise

The No Project Alternative would not incentivize housing and mobility improvements within TPAs and Mobility Zones 1, 2, and 3~~2~~; however, the No Project Alternative could result in development and improvements within the same areas as the proposed project, with lower densities in TPAs. Future development implemented under both the No Project Alternative and proposed project would be required to comply with applicable City and state noise regulations including Title 24 Building Code requirements and the City's Noise Ordinance. The noise impacts of the No Project Alternative related to temporary construction noise would be similar to the proposed project, as construction activities under both the No Project Alternative and the proposed project could potentially generate short-term noise levels in excess of 75 A-weighted decibels hourly equivalent sound level [dB(A) L_{eq}] at adjacent properties. While the City regulates noise associated with construction equipment and activities through its Noise Abatement and Control Ordinance, due to the highly developed nature of the project areas, construction noise could impact sensitive receivers potentially located in proximity to construction sites. Thus, impacts associated with temporary construction noise would be the same under the No Project Alternative as under the proposed project.

Under the No Project Alternative impacts related to general ambient noise levels, traffic-related noise, rail noise, noise ordinance compliance, and temporary construction would be significant because it cannot be ensured that these noise impacts could be adequately reduced at a program level of analysis. Thus, impacts related to noise levels under the No Project Alternative would be the same as the proposed project.

The proposed project analysis identified a significant impact related to groundborne vibration impacts due to the potential for future development to occur near existing or planned trolley and rail lines. Similar to the proposed project, the No Project Alternative could result in development adjacent to trolley and rail lines which could expose people and structures to vibration impacts, although the extent of potential exposure would be reduced. Thus, vibration impacts of the No Project Alternative would be significant, but reduced compared to the proposed project.

Future development under the No Project Alternative may be located within ALUCP identified noise contours. However, during the building permit process for new development, overflight notification

requirements would apply. Therefore, impacts under this alternative would be less than significant, the same as the proposed project.

k. Paleontological Resources

Impacts to paleontological resources under the No Project Alternative would be less than significant, the same as the proposed project. Future development projects implemented under the No Project Alternative could involve excavation of previously undisturbed areas, some of which may contain unique paleontological resources with fossil-bearing potential. Potential impacts to paleontological resources were evaluated in the General Plan PEIR and the analysis concluded that there is a potential for the cumulative loss of paleontological resources throughout the City as the City continues to develop in response to projected population growth. Likewise, development implemented in accordance with future development projects may result in the loss of unique paleontological resources or geologic formations with fossil-bearing potential. Pursuant to Section 142.0151 of the SDMC, all projects must comply with the General Grading Guidelines for Paleontological Resources included in Appendix P of the City's Land Development Manual. These guidelines also include the standard monitoring requirement, should a project meet the threshold for paleontological resource monitoring.

This regulation would apply to all projects within the City, and would ensure that impacts to paleontological resources under this alternative would be less than significant, the same as the proposed project.

l. Public Services and Facilities

Existing infrastructure deficiencies exist in various areas throughout the City, and as development occurs, public facility improvements would likely be required to serve the City's growing population. While future facilities would undergo a separate environmental review and would comply with existing regulations at the time to address potential environmental impacts, impacts related to the construction and operation of public facilities would remain significant and unavoidable due to the inability to ensure each future facility would be able to fully mitigate their potential environmental impacts. Thus, impacts related to public services and facilities would be significant and unavoidable under the No Project Alternative, the same as the proposed project.

m. Transportation and Circulation

Potential impacts related to transportation and circulation under the No Project Alternative relate to consistency with City policies, VMT, design features, and emergency access. From a policy perspective, the No Project Alternative would contain none of the elements included in the proposed project intended to facilitate the development of high density multi-family residential land uses and mobility enhancements within TPAs and Mobility Zones 1, 2, and ~~3~~2 in order to mitigate citywide VMT impacts. This alternative would do less to support improved pedestrian, bicycle, and transit facilities and less to foster increased safety for all alternative modes. While impacts of the No Project Alternative related to transportation policy consistency would be less than significant, this alternative would not implement the City's transportation policies to the same degree as the proposed project.

Concerning VMT impacts, the No Project Alternative would not incentivize high density mixed-use residential development within TPAs and would not result in mobility enhancements in TPAs and Mobility Zones 1, 2, and 32 that would support reductions in VMT. Although the No Project Alternative could result in lesser development intensity and less potential vehicle trips, it would also not support and encourage alternative modes of transport by focusing housing in TPAs and providing associated transportation infrastructure. The No Project Alternative is anticipated to result in residential development in less efficient VMT screening areas (> 85 percent region average) than the proposed project due to a lack of incentives provided for development in VMT efficient areas (< 85 percent region average). Under both the No Project Alternative and the proposed project, development could occur in VMT screening areas that exceed the City's VMT threshold (> 85 percent region average), resulting in a significant and unavoidable VMT impact, that is slightly greater than the proposed project.

Concerning design features, under the No Project Alternative, proposed improvements to roadways or amenities such as bicycle facilities would undergo review and approval by the City Engineer. Adherence to City standards, including the City's Street Design Manual, would ensure that a substantial increase in hazards or incompatible uses would not occur as a result of the No Project Alternative. The No Project Alternative does not include any requirements that would result in a substantial increase in hazards due to design features or incompatible uses. Impacts would be less than significant, the same as the proposed project.

Concerning emergency access, future development allowed under the No Project Alternative would be required to comply with all applicable City codes and policies related to emergency access and would be reviewed by the City Fire Marshall to ensure adequate emergency access. Therefore, impacts related to emergency access would be less than significant, the same as the proposed project.

n. Public Utilities and Infrastructure

The No Project Alternative would not implement the proposed project ordinances that would provide incentives for high density housing within TPAs and support transportation infrastructure improvements within TPAs and Mobility Zones 1, 2, and 32. Potential impacts related to public utilities under this alternative relate to water supply, utilities, and solid waste and recycling. From a policy perspective, water supply impacts under this alternative would be less than the anticipated impacts of the proposed project because development densities would be consistent with water supply planning documents and water supply analysis completed in recent Community Plan Update (CPU) EIRs. The No Project Alternative would not result in densities in excess of what would have been considered in the latest water supply planning document. In contrast, the proposed project densities within TPAs could result in densities in excess of what would have been considered in the latest water supply planning document. Thus, water supply impacts of the No Project Alternative would be less than the proposed project.

Concerning utilities, mandatory compliance with City standards for the design, construction, and operation of storm water, water distribution, wastewater, and communications systems infrastructure would likely minimize significant environmental impacts associated with the future construction of and/or improvements to utilities infrastructure, under any alternative. However, at

this programmatic level of review and without the benefit of project-specific development plans, both direct and cumulative impacts associated with the construction of storm water, water distribution, wastewater, and communication systems would be significant for any future development, for both the No Project Alternative and the proposed project.

Concerning solid waste and recycling, future development under a No Project Alternative would generate solid waste through demolition/construction and ongoing operations, which would increase the amount of solid waste generated within the region, the same as the proposed project. However, future projects would be required to comply with City regulations regarding solid waste that are intended to divert solid waste from the Miramar Landfill to preserve capacity. Compliance with existing regulations requiring waste diversion would help preserve solid waste capacity. Therefore, impacts of the No Project Alternative associated with solid waste would be less than significant, the same as the proposed project. Impacts to public utilities under the No Project Alternative would be significant, the same as the proposed project.

o. Wildfire

Potential impacts relating to wildfire under the No Project Alternative include wildfires, pollutants from wildfires, infrastructure, and flooding or landslides. Future development under the No Project Alternative and the proposed project would be required to comply with the City's Fire Code, Building Regulations, and Brush Management Regulations which would ensure that people and structures are protected from potential wildland fire hazards. However, like the proposed project, the No Project Alternative could result in development in areas subject to wildfire risk, although the No Project Alternative would not allow the same amount of multi-family residential development within TPAs, and thus would result in reduced potential exposure of residents to wildfire risk. The proposed project would allow for additional height and floor area ratio (FAR) in TPAs which could result in additional residents in certain locations subject to wildfire risk compared to what would be allowed without the Housing Program. Risk from wildfire and potential exposure of persons to pollutants from wildfire would be significant and unavoidable under both the No Project Alternative and the proposed project, although to a lesser degree under the No Project Alternative due to the potential reduced densities. Wildfire impacts related to required utility improvements and impacts related to flooding or landslide following a wildfire would be the same (significant and unavoidable) under both the proposed project and the No Project Alternative.

p. Visual Effects and Neighborhood Character

The No Project Alternative would not incentivize the development of multi-family affordable housing with allowances for additional height and square footage in excess of existing base zone standards within TPAs. Development under the No Project Alternative would be required to comply with existing height limits and square footage limitations and would be required to incorporate features that enhance neighborhood character and minimize adverse impacts associated with increased bulk, scale, and height as part of the discretionary review process. Building materials, style, and architectural features would be reviewed to ensure the character of development meets required development standards. While compliance with existing regulations under the No Project Alternative would likely minimize impacts related to scenic vistas and views and neighborhood character, it cannot be ensured that future development under the No Project Alternative would result in less

than significant impacts. Thus, while development under the No Project Alternative related to scenic vistas and views and neighborhood character could be significant and unavoidable, impacts would be reduced compared to development anticipated under the proposed project. While the No Project Alternative would result in significant and unavoidable impacts, these impacts would be reduced compared to the potential impacts related to scenic vistas and views and neighborhood character under the proposed project.

Additionally, under the No Project Alternative, impacts associated with the loss of distinctive or landmark trees or any stand of mature trees would be significant because it cannot be ensured at a programmatic level of review that all impacts could be fully avoided or mitigated. Impacts related to the loss of distinctive or landmark trees or any stand of mature trees would be the same as the proposed project.

While existing protections are in place to preserve the City's canyons and steep slopes, specific development proposals and grading quantities are not known at this time. It is possible that future development under the No Project Alternative could result in substantial landform alteration. Even with future discretionary review for projects that impact ESL defined steep slopes, impacts would be significant, the same as the proposed project.

Under the No Project Alternative, required compliance with the City's Land Development Code (LDC) would ensure impacts relative to lighting and glare would be less than significant, the same as the proposed project.

8.1.3 Conclusion

The No Project Alternative would not implement the proposed ordinances that would provide incentives for the development of high density multi-family housing within TPAs and support transportation infrastructure improvements within TPAs and Mobility Zones 1, 2, and 3~~2~~. Although the No Project Alternative would allow for development consistent with existing community plans and zoning, this alternative would not provide the development incentives needed to support long-term GHG reduction initiatives including a transition to non-vehicular forms of travel within TPAs and would not support higher densities in proximity to transit. This alternative would not assist with achieving the housing needed to meet RHNA targets and would not provide a mechanism to achieve necessary transportation infrastructure to support alternative modes of travel in TPAs and Mobility Zones 1, 2, and 3~~2~~.

The No Project Alternative would result in reduced impacts compared to the proposed project for the issues of air quality, hydrology and water quality, noise, wildfire, and visual effects and neighborhood character. However, impacts of the No Project Alternative would be greater than the proposed project for the issues of land use, energy, GHG emissions, and transportation and circulation. Overall, the No Project Alternative would achieve the policy objectives of the City's CAP and City of Villages strategy to a lesser extent than the proposed project.

8.2 Limited Transit Priority Area Alternative

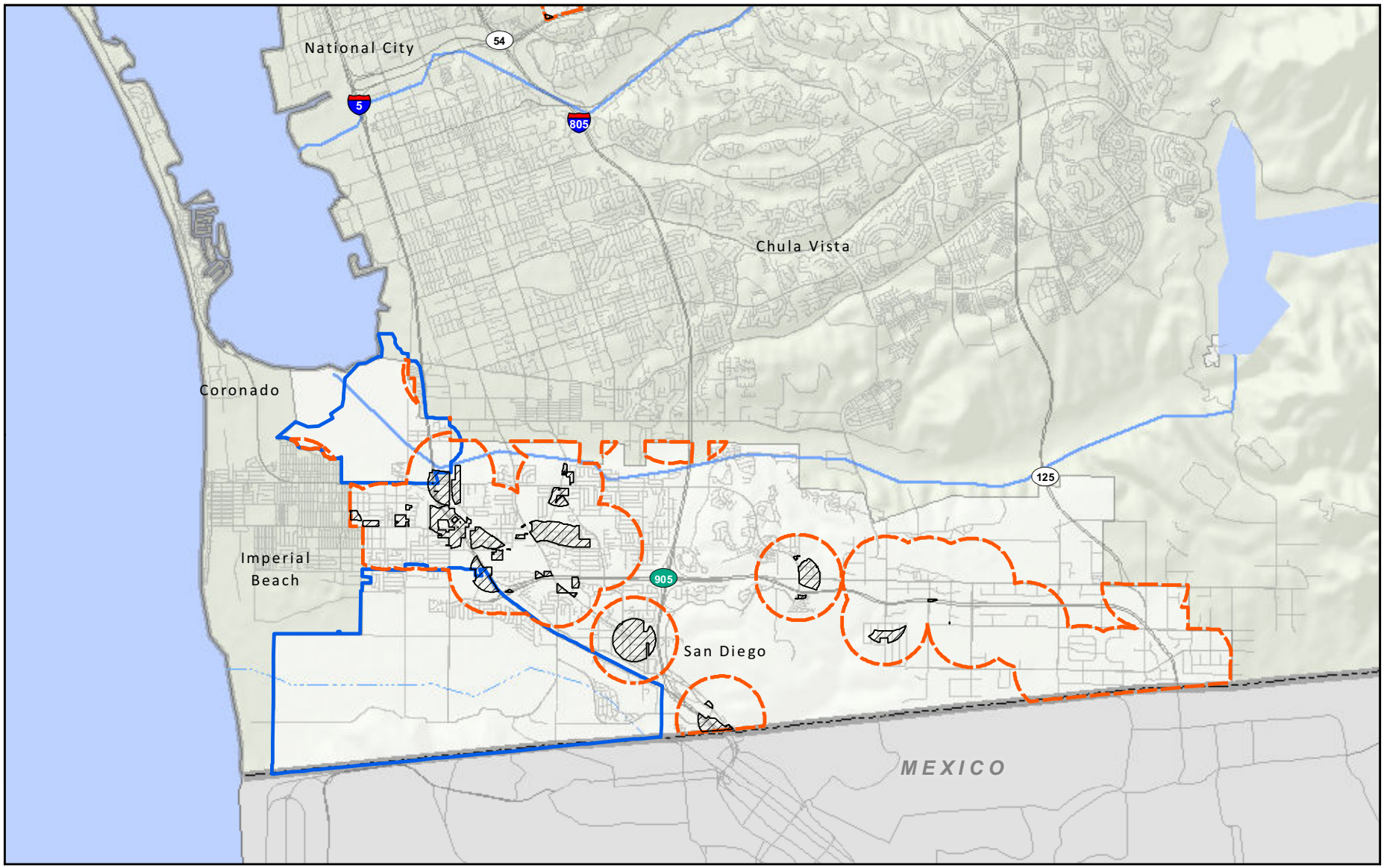
8.2.1 Description

a. Alternative 2A Limited Transit Priority Area Alternative - within one-quarter mile of major transit stop

Under this alternative, the project areas eligible for participation in the Housing Program would be reduced compared to the proposed project as shown in Figure 8-1 (Areas A through D). The incentives provided for the provision of multi-family residential development would not be available in all of the City's TPAs; rather, the incentives would only be available in areas within TPAs that are located within one-quarter mile of a major transit stop that is existing or planned, if the planned major transit stop is scheduled to be completed within the SANDAG Regional Transportation Improvement Program. The incentives would continue to be available only within zones that allow for multi-family residential development. It is anticipated that the planned densities incentivized under this alternative would be somewhat reduced due to the reduced geographical area where the program would apply. Thus, the alternative would likely achieve less units than the proposed project and would not achieve the same level of housing needed to accommodate the region's housing needs. Under this alternative, the Housing Program incentives would be available in approximately 6 percent of the City's land, compared to approximately 11 percent under the proposed project. Under this alternative, the Mobility Choices program would be the same as the proposed project.

b. Alternative 2B: Limited Transit Priority Area Alternative - within one-quarter mile of trolley station

Under this alternative, the project areas eligible for participation in the Housing Program would be reduced compared to the proposed project and would be further reduced compared to Alternative 2A as shown in Figure 8-2 (Areas A through D). The incentives provided for the provision of multi-family residential development would not be available in all of the City's TPAs; rather, the incentives would only be available in areas within TPAs that are located within the one-quarter mile of a major trolley station that is existing or planned, if the planned trolley station is scheduled to be completed within the SANDAG Regional Transportation Improvement Program. The incentives would continue to be available only within zones that allow for multi-family residential development. It is anticipated that the planned densities incentivized under this alternative would be somewhat reduced due to the reduced geographical area where the program would apply. Thus, the alternative would likely achieve less units than the proposed project and would not achieve the same level of housing needed to accommodate the region's housing needs. Under this alternative, the Housing Program incentives would be available in approximately 2 percent of the City's land, compared to approximately 11 percent under the proposed project. Under this alternative, the Mobility Choices program would be the same as the proposed project.



Alternative 2a Project Areas

Coastal Zone Boundary

Transit Priority Areas

0 Miles 1

FIGURE 8-1 Area A

Alternative 2A: Limited Transit Priority Area Alternative -
Project Areas within One-quarter Mile of a Major Transit Stop

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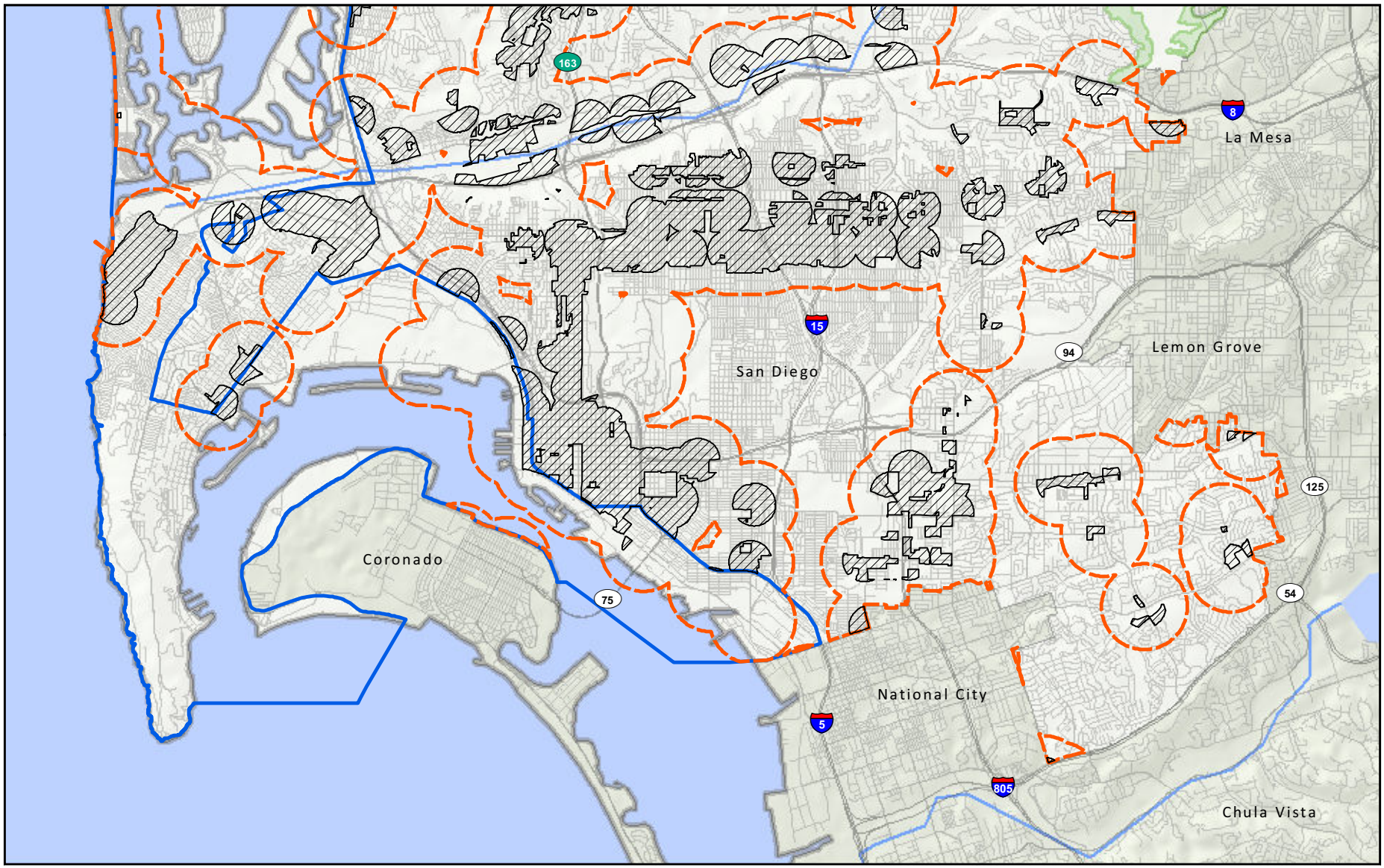

FIGURE 8-1 Area B

Alternative 2A: Limited Transit Priority Area Alternative - Project Areas within One-quarter Mile of a Major Transit Stop

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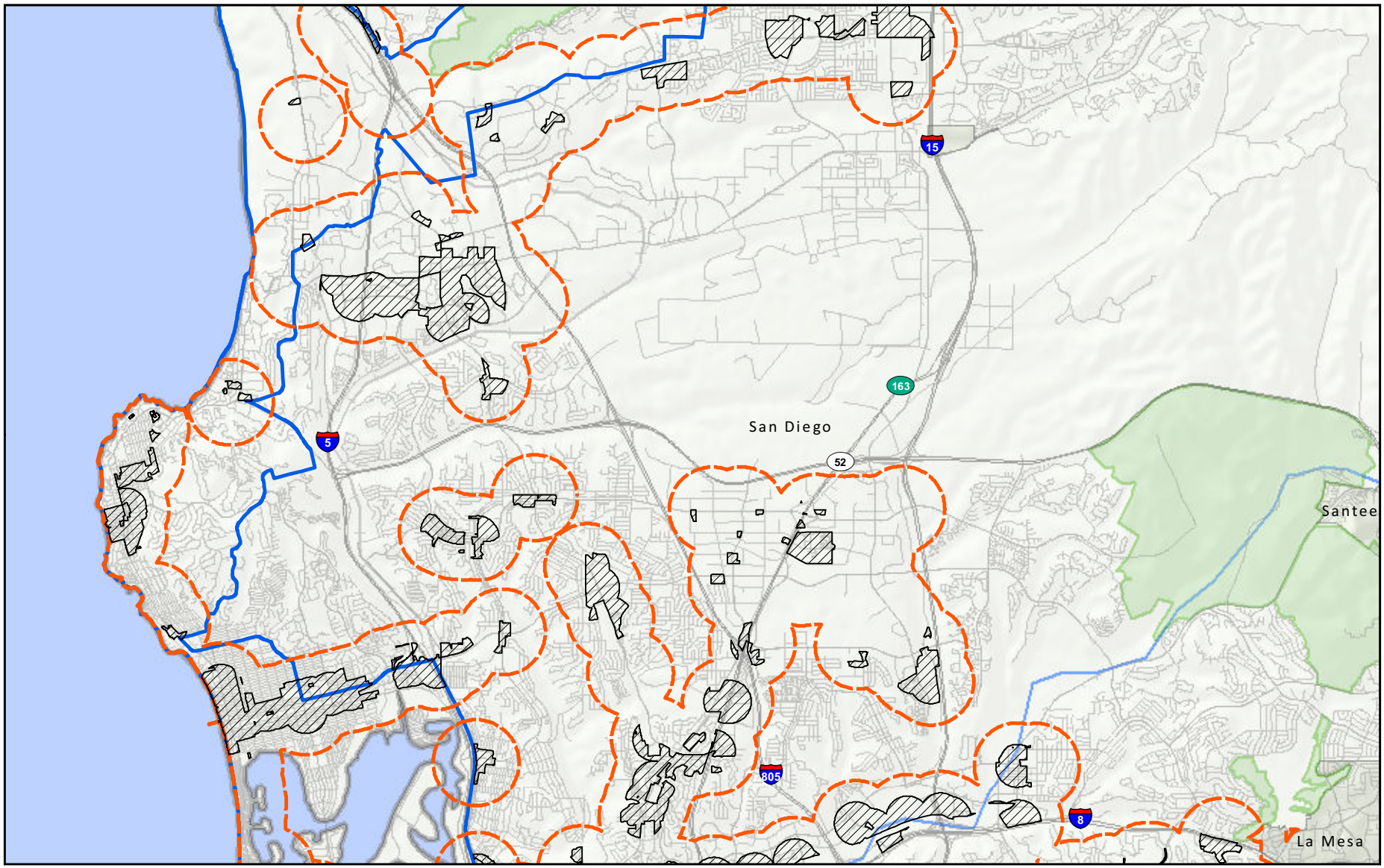

Alternative 2a Project Areas

Coastal Zone Boundary

Transit Priority Areas

0 Miles 1

FIGURE 8-1 Area C

Alternative 2A: Limited Transit Priority Area Alternative - Project Areas within One-quarter Mile of a Major Transit Stop

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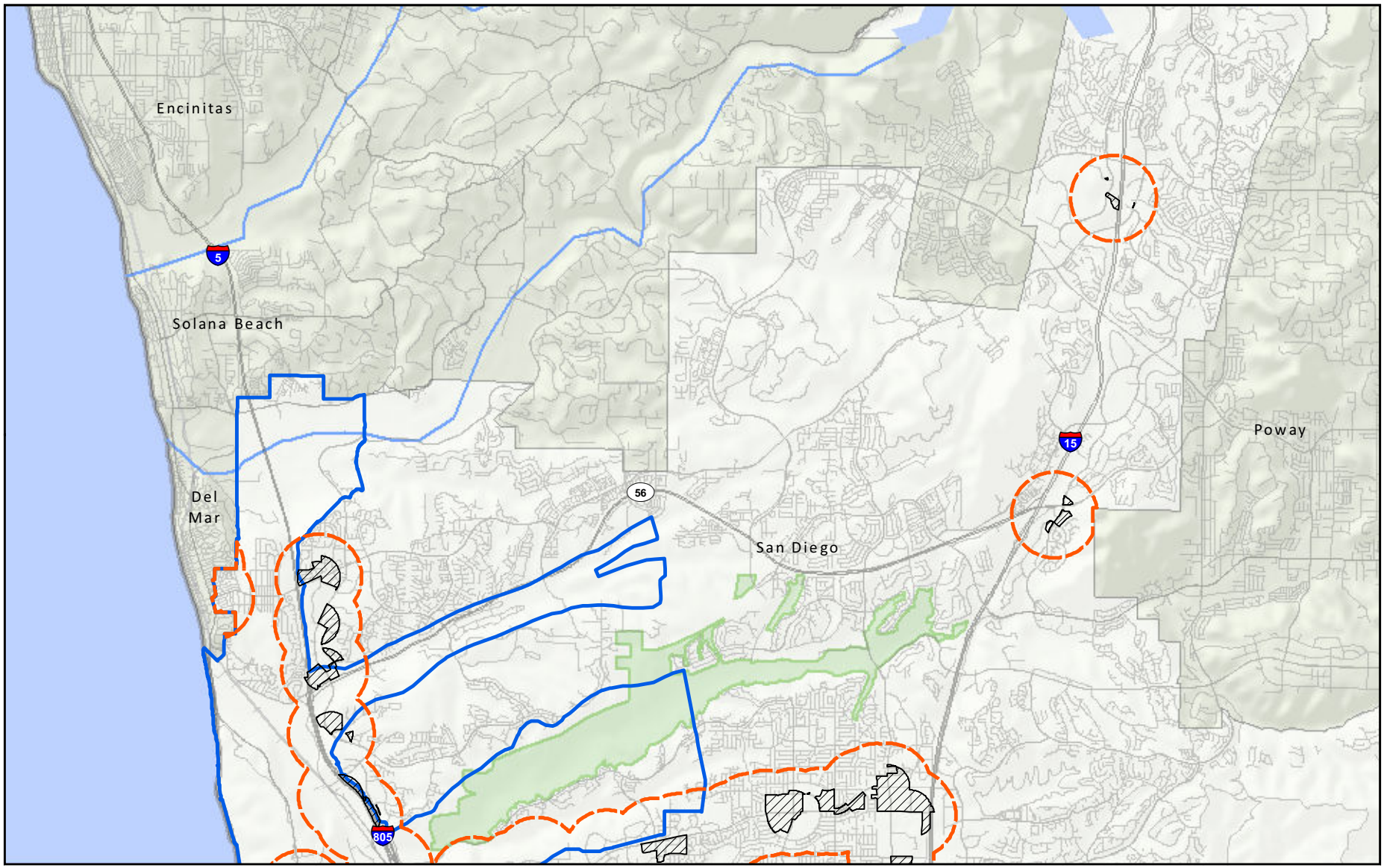

FIGURE 8-1 Area D

Alternative 2A: Limited Transit Priority Area Alternative - Project Areas within One-quarter Mile of a Major Transit Stop

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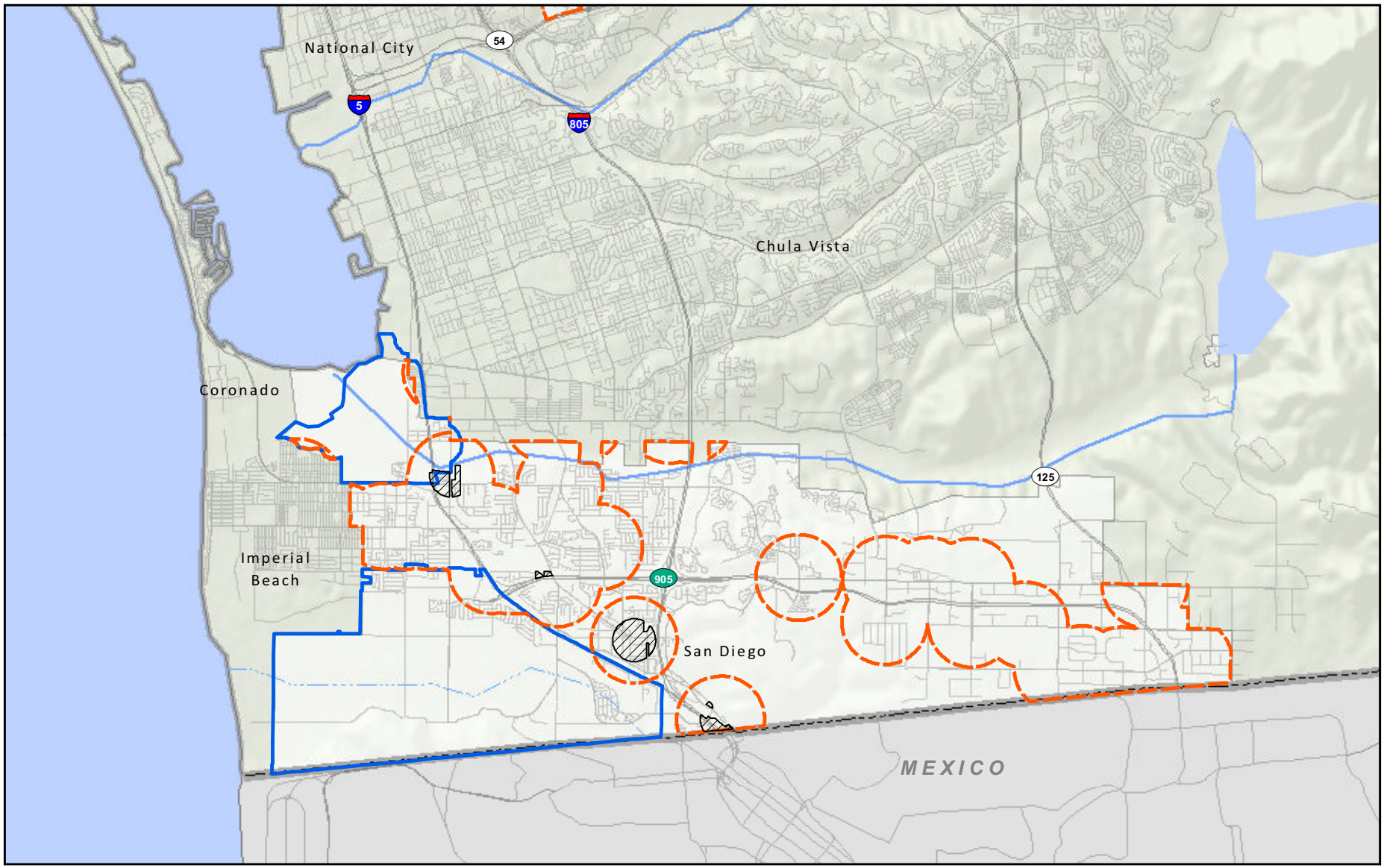

Alternative 2b Project Areas

Coastal Zone Boundary

Transit Priority Areas

0 Miles 1

FIGURE 8-2 Area A

Alternative 2B: Limited Transit Priority Area Alternative -
Project Areas within One-quarter Mile of an Existing or Planned Trolley Station

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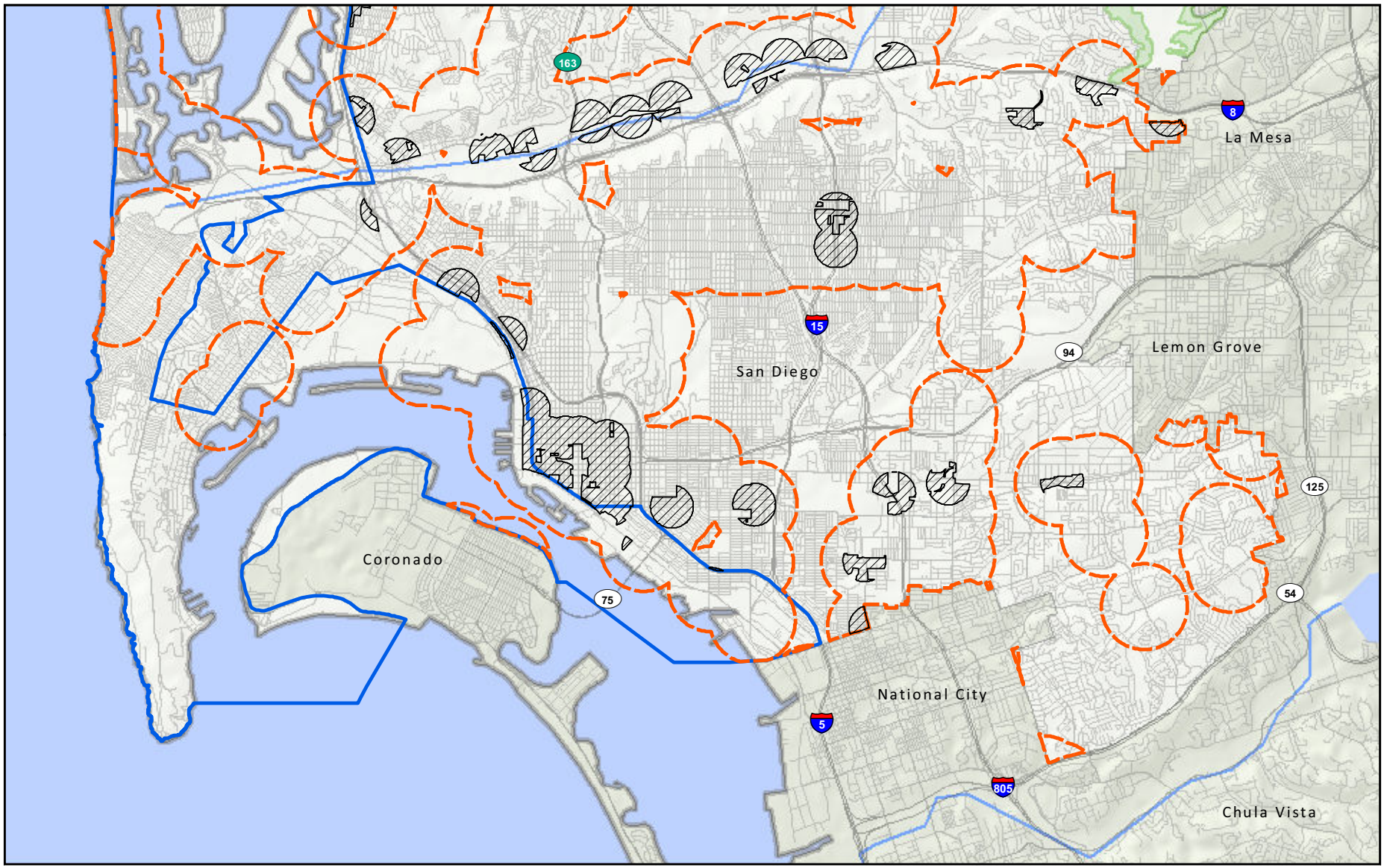

Alternative 2b Project Areas

Coastal Zone Boundary

Transit Priority Areas

0 Miles 1

FIGURE 8-2 Area B

Alternative 2B: Limited Transit Priority Area Alternative -
Project Areas within One-quarter Mile of an Existing or Planned Trolley Station

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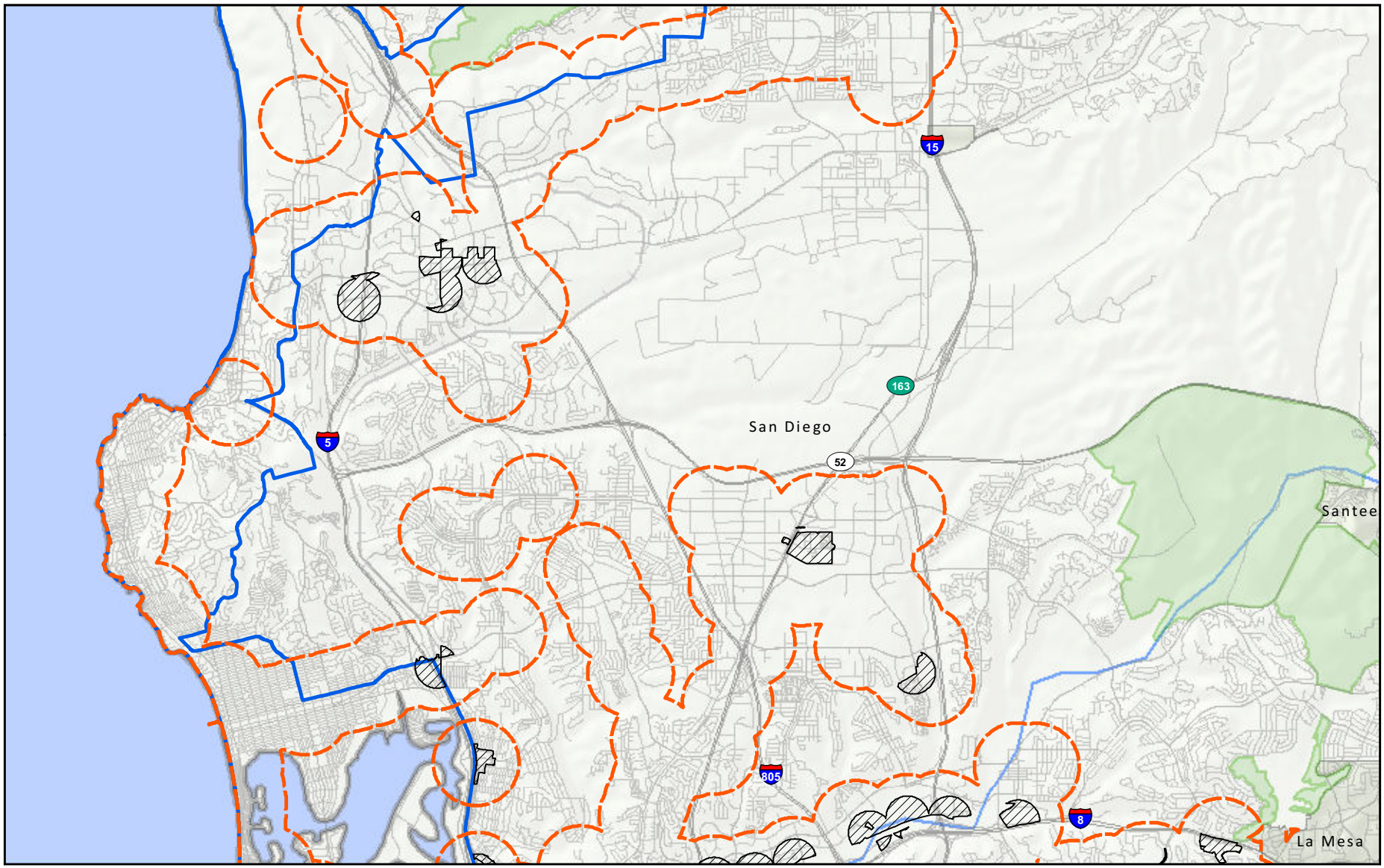

FIGURE 8-2 Area C

Alternative 2B: Limited Transit Priority Area Alternative -
Project Areas within One-quarter Mile of an Existing or Planned Trolley Station

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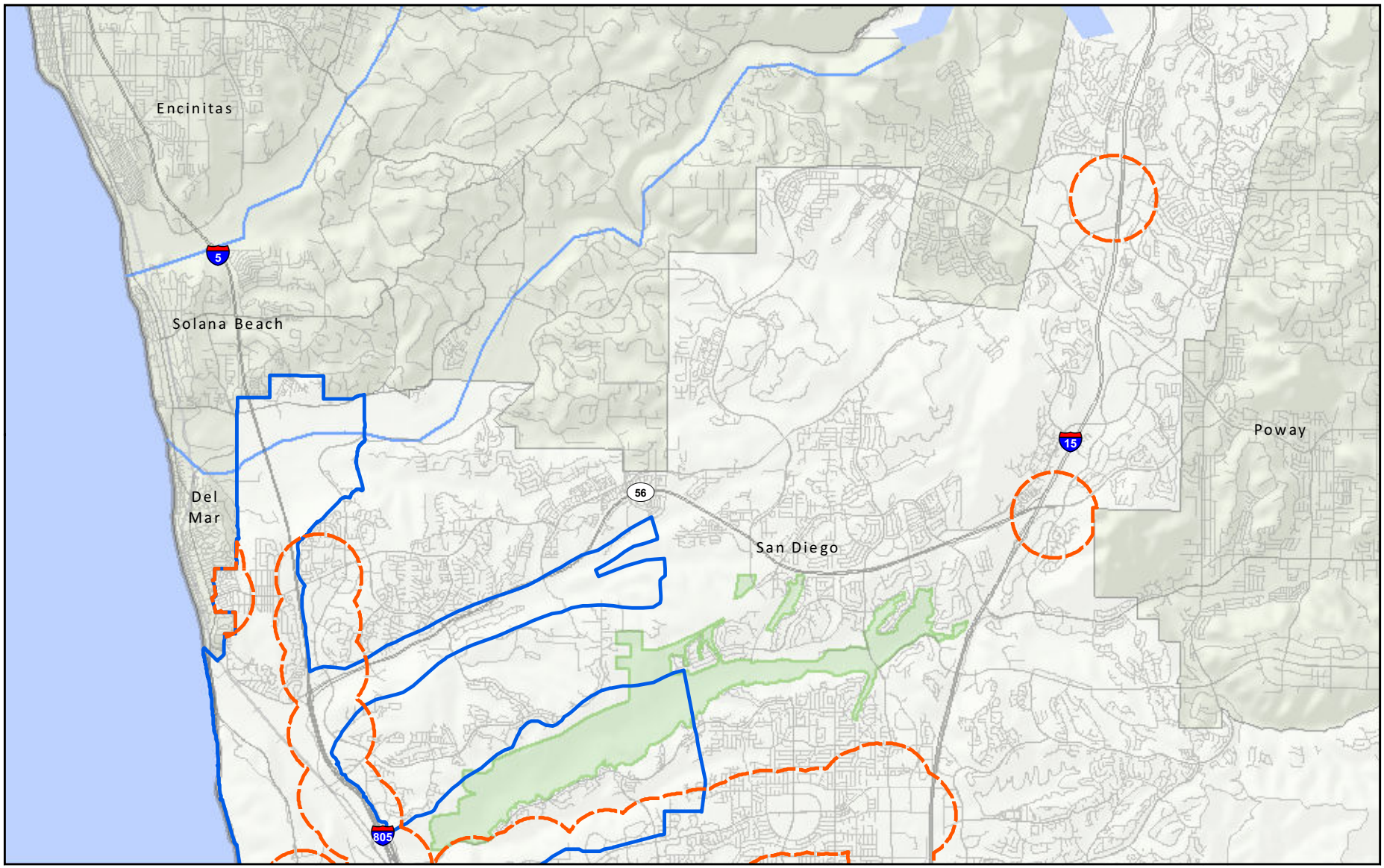

FIGURE 8-2 Area D

Alternative 2B: Limited Transit Priority Area Alternative -
Project Areas within One-quarter Mile of an Existing or Planned Trolley Station

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8.2.2 Analysis of Limited Transit Priority Area Alternative

a. Land Use

The Limited Transit Priority Area Alternative would incentivize high density, multi-family housing, but in fewer and more restricted portions of TPAs than under the proposed project. Under option 2A of this alternative, incentives for multi-family developments would only be provided for TPAs located within half a mile of a major transit stop. Under option 2B of this alternative, incentives for multi-family developments would only be provided for TPAs located within one-quarter mile of a major trolley stop. Compared to the proposed project, both options 2A and 2B would reduce the area where incentives for development and densification near existing transit would be provided, which are necessary measures to implement the City of Villages strategy and the CAP. Option 2B would result in more limited densification than option 2A. While both options would still be consistent with San Diego Forward: The Regional Plan and the General Plan, they would achieve the goals of incentivizing housing in proximity to transit to a lesser degree. This alternative would result in a less than significant impact related to consistency with the ESL Regulations, the same as the project, as existing procedures are in place to ensure compliance with the ESL Regulations. Similar to the proposed project, this alternative would result in potential exposure of development to sea level rise, although both the proposed project and this alternative would be consistent with the Coastal Act. Impacts related to the conversion of open space and farmland and conflicts with an adopted ALUCP would be less than significant, the same as the proposed project. This alternative would achieve a portion of the planned densities in the City's General Plan and community plans, though to a lesser degree than the proposed project. This alternative's impact in terms of conflicts with plans and policies that aim to incentivize housing construction, affordability, and supply would be less than significant, but greater than under the proposed project.

b. Air Quality

Air quality impacts under the Limited Transit Priority Area Alternative would be similar to the anticipated impacts under the proposed project. Like the proposed project, the Limited Transit Priority Area Alternative would permit development with increased emission levels compared to those anticipated under the existing land use plans. While this alternative would result in fewer dwelling units and vehicle trips than allowed under the proposed project, the Limited Transit Priority Area Alternative would also result in greater density than what was anticipated in developing the RAQS and SIP and, as such, would conflict with implementation of the RAQS and SIP. Therefore, air quality impacts associated with consistency with the RAQS and SIP under this alternative would be significant and unavoidable. The air quality impacts for the remaining issue areas under the Limited Transit Priority Area Alternative related to construction would be similar to the proposed project as construction emissions could occur to a similar degree as the proposed project. Air quality impacts related to carbon monoxide emissions would be significant under this alternative, the same as the proposed project, as traffic volumes over time could result in intersection operation delay and intersections with 31,600 vehicles per hour or more, which would represent a significant impact. Air quality impacts related to odors and sensitive receptors would be less than significant, the same as under the proposed project. For all air quality-related issues, both option 2A and option 2B would result in the same impact conclusions as the proposed project, although due to reduced density and

trips, impacts would be slightly less. Option 2B of this alternative would result in the same impact conclusions, but slightly reduced compared to option 2A.

c. Biological Resources

The Limited Transit Priority Area Alternative would result in the same level of biological resources impacts as the proposed project. Implementation of this alternative could result in a potentially significant impact related to sensitive species, sensitive habitats, and wetlands. Pursuant to the ESL Regulations, ministerial projects would be reviewed for the presence of ESL. If the development area is determined to support ESL, the project would not be processed ministerially and would instead be required to undergo a discretionary permit process in accordance with ESL Regulations, the City's Biology Guidelines, and the provisions of the MSCP and VPHCP. Thus, with implementation of existing regulatory protections for biological resources, impacts to sensitive species and habitats resulting from future ministerial development within the project areas would be less than significant. However, at a program level of review, impacts associated with potential future discretionary development under the proposed project would be significant. Similarly, any project with impacts to wetlands would undergo a discretionary review demonstrating compliance with the City's Biology Guidelines, ESL Regulations, and the MSCP Subarea Plan; however, at a program level of review it cannot be determined whether impacts could be fully mitigated. Therefore, impacts to wetlands under this alternative would be significant.

Impacts of this alternative related to wildlife corridors and nursery sites would be less than significant, the same as the proposed project due to the location of development areas within existing urban settings. Impacts to wildlife corridors and nursery sites would be also avoided through compliance with the MSCP and compliance with protections afforded to MHPA and MHPA-adjacent lands. Impacts related to MSCP and VPHCP consistency under this alternative would be less than significant, the same as the proposed project due to required compliance with ESL Regulations that require that any project located adjacent to the MHPA comply with the MHPA Land Use Adjacency Guidelines, which would ensure potential indirect impacts to sensitive habitats and wildlife species within MHPA would be avoided.

d. Energy

As with the proposed project, future projects under the Limited Transit Priority Area Alternative would be subject to existing building and energy code regulations in place at the time in which they are implemented. In addition, this alternative would include proposed Mobility Choices Program improvements and housing incentives near transit that would support increased bicycle, pedestrian, and transit infrastructure and amenities in accordance with CAP goals, but to a lesser extent than the proposed project because the project areas would be more limited. The Mobility Choices Program would provide policies in support of transportation infrastructure and amenities that encourage non-vehicular travel choices; however, with a lesser degree of implementation of the Housing Program, transit supportive densities would not be achieved to the same extent as the proposed project. Both options 2A and 2B of this alternative would increase development potential within neighborhoods near transit, though in a manner more restricted to the immediate proximity of transit stops than the proposed project.

This alternative would contain opportunities to reduce wasteful, inefficient, and unnecessary use of energy and would be consistent with plans and policies that aim to incentivize energy efficiency. Impacts related to energy would be less than significant and similar to the project.

e. Geology, Soils, and Seismicity

All future development requiring grading within the City must prepare a site-specific geotechnical investigation and implement site-specific measures to avoid geologic hazards. These regulations and requirements would apply equally to the Limited Transit Priority Area Alternative and to the proposed project. Geologic hazards include seismic hazards, erosion or loss of topsoil, geologic instability, and expansive soils. Adherence to the SDMC grading regulations and construction requirements and implementation of the City's geotechnical study requirements would preclude significant impacts related to seismic hazards. Conformance to mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Construction in accordance with existing regulations and implementation of recommendations in the site-specific geotechnical report would prevent impacts related to geologic instability. Finally, compliance with existing regulations would ensure that impacts associated with expansive soils are reduced to less than significant.

With implementation of recommendations included in site-specific geotechnical investigations required under the CBC and SDMC, impacts related to geologic hazards within the project areas would be less than significant under the Limited Transit Priority Area Alternative and the proposed project.

f. Greenhouse Gas Emissions

The reduced development under this alternative could result in fewer emissions of GHGs associated due to less density and associated vehicle trips; however, at the same time, reducing the area where incentives for multi-family residential land uses near transit would apply could result in development occurring in less GHG efficient areas that require longer trips. Since the Limited Transit Priority Area Alternative would provide a reduced area where incentives would apply for high density development near transit, it could result in less development compared to the proposed project. Overall this alternative would be consistent with CAP goals, because it would include the same Mobility Choices program as the proposed project and would incentivize housing near transit, thereby implementing the City's vision to support alternative modes of transportation that can ultimately reduce GHG emissions. Impacts associated with GHG emissions would be less than significant under the Limited Transit Priority Area Alternative. Although development densities could be reduced under this alternative, the reduced area of applicability of incentives near transit could result in less VMT efficient development and more GHG emissions compared to the proposed project. At a program level of review, it cannot be determined whether the proposed project or this alternative would result in more GHG emissions; thus, GHG emissions are assumed to be the same as under the proposed project.

g. Health and Safety

Compliance with federal, state, regional, and local health and safety laws and regulations would address potential health and safety impacts for the Limited Transit Priority Area Alternative, the same as the proposed project. Hazardous materials and waste would be managed and used in accordance with all applicable federal, state, and local laws and regulations, and the project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. In accordance with City, state, and federal requirements, any new development that involves contaminated property would necessitate the clean-up and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted to occur at a contaminated site until a "no further action" clearance letter from the County of San Diego's DEH, or similar determination is issued by the SDFD, DTSC, RWQCB, or other responsible agency. Therefore, impacts to schools would also be less than significant. Regarding aircraft-related impacts, implementation of the proposed project would be consistent with adopted ALUCPs as future development would be required to show compatibility with the requirements of the ALUCPs, the SDMC, and associated FAA requirements. Regarding emergency evacuation and response plans, the City and the OES of San Diego County continue to coordinate to update the MJHMP as hazards, threats, population, and land use, or other factors change to ensure that impacts to emergency response plans are less than significant. Impacts relating to this alternative would be less than significant, the same as the proposed project.

h. Historical, Archaeological, and Tribal Cultural Resources

As with the proposed project, future development under the Limited Transit Priority Area Alternative has the potential to result in significant direct and/or indirect impacts to historical, archaeological, and tribal cultural resources. Additionally, transportation improvements that are constructed under the Mobility Choices Program could result in a direct and/or indirect impact to historical, archaeological, and tribal cultural resources. While the LDC provides for the regulation and protection of designated and potential historical and archaeological resources and human remains, at a program level of analysis it is impossible to ensure the successful preservation of these resources within the project areas. Similarly, existing regulations including the City's Historical Resources Regulations and Historical Resources Guidelines would provide for the protection of tribal cultural resources, but cannot ensure all resource impacts could be avoided. Thus, potential impacts to historical, archaeological, and tribal cultural resources would be considered significant, the same as the project. The area of potential impacts would be slightly reduced due to the reduced applicability of the Housing Program.

i. Hydrology/Water Quality

Potential impacts related to hydrology and water quality of the Limited Transit Priority Area Alternative include downstream flooding, water quality impacts, erosion, and sedimentation. However, all future development must comply with all NPDES permit requirements, including the development of a SWPPP if the disturbed area covers one acre or more. Future projects would also be required to follow the City's Storm Water Standards Manual for drainage design and BMPs for

treatment. Despite these regulations, impacts related to downstream flooding could be significant where development is located downstream of the PAL in Mission Valley. Additionally, due to the potential for this alternative to allow for increased density within project areas subject to tsunami inundation and potential mudflows after a fire event, these impacts would be significant, but would be slightly reduced compared to the proposed project given the reduced project area size under this alternative.

Concerning water quality, new development occurring within the project areas would be required to implement LID and storm water BMPs into the design of future projects to address the potential for transport of pollutants of concern through either retention or filtration, consistent with the requirements of the MS4 Permit for the San Diego region and the City's Storm Water Standards Manual. Implementation of LID design and storm water BMPs would reduce the amount of pollutants transported from the project areas to receiving waters. Thus, with compliance with the existing regulatory framework addressing protection of water quality, impacts would be less than significant, the same as the project.

Regarding groundwater, storm water regulations that encourage infiltration of storm water runoff and protection of water quality would protect the quality of groundwater resources and support infiltration where appropriate. Impacts would be less than significant, the same as the proposed project.

j. Noise

Noise impacts under this alternative may include increases in traffic-related noise due to higher traffic volumes along local roadways, potential noise impacts to noise-sensitive land uses, increases in construction noise, and potential groundborne noise and vibration impacts due to development adjacent to trolley or rail lines. While the potential increase in density allowances under this alternative is not anticipated to exceed overall CPU densities for project areas with a recent CPU, certain areas without a comprehensive CPU could be subject to densities not considered in recent CPU analysis. An increase in traffic-generated noise could result in an increase in ambient noise levels that exceed the City's significance thresholds beyond what was analyzed in recent CPU EIRs and in communities that have not had a recent comprehensive CPU. Impacts related to ambient noise and traffic-related noise increases would be significant and unavoidable. Impacts related to rail noise would be significant, the same as the project. While it is not anticipated that stationary noise sources associated with this alternative would result in noise exceeding property line limits, at a programmatic level of review it cannot be ensured without site-specific development details and equipment locations which are not available at this time. Thus, impacts related to noise ordinance compliance under this alternative would be significant, the same as the proposed project.

Future development implemented under both the Limited Transit Priority Area Alternative and proposed project would be required to comply with applicable City and state noise regulations including Title 24 Building Code requirements and the City's Noise Ordinance. The temporary construction noise impacts of this alternative would be similar to the proposed project, as construction activities could 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 its Noise Abatement and Control Ordinance, due to the highly developed nature of

the area with sensitive receivers potentially located in proximity to construction sites, there is the potential for construction to occur that would expose existing sensitive receptors to significant noise levels. Thus, impacts associated with temporary construction noise would be the same under this alternative as under the proposed project.

Future development under the Limited Transit Priority Area Alternative would be located within ALUCP identified noise contours. However, during the building permit process for new development, overflight notification requirements would apply. Therefore, impacts under this alternative would be less than significant, the same as the proposed project.

k. Paleontological Resources

Impacts to paleontological resources under the Limited Transit Priority Area Alternative would be less than significant, the same as the proposed project. Future development projects implemented under this alternative could involve excavation of previously undisturbed areas, some of which may contain unique paleontological resources with fossil-bearing potential. Potential impacts to paleontological resources were evaluated in the General Plan PEIR and the analysis concluded that there is a potential for the cumulative loss of paleontological resources throughout the City as the City continues to develop in response to projected population growth. Likewise, development implemented in accordance with future development projects may result in the loss of unique paleontological resources or geologic formations with fossil-bearing potential. Pursuant to Section 142.0151 of the SDMC, all projects must comply with the General Grading Guidelines for Paleontological Resources included in Appendix P of the City's Land Development Manual. These guidelines also include the standard monitoring requirement, should a project meet the threshold for paleontological resource monitoring.

This regulation would apply to projects within and outside of the future project areas, and would ensure that impacts to paleontological resources under this alternative would be less than significant, the same as the proposed project.

l. Public Services and Facilities

Existing infrastructure deficiencies exist in various areas throughout the City, and as development occurs, public facility improvements (e.g., police, fire, schools, libraries, and parks) will likely be required to serve the City's growing population. At the time future facilities are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new facilities. However, as the location and need for potential future facilities cannot be determined at this time, it is unknown what specific impacts may occur. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential facilities would be mitigated to a less than significant level, impacts would be significant and unavoidable, the same as the proposed project.

m. Transportation and Circulation

Like the proposed project, the Limited Transit Priority Area Alternative is intended to facilitate the development of high density, multi-family residential land uses close to existing and planned transit areas, but in a smaller overall area. This alternative would also support improved pedestrian, bicycle, and transit facilities and foster increased safety for all alternative modalities. Through the Mobility Choices Program, this alternative would support multi-modal opportunities within Mobility Zones 1, 2, and 3~~2~~ and would be consistent with City policies. While the Limited Transit Priority Area Alternative would provide housing incentives within a smaller portion of the City than the proposed project, impacts related to conflicts with adopted policies, plans, or programs supporting alternative transportation would be less than significant.

Concerning design features, under the Limited Transit Priority Area Alternative, proposed improvements to roadways or amenities such as bicycle facilities would undergo review and approval by the City Engineer. Adherence to City standards, including the City's Street Design Manual, would ensure that a substantial increase in hazards or incompatible uses would not occur as a result of the Limited Transit Priority Area Alternative. The Limited Transit Priority Area Alternative does not include any requirements that would result in a substantial increase in hazards due to design features or incompatible uses. Impacts would be less than significant under this alternative, the same as the proposed project.

Concerning VMT, impacts resulting from future development under the Limited Transit Priority Area Alternative located in less efficient VMT screening areas (> 85 percent region average) would be significant and unavoidable, the same as the proposed project. However, as this alternative would reduce the area where incentives can be used, more development could occur within less efficient VMT areas compared to the proposed project because of the more limited applicability of the incentives. Thus, impacts would be greater under this alternative compared to the proposed project.

Concerning emergency access, future development allowed under this alternative would be required to comply with all applicable City codes and policies related to emergency access and would be reviewed by the City Fire Marshall to ensure adequate emergency access. Therefore, impacts related to emergency access would be less than significant, the same as the proposed project.

n. Public Utilities and Infrastructure

Within project areas with a recent comprehensive CPU, there would be no increase in water demand under this alternative that would exceed supplies anticipated in water supply planning documents because densities under the proposed project would be within the density projections of recent CPU water supply analysis (refer to EIR Section 3.2.4 and Section 4.0). However, within project areas that do not have a recent comprehensive CPU, it is possible that densities could be authorized in excess of what would have been considered in the latest water supply planning document. Thus, at this programmatic level of review, direct and cumulative impacts related to the availability of water supplies based on existing projections would be significant.

Mandatory compliance with City standards for the design, construction, and operation of storm water, water distribution, wastewater, and communications systems infrastructure would likely minimize significant environmental impacts associated with the future construction of and/or improvements to utility infrastructure. However, at this programmatic level of review and without the benefit of project-specific development plans, both direct and cumulative impacts associated with the construction of storm water, water distribution, wastewater, and communication systems would be significant, the same as the proposed project.

Future development within the project areas would generate solid waste through demolition/construction and ongoing operations, which would increase the amount of solid waste generated within the region. However, future projects would be required to comply with City regulations regarding solid waste that are intended to divert solid waste from the Miramar Landfill to preserve capacity. Compliance with existing regulations requiring waste diversion would help preserve solid waste capacity. Therefore, impacts associated with solid waste would be less than significant, the same as the proposed project.

o. Wildfire

Future development that would occur under this alternative would be required to comply with the City's Fire Code, Building Regulations, and Brush Management Regulations aimed at ensuring the protection of people or structures from potential wildland fire hazards. While implementation of and adherence to this regulatory framework would reduce potential wildfire impacts, the increase in the number of residents located within areas at risk of wildland fires could increase the exposure of people and structures to wildfires and impacts would be significant. Similarly, the potential increase in exposure of people to pollutant concentrations from wildfire would be significant. While these impacts would be significant and unavoidable, they would be slightly reduced compared to the project due to the reduced area where housing incentives would be provided.

Future utility and infrastructure improvements would be focused within TPAs, Mobility Zones 1, 2, and 3~~2~~ and would be required to comply with all applicable City standards; thus, associated utility and infrastructure improvements are not likely to exacerbate fire risk. However, at this programmatic level of review, potential temporary or ongoing impacts to the environment due to the installation or maintenance of infrastructure would be significant.

While this alternative's project areas could be subject to risks associated with downstream flooding or landslides, the existing regulatory framework related to flooding and geologic hazards would minimize potential risks. However, based on the potentially significant flooding risk identified in Section 4.9.1 that also applies to this alternative, potential risks related to flooding would also be significant.

p. Visual Effects and Neighborhood Character

Development associated with the Housing Program located outside of the Coastal Zone could adversely impact public scenic vistas or views due to height incentives that would allow for structure height in excess of existing base zone, Planned District Ordinance (PDO), or applicable community plan. Thus, at this programmatic level of review, and without project-specific development plans,

impacts associated with scenic vistas and viewsheds would be significant. This impact would be slightly reduced compared to the proposed project due to the reduced area of application of housing incentives.

The Housing Program would allow for additional building square footage and height beyond the allowance in the applicable base zone or PDO and/or Community Plan, depending on the amount of affordable units that are provided. With implementation of the proposed regulations, the design of new development would be required to incorporate design features that enhance neighborhood character and minimize adverse impacts associated with increased bulk, scale and height. Building materials, style, and architectural features would be reviewed to ensure the character of development meets required development standards. Notwithstanding these requirements, at this programmatic level of review, and without project-specific development plans, impacts associated with neighborhood character would be significant.

At this programmatic level of review, and without project-specific development plans, impacts associated with the loss of any distinctive or landmark trees or any stand of mature trees would be significant, the same as the project. While existing protections are in place to preserve the City's canyons and steep slopes, specific development proposals and grading quantities are not known at this time. It is possible that future development under the Housing Program could result in substantial landform alteration. Even with future discretionary review for projects that impact ESL defined steep slopes, impacts would be significant. Required compliance with the LDC would ensure impacts relative to lighting and glare would be less than significant.

8.2.3 Conclusion

While the Limited Transit Priority Area Alternative will incentivize development within TPAs, the incentives would apply to a smaller area than under the proposed project. The reduced project area would likely result in a reduction in potential future residents in TPAs, which would lead to a reduction in vehicle trips in comparison to those anticipated under the proposed project. However, like the proposed project, the Limited Transit Priority Area Alternative is designed to reduce traffic overall in the long term and facilitate a shift to alternative modes. All impact conclusions of this alternative would be the same as the proposed project, except the significant and unavoidable impacts related to air quality; historical, archaeological, and tribal cultural resources; hydrology and water quality, wildfire, and visual effects and neighborhood character would be slightly reduced compared to the proposed project. This alternative would achieve the project objectives slightly less than the proposed project, in particular due to the lesser degree that the proposed project would implement the CAP and the City of Villages strategy due to a reduction in project areas within TPAs that could use the proposed housing incentives.

8.3 Incentives Available Citywide Except Height Incentive Alternative

8.3.1 Description

Under this alternative, the Housing Program height incentive would not be available, but all other development incentives under the Housing Program would be available citywide – inside TPAs as well as outside of TPAs – in zones that allow for multi-family residential development. Thus, under this alternative, multi-family housing would be incentivized citywide, rather than focused within TPAs and Mobility Zones 1, 2, and 3~~2~~. Additionally, active transportation infrastructure investments under both the Housing and Mobility Choices Programs would be spread out citywide rather than being focused within TPAs and Mobility Zones 1, 2, and ~~2~~3. Under this alternative, development within Mobility Zone 4~~3~~ could participate in the Mobility Choices Program in the same manner as projects within Mobility Zones 1, 2, and 3~~2 and TPAs~~. Under this alternative, it is anticipated that housing needed to accommodate the region's housing needs would be developed in various areas throughout the City, and would not be concentrated within the TPAs and Mobility Zones 1, 2, and 3~~2~~, as under the proposed project. It is anticipated that fewer residential units would be developed since the amount of dwelling units allowed would be limited due to a reduced height limit.

8.3.2 Analysis of Incentives Available Citywide Except Height Incentive Alternative

a. Land Use

The Incentives Available Citywide Except Height Incentive Alternative would incentivize multi-family housing with an emphasis on affordable housing units, but without incentivizing height or requiring the development to occur within TPAs. Housing would be developed in various areas throughout the City in zones that allow for multi-family residential development. This alternative would, therefore, retain land uses similar to those detailed in the adopted General Plan and applicable community plans. Unlike the proposed project, this alternative would not focus housing and mobility incentives on development near existing transit corridors, which would result in less focused density occurring in proximity to transit and reduced consistency with the City of Villages strategy and the CAP. This alternative would not focus the highest densities within TPA and may incentivize development in VMT inefficient areas which could conflict with the CAP. This alternative would achieve a portion of the planned densities in the City's General Plan and community plans, though less than the proposed project due to the lack of height incentive. At a program level of review, it cannot be determined how this Alternative would affect the ultimate distribution of multi-family densities within the City and associated VMT; however, as the alternative would provide housing incentives in multi-family areas citywide regardless of VMT efficiency, this could conflict with plans and policies that aim to incentivize densification near transit in order to achieve associated VMT efficiencies. This alternative's impact in terms of conflicts with plans and policies such as the City of Villages strategy and the CAP would be significant and unavoidable. Impacts related to conversion of open space or

farmland and conflicts with an adopted ALUCP would be less than significant, the same as the project.

b. Air Quality

Regarding existing air quality plans, the Incentives Available Citywide Except Height Incentive Alternative would conflict with the adopted RAQS and SIP because development intensity would be greater than the projections used by SANDAG in developing the RAQS. Therefore, impacts associated with consistency with air quality plans would be significant and unavoidable, the same as the proposed project.

Regarding operational emissions, impacts under the Incentives Available Citywide Except Height Incentive Alternative would allow for development incentives in multi-family zones Citywide and not focused in TPAs. This could result in higher operational emission overall due to development incentives being provided in less efficient VMT areas where longer vehicle trips would likely be required. However, without the height incentive, the density of development that could be accommodated would be reduced. At this program level of analysis, impacts related to operational air emission would be significant and unavoidable.

Construction emissions under the Incentives Available Citywide Except Height Incentive Alternative would likely be less than those anticipated under the proposed project because the more dispersed project area would likely reduce the concentration of construction projects occurring in one location; additionally, the scale of construction projects would likely be reduced due to the height restrictions that would remain in place. Like the project, impacts under the Incentives Available Citywide Except Height Incentive Alternative associated with sensitive receptors would be significant; however, it would be less under this alternative due to the lesser scale of development that would occur compared to that allowed under the proposed project.

c. Biological Resources

The Incentives Available Citywide Except Height Incentive Alternative would result in the same level of biological resources impacts as the proposed project. Implementation of this alternative could result in a potentially significant impact related to sensitive species, sensitive habitats, and wetlands. Pursuant to the ESL Regulations, ministerial projects would be reviewed for the presence of ESL. If the development area is determined to support ESL, the project would not be processed ministerially and would instead be required to undergo a discretionary permit process in accordance with ESL Regulations, the City's Biology Guidelines, and the provisions of the MSCP and VPHCP. Thus, with implementation of existing regulatory protections for biological resources, impacts to sensitive species and habitats resulting from future ministerial development within the project areas would be less than significant. However, at a program level of review, impacts associated with potential future discretionary development under the proposed project would be significant. Similarly, any project with impacts to wetlands would undergo a discretionary review demonstrating compliance with the City's Biology Guidelines, ESL Regulations, and the MSCP Subarea Plan; however, at a program level of review it cannot be determined whether impacts could be fully mitigated. Therefore, impacts to wetlands under this alternative would be significant.

Impacts of this alternative related to wildlife corridors and nursery sites would be less than significant, the same as the project due to required compliance with MSCP and VPHCP and the location of project areas within existing multi-family zoned areas typically within existing urban settings. Impacts to wildlife corridors and nursery sites would be also avoided through compliance with the MSCP and compliance with protections afforded to MHPA and MHPA-adjacent lands. However, compared to the proposed project, development could occur within less urban areas that could impact wildlife corridors. Although impacts would remain less than significant, they would be slightly greater than the proposed project. Impacts related to MSCP and VPHCP consistency under this alternative would be less than significant, the same as the proposed project due to required compliance with ESL Regulations that require that any project located adjacent to MHPA to comply with MHPA Land Use Adjacency Guidelines, which would ensure potential indirect impacts to sensitive habitats and wildlife species within the MHPA would be avoided.

d. Energy

As with the proposed project, future projects under the Incentives Available Citywide Except Height Incentive Alternative would be subject to existing building and energy code regulations in place at the time in which they were implemented. In addition, this alternative would include proposed Mobility Choices Program improvements that would support increased bicycle, pedestrian, and transit infrastructure and amenities, although these improvements would not be focused in proximity to transit, which could result in increased energy demand related to transportation. Similarly, housing incentives would not be focused within proximity to transit which would not support alternative modes of travel to the same degree as the proposed project. This alternative would not achieve the planned densities near transit stops in the City's General Plan and community plans, and would thus contain fewer opportunities to reduce wasteful, inefficient, and unnecessary use of energy, compared to the proposed project. While the Incentives Available Citywide Except Height Incentive Alternative would result in a less than significant impact related to conflicts with plans and policies that aim to incentivize energy efficiency, impacts would be greater than the proposed project.

e. Geology, Soils, and Seismicity

All future development requiring grading within the City must prepare a site-specific geotechnical investigation and implement site-specific measures to avoid geologic hazards. These regulations and requirements would apply equally to the Incentives Available Citywide Except Height Incentive Alternative and to the proposed project. Geologic hazards include seismic hazards, erosion or loss of topsoil, geologic instability, and expansive soils. Adherence to the SDMC grading regulations and construction requirements and implementation of the City's geotechnical study requirements would preclude significant impacts related to seismic hazards. Conformance to mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Construction in accordance with existing regulations and implementation of recommendations in the site-specific geotechnical report would prevent impacts related to geologic instability. Finally, compliance with existing regulations would ensure that impacts associated with expansive soils are reduced to less than significant.

With implementation of recommendations included in site-specific geotechnical investigations required under the CBC and SDMC, impacts related to geologic hazards would be less than significant under Incentives Available Citywide Except Height Incentive Alternative, the same as the proposed project.

f. Greenhouse Gas Emissions

The reduced development under this alternative could result in fewer emissions of GHGs due to less density and associated vehicle trips; however, at the same time, reduced incentives for multi-family residential land uses near transit could result in development occurring in less GHG efficient areas that require longer trips. Since the Incentives Available Citywide Except Height Incentive Alternative would not focus incentives for high density development near transit and would not allow for increased height, it could result in less development compared to the proposed project and less transit supportive density. Overall this alternative would be less consistent with CAP goals, because it would not focus housing and mobility incentives near transit. This alternative would not support alternative modes of transportation that can ultimately reduce GHG emissions to the same degree as the project. While impacts associated with GHG emissions would still be less than significant under the Incentives Available Citywide Except Height Incentive Alternative, this alternative would not achieve CAP policy objectives to the same degree. At a program level of review, it cannot be determined whether the proposed project or this alternative would result in more GHG emissions; thus, GHG emissions are assumed to be the same as under the proposed project.

g. Health and Safety

Compliance with federal, state, regional, and local health and safety laws and regulations would address potential health and safety impacts for the Incentives Available Citywide Except Height Incentive Alternative, the same as the proposed project. Hazardous materials and waste would be managed and used in accordance with all applicable federal, state, and local laws and regulations, and the project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. In accordance with City, state, and federal requirements, any new development that involves contaminated property would necessitate the clean-up and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted to occur at a contaminated site until a “no further action” clearance letter from the County of San Diego’s DEH, or similar determination is issued by the SDFD, DTSC, RWQCB, or other responsible agency. Therefore, impacts to schools would also be less than significant. Regarding aircraft-related impacts, implementation of the proposed project would be consistent with adopted ALUCPs as future development would be required to show compatibility with the requirements of the ALUCPs, the SDMC, and associated FAA requirements. Regarding emergency evacuation and response plans, the City and the OES of San Diego County continue to coordinate to update the MJHMP as hazards, threats, population, and land use, or other factors change to ensure that impacts to emergency response plans are less than significant. Impacts relating to this alternative would be less than significant, the same as the proposed project.

h. Historical, Archaeological, and Tribal Cultural Resources

The Incentives Available Citywide Except Height Incentive Alternative would allow for Housing Program FAR incentives in zones that allow multi-family development citywide versus within TPAs only. Similarly, improvements associated with the Mobility Choices Program would be implemented citywide instead of focusing in ~~TPAs and~~ Mobility Zones 1, 2, and ~~3~~2. As with the proposed project, future development under the Incentives Available Citywide Except Height Incentive Alternative has the potential to result in significant direct and/or indirect impacts to historical resources. The extent of impacts to historical resources resulting from implementation of the Incentives Available Citywide Except Height Incentive Alternative would be similar to those identified for the proposed project, except the areas where the program would apply would be extended to citywide. As with the proposed plan, implementation of Incentives Available Citywide Except Height Incentive Alternative would result in potentially significant impacts related to historical, archaeological, and tribal cultural resources. While the LDC provides for the regulation and protection of designated and potential historical and archaeological resources and human remains, at a program level of analysis it is impossible to ensure the successful preservation of these resources within the project areas. Similarly, existing regulations including the City's Historical Resources Regulations and Historical Resources Guidelines would provide for the protection of tribal cultural resources, but can not ensure all resource impacts could be avoided. Thus, potential impacts to historic resources would be considered significant, the same as the project. The area of potential impacts would be slightly greater due to the Citywide applicability of the Housing Program.

i. Hydrology/Water Quality

Potential impacts related to hydrology and water quality of the Incentives Available Citywide Except Height Incentive Alternative include downstream flooding, water quality impacts, erosion, and sedimentation. Future development must comply with all NPDES permit requirements, including the development of a SWPPP if the disturbed area covers one acre or more. Future projects would also be required to follow the City's Storm Water Standards Manual for drainage design and BMPs for treatment. Despite these regulations, impacts related to downstream flooding could be significant where development is located downstream of the PAL in Mission Valley. Additionally, due to the potential for the alternative to allow for increased density within areas subject to tsunami inundation and potential mudflows after a fire event, impacts would be significant.

Concerning water quality, new development occurring within the project areas would be required to implement LID and storm water BMPs into the design of future projects within the project areas to address the potential for transport of pollutants of concern through either retention or filtration, consistent with the requirements of the MS4 Permit for the San Diego region and the City's Storm Water Standards Manual. Implementation of LID design and storm water BMPs would reduce the amount of pollutants transported from the project areas to receiving waters. Thus, with compliance with the existing regulatory framework addressing protection of water quality, impacts would be less than significant.

Regarding groundwater, storm water regulations that encourage infiltration of storm water runoff and protection of water quality would protect the quality of groundwater resources and support infiltration where appropriate. Impacts would be less than significant.

j. Noise

Under this alternative, the potential increase in density allowances are not anticipated to exceed overall CPU densities for project areas with a recent CPU; however, certain areas without a comprehensive CPU could be subject to densities not considered in recent CPU analysis. An increase in traffic-generated noise could result in an increase in ambient noise levels that exceed the City's significance thresholds beyond what was analyzed in recent CPU EIRs and in communities that have not had a recent comprehensive CPU. Thus, at a program level of analysis, impacts related to ambient noise and traffic-related noise would be significant and unavoidable. While project impacts would also be significant and unavoidable, impacts of this alternative would be slightly reduced compared to the project due to the reduced density and traffic associated with removal of the height incentive. Impacts related to rail noise would be significant, the same as the project. While it is not anticipated that stationary noise sources associated with this alterative would result in noise exceeding property line limits, at a programmatic level of review it cannot be ensured without site-specific development details and equipment locations which are not available at this time. Thus, impacts related to noise ordinance compliance under this alternative would be significant, the same as the proposed project.

Future development implemented under both the Incentives Available Citywide Except Height Incentive Alternative and proposed project would be required to comply with applicable City and state noise regulations including Title 24 Building Code requirements and the City's Noise Ordinance. The temporary construction noise impacts of this alternative would be similar to the proposed project, as construction activities could 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 its Noise Abatement and Control Ordinance, due to the highly developed nature of the area with sensitive receivers potentially located in proximity to construction sites, there is the potential for construction to occur that would expose existing sensitive receptors to significant noise levels. Thus, impacts associated with temporary construction noise would be the same under the this alternative as under the proposed project.

Future development under the Incentives Available Citywide Except Height Incentive Alternative would be located within the ALUCP identified noise contours. However, during the building permit process for new development, overflight notification requirements would apply. Therefore, impacts under this alternative would be less than significant, the same as the proposed project. Thus, both the proposed project and the Limited Transit Priority Area Alternative would result in significant and unavoidable impacts related to traffic noise exposure, temporary construction noise, and construction vibration impacts.

k. Paleontological Resources

Impacts to paleontological resources under a Incentives Available Citywide Except Height Incentive Alternative would be less than significant, the same as the proposed project. Future development projects implemented under this alternative could involve excavation of previously undisturbed areas, some of which may contain unique paleontological resources with fossil-bearing potential. Potential impacts to paleontological resources were evaluated in the General Plan PEIR and the analysis concluded that there is a potential for the cumulative loss of paleontological resources

throughout the City as the City continues to develop in response to projected population growth. Likewise, development implemented in accordance with future development projects may result in the loss of unique paleontological resources or geologic formations with fossil-bearing potential. Pursuant to Section 142.0151 of the SDMC, all projects must comply with the General Grading Guidelines for Paleontological Resources included in Appendix P of the City's Land Development Manual. These guidelines also include the standard monitoring requirement, should a project meet the threshold for paleontological resource monitoring.

This regulation would apply to projects within and outside of the future project areas, and would ensure that impacts to paleontological resources under this alternative would be less than significant, the same as the proposed project.

l. Public Services and Facilities

Existing infrastructure deficiencies exist in various areas throughout the City, and as development occurs, public facility improvements will likely be required to serve the City's growing population. At the time future facilities are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new facilities. However, as the location and need for potential future facilities cannot be determined at this time, it is unknown what specific impacts may occur. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential facilities would be mitigated to a less than significant level, impacts would be significant and unavoidable, the same as the proposed project.

m. Transportation and Circulation

Potential impacts related to transportation and circulation under the Incentives Available Citywide Except Height Incentive Alternative relate to consistency with City policies, VMT, emergency access, and design features. From a policy perspective, this alternative would not contain the same elements as the proposed project intended to facilitate the development of high density multi-family residential land uses close to existing transit areas, facilitating reductions in Citywide per capita and per employee VMT. This alternative would incentivize housing Citywide which could allow for more housing to occur in less VMT efficient areas than the proposed project. Additionally height limitations would limit achieving higher densities near transit. The Mobility Choices Program would apply Citywide which would result in the same active transportation incentives for development within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~ as in less VMT efficient areas in Mobility Zone 4~~3~~. Thus, pedestrian, bicycle and transit facility improvements would not be focused within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~. Implementation of this alternative would conflict with adopted policies, plans, or programs supporting alternative transportation; impacts would be significant. Concerning VMT, more development would be located in less efficient VMT screening areas (> 85 percent region average) compared to the project, which would result in a significant and unavoidable impact greater than the proposed project.

Concerning emergency access, future development under this alternative would be required to comply with all applicable City codes and policies related to emergency access and would be

reviewed by the City Fire Marshall to ensure adequate emergency access. Therefore, impacts related to emergency access would be less than significant.

Concerning design features, under this alternative proposed improvements to roadways or amenities such as bicycle facilities would undergo review and approval by the City Engineer. Adherence to City standards, including the City's Street Design Manual, would ensure that a substantial increase in hazards or incompatible uses would not occur as a result of this alternative. The Incentives Available Citywide Except Height Incentive Alternative does not include any requirements that would result in a substantial increase in hazards due to design features or incompatible uses. Impacts concerning design features would be less than significant.

n. Public Utilities and Infrastructure

Potential impacts to public utilities under this alternative relate to water supply, utilities, and solid waste and recycling. From a policy perspective, water supply impacts under this alternative would be less than the anticipated impacts of the proposed project because, for project areas within communities that do not have a recently-updated community plan, the Incentives Available Citywide Except Height Incentive Alternative would not result in densities in excess of what would have been considered in the latest water supply planning document. In contrast, since not all proposed project areas fall within communities with recently-updated community plans, it is possible that the proposed project could result in densities authorized in excess of what would have been considered in the latest water supply planning document.

Concerning utilities, mandatory compliance with City standards for the design, construction, and operation of storm water, water distribution, wastewater, and communications systems infrastructure would likely minimize significant environmental impacts associated with the future construction of and/or improvements to utility infrastructure, under any alternative. However, at this programmatic level of review and without the benefit of project-specific development plans, both direct and cumulative impacts associated with the construction of storm water, water distribution, wastewater, and communication systems would be significant for future development under both Incentives Available Citywide Except Height Incentive Alternative and the proposed project.

Concerning solid waste and recycling, future development under an Incentives Available Citywide Except Height Incentive Alternative would generate solid waste through demolition/construction and ongoing operations, which would increase the amount of solid waste generated within the region, the same as the proposed project. However, future projects would be required to comply with City regulations regarding solid waste that are intended to divert solid waste from the Miramar Landfill to preserve capacity. Compliance with existing regulations requiring waste diversion would help preserve solid waste capacity. Therefore, impacts associated with solid waste would be less than significant.

o. Wildfire

Future development that would occur under this alternative would be required to comply with the City's Fire Code, Building Regulations, and Brush Management Regulations aimed at ensuring the

protection of people or structures from potential wildland fire hazards. While implementation of and adherence to this regulatory framework would reduce potential wildfire impacts, the increase in the number of residents located within areas at risk of wildland fires could increase the exposure of people and structures to wildfires and impacts would be significant. Similarly, the potential increase in exposure of people to pollutant concentrations from wildfire would be significant. While the impacts of the proposed project were also found to be significant and unavoidable, impacts of this alternative would be slightly greater than the proposed project due to the fact that the Housing Program incentives would apply citywide and within more areas subject to wildfire hazards.

Future utility and infrastructure improvements would be required to comply with all applicable City standards; thus, associated utility and infrastructure improvements are not likely to exacerbate fire risk. However, at this programmatic level of review, potential temporary or ongoing impacts to the environment due to the installation or maintenance of infrastructure would be significant.

While this alternative's project areas could be subject to risks associated with downstream flooding or landslides, the existing regulatory framework related to flooding and geologic hazards would minimize potential risks. However, based on the potentially significant flooding risk identified in Section 4.9.1 that also applies to this alternative, potential risks related to flooding would also be significant.

p. Visual Effects and Neighborhood Character

Unlike the proposed project, the Incentives Available Citywide Except Height Incentive Alternative would not incentivize height in excess of the existing base zone, PDO regulations, or Community Plan height limit. Thus, impacts associated with scenic vistas and viewsheds under this alternative would be less than significant.

With implementation of the existing regulations, the design of new development would be required to incorporate design features that enhance neighborhood character and minimize adverse impacts associated with increased bulk, scale and height. Building materials, style, and architectural features would be reviewed to ensure the character of development meets required development standards. Notwithstanding these requirements, at this programmatic level of review, and without project-specific development plans, impacts associated with neighborhood character would be significant.

At this programmatic level of review, and without project-specific development plans, impacts associated with the loss of any distinctive or landmark trees or any stand of mature trees would be significant.

While existing protections are in place to preserve the City's canyons and steep slopes, specific development proposals and grading quantities are not known at this time. It is possible that future development could result in substantial landform alteration. Even with future discretionary review for projects that impact ESL defined steep slopes, impacts would be significant. Required compliance with the LDC would ensure impacts relative to lighting and glare would be less than significant.

8.3.3 Conclusion

While the Incentives Available Citywide Except Height Incentive Alternative would result in future development citywide, the amount and height of development would be reduced compared to the proposed project. The removal of the height incentive under this alternative would avoid potentially significant impacts related to aesthetics (views and neighborhood character). The reduced development potential would also likely result in a reduction in potential future residential development, which could lead to a reduction in vehicle trips in comparison to those anticipated under the proposed project. Development under this alternative would not be focused in ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~ and could result in development in less efficient VMT areas and less adoption of transit, as development would not be focused in TPAs. This alternative would not achieve City goals related to long-term GHG reduction and reducing Citywide VMT per capita and VMT per employee. Noise impacts of this alternative would be significant, though likely reduced compared to the proposed project, and may include potentially significant impacts related to traffic noise exposure and construction noise. Air quality and wildfire-related impacts may also be reduced under this alternative compared to the proposed project. This alternative would not achieve the objectives of the proposed project, because it would not allow the highest densities in proximity to existing and planned transit stations within TPAs.

8.4 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 project goals and objectives, the Limited Transit Priority Area Alternative 2A is the environmentally superior alternative for this PEIR. While the Limited Transit Priority Area Alternative 2A would not eliminate any significant impacts of the proposed project, it would reduce the significance of some impacts due to the more limited project areas. Impacts would be reduced, but not avoided, for the issues of air quality, hydrology and water quality, wildfire, and visual effects and neighborhood character. While removal of the height incentive under the Incentives Available Citywide Except Height Incentive Alternative 2A would avoid potentially significant impacts related to aesthetics (views and neighborhood character), this alternative would not achieve key project objectives and would conflict with key city policies focused around GHG, per capita VMT reductions, and focusing development within ~~TPAs and~~ Mobility Zones 1, 2, and 3~~2~~. In contrast, the Limited Transit Priority Area Alternative 2A would still incentivize development within TPAs (more so than Alternative 2B), and would be consistent with project objectives, but to a lesser degree than the proposed project.

9

Chapter 9.0
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Chapter 10.0
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This Program Environmental Impact Report (PEIR) has been completed by the City of San Diego's Planning Department and is based on independent analysis and determinations made pursuant to the San Diego Municipal Code Section 128.0103. The following individuals contributed to the preparation of this report.

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